

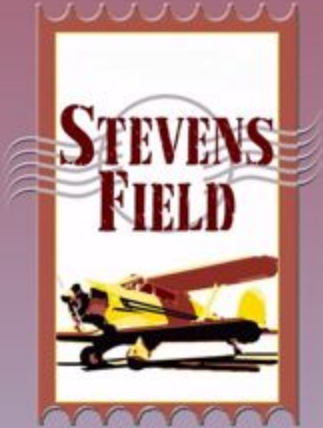
2012

STEVENS FIELD AIRPORT

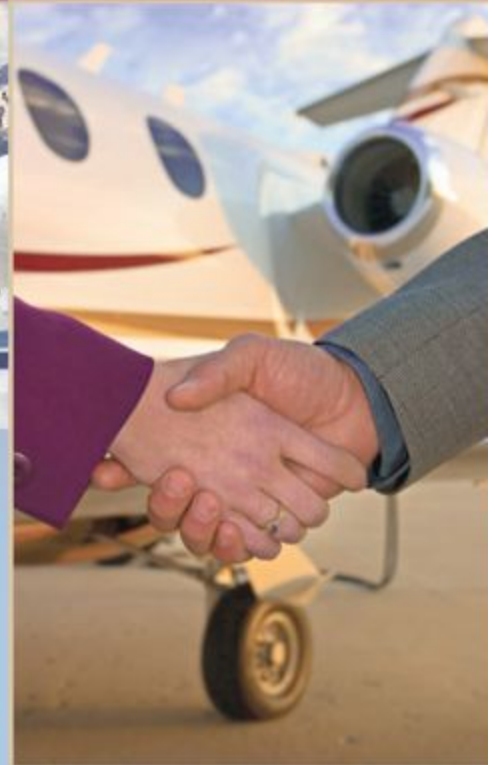


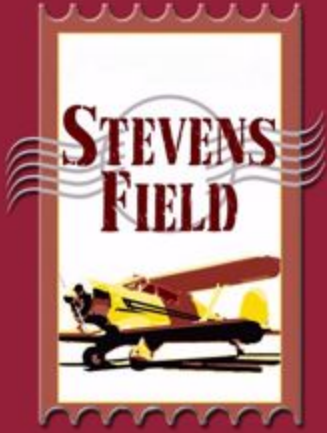
# PAGOSA SPRINGS

ECONOMIC IMPACT STUDY



EXECUTIVE SUMMARY





ARCHULETA COUNTY  
AIRPORT ADVISORY COMMISSION      2012

PREPARED AND PRESENTED BY:

KATE ALFRED - CHAIRPERSON  
MICHAEL ARBUTHNOT - VICE CHAIRMAN  
DAVID LOPEZ - SECRETARY  
RALPH GOULDS  
DEIDRA FORTIER  
CHIRAG PATEL  
DAVID PATTERSON  
BOB GOUBITZ - FBO MANAGER

ADDITIONAL CONTRIBUTION BY:

BILL MCKOWN - FORMER AIRPORT MANAGER  
LLOYD GOHEEN - FORMER AAC MEMBER  
JIM CAREY - FORMER AAC MEMBER



PAGOSA SPRINGS

# ECONOMIC IMPACT STUDY



## *Introduction*

FOR PAGOSA SPRINGS, AVIATION IS THE SOUND OF GROWTH. ARCHULETA COUNTY AIRPORT IS A MAJOR ECONOMIC CATALYST TO OUR COMMUNITY. THIS ECONOMIC IMPACT STUDY WAS CONDUCTED IN ORDER TO HAVE VERIFIABLE NUMBERS TO JUSTIFY THE TAXPAYER FUNDS COMMITTED TO THE AIRPORT AND CLEARLY SHOW THE POSITIVE ECONOMIC IMPACT OF THE AIRPORT ON THE COMMUNITY.

OUR GOAL WAS TO DEMONSTRATE THE VALUE AND FINANCIAL CONTRIBUTION THE AIRPORT MAKES TO THE COMMUNITY AND THEREBY GAIN SUPPORT FOR FUNDING FOR FUTURE AIRPORT GROWTH AND INFRASTRUCTURE. AS THIS REPORT SHOWS, THE ECONOMIC IMPACT THAT PAGOSA SPRINGS GAINS FROM OUR AIRPORT IS TRULY SIGNIFICANT. WE PRESENT THIS REPORT TO DEMONSTRATE THE SIGNIFICANT VALUE WE ALL RECEIVE FROM OUR AIRPORT.



## *Methodology*

Traditionally economic impact studies for airports concentrated on the traffic, businesses, and employment at the airport and the resulting impact to the local economy. As the “Baby Boomer” generation retires, the demographics of the country will change as a result of their desire to move to less congested locales. A great number of pilots are now looking for aviation retirement destinations similar in nature to the Pagosa Springs area. We have seen in the last few years more and more pilots choosing Pagosa Springs as their new home. With this in mind, it was decided to also see what the impact of this aviation community had on the local economy and include the data in the study as well.

This study was conducted for the years 2002 through 2011.

A survey questionnaire and a calculation worksheet were developed and sent out to the aviation community in order to mine the necessary information from this community. If this were to be a qualified contribution that could only be attributed to the airport’s existence then the aviation community could only be counted if the airport were the only thing that drew them to Pagosa Springs. To ensure that the information was truly qualified, the first question on the survey asked if they would have moved to Pagosa had the airport not been here. If any of the respondents answered that they would have moved here regardless of there being an airport here, none of their financial data was used in this study. It’s important to note at this time that to prevent a single respondent from skewing the results too far in one direction, no “qualified heavy hitters” were included in this impact study. i.e.: Boot Jack Ranch, Bass Bros. etc.

110 surveys were sent out to the aviation community and 46 members responded to the survey. Of the 46 respondents, only 43 could be qualified as having moved to Pagosa solely because of the airport’s existence. The information we were looking for was their investments in homes, and hangars as well as the resulting taxes for these properties and the contributions to the local businesses in the way of commodities necessary to live here in Pagosa. A copy of the survey is included in the appendix.

*See Appendix 1*



## *Methodology* - CONTINUED

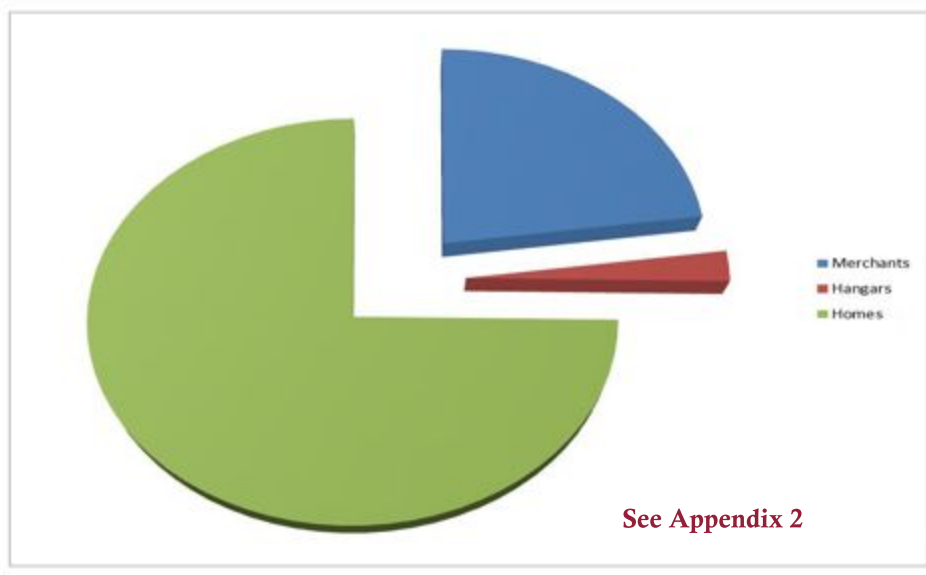
The following data represents only those 43 respondents for the period from 2002 to 2011

The total investment by the aviation community in homes including taxes paid = \$27,820,000.

The total investment in hangars including taxes paid = \$ 2,940,000\*

The total contribution to the local merchants for commodities = \$9,141,630

**Overall contribution to Archuleta County by aviation community for 10 years = \$39,901,603**



\*Note: The number for the hangars represents only 22 of the existing 52 hangars on the airfield



## **Methodology** - CONTINUED

It could be argued that this is only partial data and the remainder of the aviation community should be added to the data in this study. The goal of this first study was to be on the ultra-conservative side and only includes data that could be physically quantified. These numbers represent just that.

For argument sake this is what extrapolated numbers for the existing and remaining survey respondents would look like.

### **Extrapolated Data**

The total investment by the aviation community in homes including taxes paid = \$66,638,605.

The total investment in hangars including taxes paid = \$ 6,949,091\*

The total contribution to the local merchants for commodities = \$21,897,393

**Overall contribution to Archuleta Co. by aviation community for 10 years \$95,485,089**

*Adding the "Qualified Heavy Hitters" to these numbers would add another \$100,000,000.*

**See Appendix 2**



## Visitor Benefits

Our aviation visitors arrive in a number of different aircraft sizes, ranging from single-seat homebuilts to factory-produced four and six-seaters to the latest turbo-prop and jet aircraft, seating as many 10 passengers.

These visitors spend money for fuel, parking, hotel, food and rental cars. They can also be expected to spend money on visiting local attractions, retail shops, fitness facilities, sport activities such as hunting and golf. The list could go on, but I think you get the idea. These expenditures are grouped under what are best called "direct impact".



In addition to Direct Impact spending, for every dollar, there is indirect and induced spending (circulation of money locally) estimated at 30 to 70 cents. This figure is derived from the Virginia and Minnesota studies on this subject .

### ANNUAL VISITOR ECONOMIC IMPACTS

Aircraft Fuel	Aircraft Parking	Rental Car	
\$314,320	\$11,724	\$67,500	
Hotels	Food	Activities	
\$168,038	\$476,000	\$307,500	

See Appendix 4

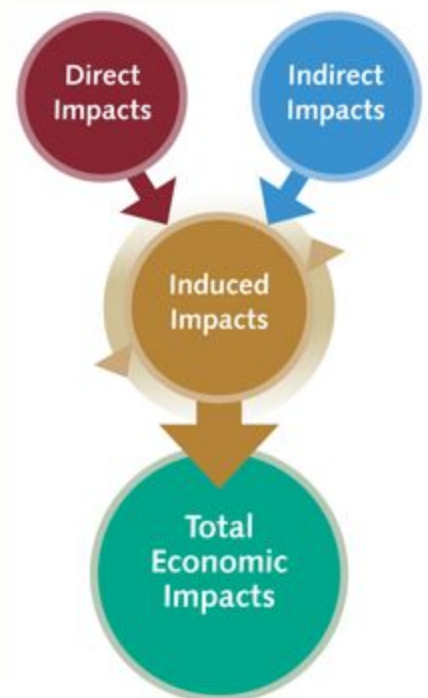
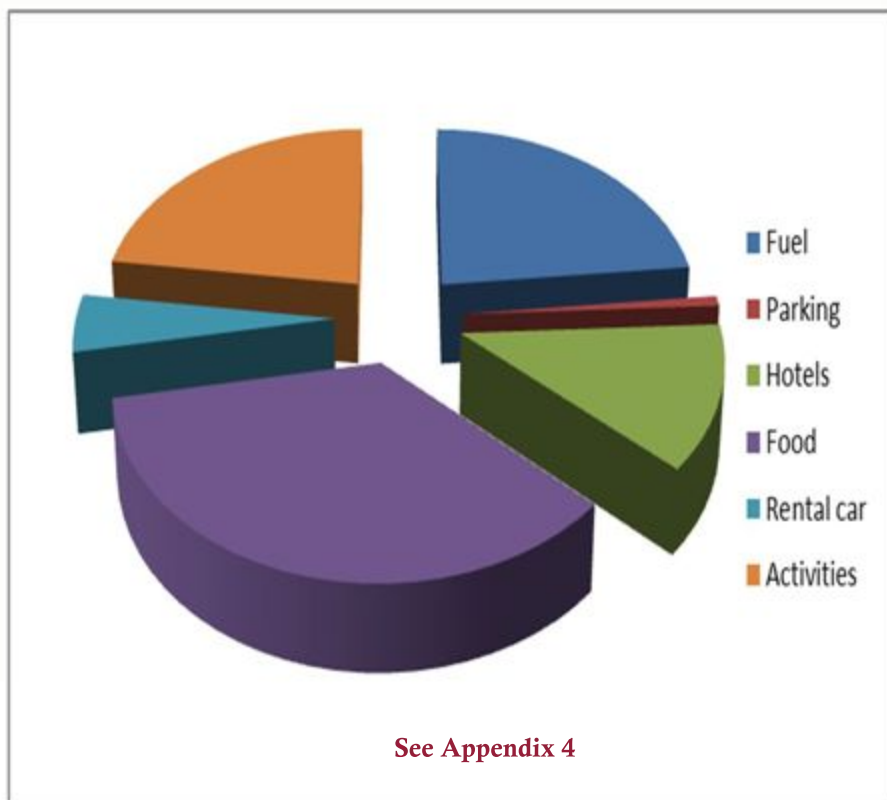
## Visitor Benefits - CONTINUED



Based on these two studies, adjusted for the current value of the dollar and the fact that we are a destination resort, we can easily justify the following direct impact expenditures based on FBO records . We were visited by 130 light aircraft and 212 jet and turboprop aircraft during the past year. The total fuel expenditure for both types of aircraft amounted to \$314,320 dollars. Parking fees totaled \$11,724; Hotels contributed \$168,038. Food is estimated at \$476,000. Rental cars added \$67,500 dollars. General local activities, by a conservative estimate, added another \$307,500 dollars. Adding these direct impact amounts give us a total of \$1,345,682. The detailed derivation of these figures is appended to this section.

In order to remain on the conservative side, we estimated that indirect and induced spending to be on the order of 28 cents for each dollar of direct impact spending. This amounts to \$479,990, providing a total impact for the past year of \$1,722,473 dollars.

This indirect spending of 28 cents for every dollar of direct spending is a highly conservative estimate and if we give credence to the Virginia and Michigan studies, could easily be double or triple that amount.







## *Investment in Airport Infrastructure*

The development and investments made in Archuleta County Airport are the core of this Economic Impact Study. Over the course of ten years, Stevens Field has kept pace with the needs of an ever increasing aviation community in Archuleta County, as well as aviation visitors. The completion of significant airport improvement projects has catered to increasing numbers, size and class of aircraft visiting Archuleta County and Pagosa Springs. On numerous occasions these visitors have directly invested in the airport and in the community, becoming property owners and building homes; all this development is directly attributable to our state of the art airport facility that was here to support their needs.

### **Airport Improvement Projects over the last 10 years have included:**

2002 Land Acquisition	\$869,700
2005 Runway Construction	\$9,538,600
2006 Taxiway Construction	320,500
2007 Airport Layout Plans	\$83,100
2008 Taxiway A Construction	\$5,286,100
2009 Fog Seal Runway & Taxiways	\$157,127
2010 N. Ramp Aircraft Parking	\$349,000
2011 Self Service Fuel Farm Maintenance	\$22,000

***\$16,626,127 Total Capital Projects***

**See Appendix 5 c to g**

## *Investment in Airport Infrastructure* - CONTINUED

Airport Improvement Projects are planned and completed with the support of the Federal Government through the Federal Aviation Administration (FAA), the Colorado Department of Transportation- Aeronautical Division (CDOT-A) and our local government authority, the Archuleta County Board of Commissioners.

Historically the program's cost share was a 95/5 percent in matching funds between the FAA and our local government. Today's funding match for local government is a 90/10 percent, which means the FAA provides 90% of the funds with only a 10% match required from local funds. In any financial world, this is an unbelievably high return on investment.

## *Future Growth and Development*

The airport's future growth and development is promising and will provide long range economic benefit to Archuleta County. The airport proudly boasts that our community is a "Fly to" location as much as Highway 160 allows us to be a "Drive to Location."

The airport's Capital Improvement Plan is the tool the FAA and State use for forecasting project planning. Due to the scale of the plan a copy is provided in Appendix 5h of this study.

Future highlights carefully planned with federal assistance include projects relating to the safe and efficient operation of the airport.

The CIP summary includes:

Date	Project	Local Estimated Cost	Federal / State Grant
2012	Snow removal equipment	\$12,147	\$485,857
2014	Pavement seal coating	\$14,575	\$275,000
2015	Taxiway completion	\$222,763	\$5,365,425
<b>Total</b>		<b>\$249,485</b>	<b>\$6,126,282</b>

See Appendix 5h

### *Future Capital Improvements*

#### *2012 - Snow Equipment*

**\$489,004**

#### *2014 - Pavement Coating*

**\$289,575**

#### *2015 - Taxiway Completion*

**\$5,588,188**

**24:1 return on investment**

## Airport Operations

Direct operating budgets over the course of the economic impact time line show the airport provides the following services for which it derives revenue:

1. Fixed Base Operations Lease (FBO) with Avjet Corporation
2. Tenant Land Leases, 53 aircraft private hangars
3. Tenant – Hangar Property Taxes from the private hangars
4. Sale of Aviation Fuel to jet and propeller aircraft by Avjet
5. Aircraft Servicing Fees; parking, tying down, landing, etc.

In the ten year period 2001 – 2011, revenue from operations was \$948,902.

The ten year cumulative expense budgets totaled \$2,066,744.

The bottom line, a deficit (paid from Archuleta County general fund) of **(\$1,117,842)** over ten yrs.

For only \$111,178 per year on average, the airport provides an unparalleled gateway to Pagosa Springs for travelers who come here to enjoy our community, spend their money and perhaps become our neighbors.

	2002	2006	2011
Revenue	\$59,250	\$88,362	\$140,208
Expenses	\$180,329	\$231,476	\$228,622
Bottom line	(\$121,080)	(\$143,114)	(\$88,414)

See Appendix 5 a and b



## *The Flagship Investment Made By Archuleta County*

In addition to our Airport Improvement Programs above, in 2005 Archuleta County invested \$4,400,000 in a State of the Art Airport Operation hangar facility, 10 private hangars and taxiway resurfacing. This significant and forward thinking investment demonstrated the commitment of Archuleta County to support an airport and was a pre-requisite to receiving the capital funds from the Federal and State Airport Grant Programs. Although this cost was born by Archuleta County alone, it opened the door for us to receive many millions of dollars of Federal and State funds.

The Fixed Base Operations hangar facility incurred a debt cost for 10 years at \$353,000 annually and will be paid off in late 2014. At that time Archuleta County Airport will own a beautiful operations facility which is second to none, and which will serve our visitors well into the future.



## Airport Financial Impact

The economic benefits of the Archuleta County Airport extend well beyond the boundaries of Stevens Field. Even residents who never fly benefit from the airport through the creation of businesses, jobs, income, and tax revenues. The return on the investment of County dollars in the airport is high and brings great economic benefits to the community.

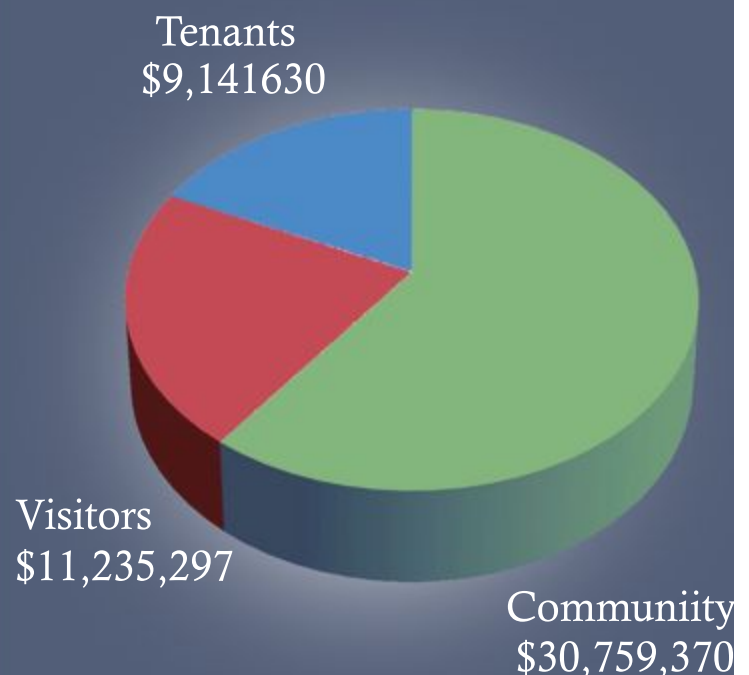
Stevens Field not only contributes to the economic activity of the local economy, but it also provides tangible benefits to local citizens that cannot be easily quantified. These qualitative benefits include real and vital contributions in terms of safety, security, health, recreational opportunities and the general quality-of-life in Archuleta County.

NOTE: The figures representing the return on investment (ROI) over the last ten years were based solely on the 43 surveys completed and returned out of 107 surveys distributed to the airport community. If the ROI for the Last Ten Years Table was revised to include the extrapolated data of the 64 unreturned surveys, the actual dollars spent in our community and the ROI would conservatively have been double the figures represented in this report.

## Types of Aviation Contributions



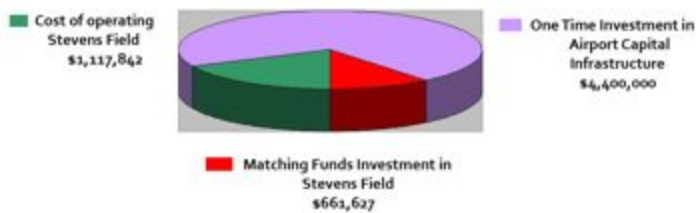
## Ten Year Total Direct Impact By Revenue Source



## Return on Investment Summary

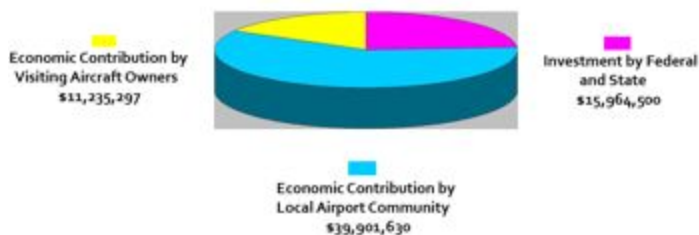
Archuleta County has expended a total of \$6,179,469 at Stevens Field over the past decade. Operating costs, in the amount of \$1,117,842, represent 18% of the total expenditures during this period of time. The remaining 82% of expenditures represent one time investments in the airport capital infrastructure, and the matching funds for said investments.

### Ten year Expenditures in Stevens Fields by Archuleta County = \$6,179,469

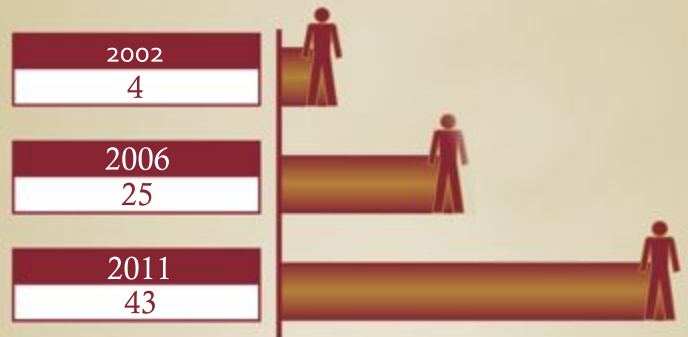


Over the past ten years, Archuleta County has received a total of \$67,101,427 of economic benefit from the expenditures made at Stevens Field. The local airport community and visiting aircraft owners comprise \$51,136,927 or 76% of the revenue/contribution related to Stevens Field.

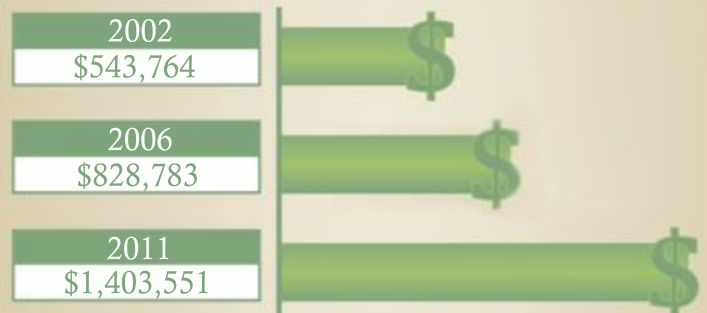
### Ten Year Revenue/Contribution to Archuleta County = \$67,101,427



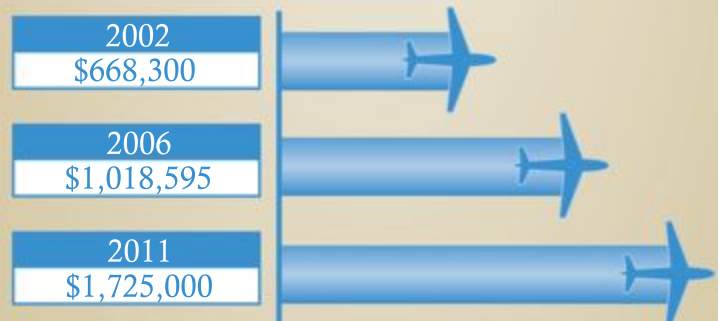
### Aviation Community Residents



### Aviation Contribution to Local Vendors



### Aviation Visitor Direct & Indirect Contribution



## Total Economic Impact

Given the economic climate facing our country, and in particular Archuleta County, money invested in Stevens Field is a great investment and yields strong returns. During the past ten years, \$6,179,469 has been invested in Stevens Field by Archuleta County from tax dollars, which has returned a yield on that investment of \$67,101,427, a rate of return of \$10.89 for every \$1.00 invested. Investing in Stevens Field is an investment in Archuleta County's future, and the future of each of its taxpayers, the ultimate beneficiary of the County's investment in Stevens Field.

### I. EXPENDITURES BY ARCHULETA COUNTY:

- Total cost of operating the airport \$ 1,117,842
  - Matching funds investment in airport \$ 661,627
  - One time investments in airport capital infrastructure \$ 4,400,000
- TOTAL \$ 6,179,469**

### II. REVENUE/CONTRIBUTION TO ARCHULETA COUNTY:

- Investment by Federal and State \$15,964,500
  - Economic contribution by local airport community \$39,901,630
  - Economic contribution by visiting aircraft owners \$11,235,297
- TOTAL \$67,101,427**

*For every dollar Archuleta County invests in the airport, the County receives a return of \$10.86.*



# Appendix 1



## Airport Advisory Committee Airport Economic Survey

### General

1. Are you a full or part-time resident in Archuleta County?  
 Full  
 Part-time \_\_\_\_\_ months per year
2. How long have you lived in Archuleta County? \_\_\_\_\_ years
3. Would you have moved here if there wasn't an airport in Archuleta County?  
 Yes  
 No
4. Do you own an aircraft? (For members of the flying club, this info will be solicited from it's executive)  
 Yes  
 No
5. Do you own a hangar on Stevens Field? (For members of the flying club, same as above)  
 Yes  
 No
6. If you own a hangar at Stevens Field, did you:  
 Buy an existing hangar?  
 Build a hangar?  
Approximate construction or purchase price  
 Under \$100,000  
 \$100,000 - \$200,000  
 Over \$200,000

### Airport

7. Approximate annual hangar property taxes \$ \_\_\_\_\_
8. Approximate annual hangar lease cost \$ \_\_\_\_\_

### Home

9. Did you purchase or build your home in Archuleta County?  
 Built  
 Purchased  
 I rent a home in Archuleta County \$ \_\_\_\_\_ per month.
10. Approximate purchase price or construction price of your home ?  
 Less than \$250,000  
 \$250,000 to \$500,000  
 \$500,000 to \$750,000  
 \$750,000 to \$1,000,000  
 Over \$1,000,000
11. Annual home property tax: \$ \_\_\_\_\_

### Community Expenditures

12. Average annual household expenses (groceries / repairs / services / utilities / entertainment / gifts) spent in Archuleta County, including services you receive in Archuleta even though the payment may be sent to an out of town address (some utilities, etc.) If you are a part time resident calculate your expenses for the period of time you live in Pagosa.  
\$ \_\_\_\_\_
- Use the included "Calculation Worksheet" to assist in collecting your Community Expenses. Do not return it with the survey. It is only for your convenience.

Thank you for your participation.



## Appendix 2

<u>Economic contribution to the County</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>TOTAL</u>
<u>One Time Contribution to local economy from airport tenants:</u>						
through purchase of a home	\$2,782,000	\$2,782,000	\$2,782,000	\$2,782,000	\$2,782,000	\$13,910,000
through purchase of a hangar	\$133,636	\$133,636	\$133,636	\$133,636	\$133,636	\$668,181
<u>Annual Contribution to local economy from airport tenants:</u>						
from taxes paid on homes						
from purchase of merchandise /services from local vendors	\$543,764	\$604,183	\$671,314	\$745,905	\$828,783	\$3,393,949
<u>Economic contribution to the County</u>						
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>TOTAL</u>
<u>One Time Contribution to local economy from airport tenants:</u>						
through purchase of a home	\$2,782,000	\$2,782,000	\$2,782,000	\$2,782,000	\$2,782,000	\$13,910,000
through purchase of a hangar	\$133,636	\$133,636	\$133,636	\$133,636	\$133,636	\$668,181
<u>Annual Contribution to local economy from airport tenants:</u>						
from taxes paid on homes						
from purchase of merchandise /services from local vendors	\$920,870	\$1,023,189	\$1,136,876	\$1,263,196	\$1,403,551	\$5,747,682
<b>Total Contribution to Community by Aviation Residents =</b>						<b>\$39,901,000</b>

**Question #1 on Survey "Would you have moved here if the airport were not here?"**

**Only 43 of the 46 respondents are valid because they answered no to question #1**

**Of the 46 respondents 22 hangars were built**

**Yearly home and Hangar numbers were divided equally into each year**

**Actual tax data taken from survey respondents and included in yearly home numbers**

## Appendix 3a

### INVESTMENTS IN AIRPORT

#### Federal and State contribution

	2002	2003	2004	2005	2006
Runway Construction					
Taxiway Construction				\$9,300,000	
Alpha Hangars					\$314,600
Fog seal, runway & bravo					
North ramp					
Airport layout					
Bravo resurfacing					
Runway 1/19 Extension					
Land Acquisition	\$692,700				

**Total Federal and State = \$10,307,300**

#### County contribution - Matching funds

	2002	2003	2004	2005	2006
Runway Construction					
Taxiway Construction				\$238,600	
Alpha Hangars					\$5,900
Fog seal, runway & bravo					
North ramp					
Airport layout					
Bravo resurfacing					
Runway 1/19 Extension					
Land Acquisition	\$177,000				
AVGas Tank					

**Total County = \$421,500**

**TOTAL investment by all parties for the years 2002 to 2006 =**

**\$10,728,800**

## Appendix 3b

### INVESTMENTS IN AIRPORT

	2007	2008	2009	2010	2011
<b>Federal and State contribution</b>					
Runway Construction					
Taxiway Construction		\$5,154,000			
Alpha Hangars			\$142,000		
Fog seal, runway & bravo				\$280,100	
North ramp					
Airport layout	\$81,100				
Bravo resurfacing					
Runway 1/19 Extension					
Land Acquisition					
<b>County contribution - Matching funds</b>					
Runway Construction					
Taxiway Construction		\$132,100			
Alpha Hangars			\$15,127		
Fog seal, runway & bravo				\$68,900	
North ramp					
Airport layout	\$2,000				
Bravo resurfacing					
Runway 1/19 Extension					
Land Acquisition					
AvGas Tank					\$22,000
<b>TOTAL investment by all parties for the years 2007 to 2011 =</b>					<b>\$5,897,327</b>

## Appendix 3c

### OTHER COUNTY INVESTMENTS IN AIRPORT CAPITAL INFRASTRUCTURE

	2005
FBO Building	\$3,200,000
Alpha Hangars	\$1,000,000
Bravo resurfacing	\$200,000
<b>Total</b>	<b>\$4,400,000</b>

*Note: Debt service retires in the year 2014*

# Appendix 4

## Annual Contribution to local economy from visiting pilots and guests

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	\$668,300	\$742,556	\$825,062	\$915,736	\$1,018,595	\$1,131,773	\$1,257,525	\$1,397,250	\$1,552,500	\$1,725,000

Total 10 year contribution = \$11,235,297

## For the year 2011

	Jet and Turbo-prop aircraft: 212
<b>Single engine GA aircraft: 130</b>	
<i>Assumptions: 2 passengers per flight for a total of 260 people 2 night stay</i>	
<u>AvGas:</u> 130 aircraft x \$200 fuel on average =	\$ 26,000
<u>Parking:</u> 130 aircraft x \$19 / night x 2 nights =	\$ 4,940
<u>Hotel:</u> 130 aircraft x 1.25 people x \$87.50 / night x 2 nights =	\$ 28,438
<i>Thought: I don't think 2 passengers per plane always get two separate rooms</i>	
<u>Food:</u> 260 people x \$100 / day x 2 days =	\$ 52,000
<i>Breakfast 15 / Lunch 15 / Dinner 25 / Tip 20 / Snocks &amp; Drinks 25</i>	
<u>Rental Car:</u> 130 aircraft x \$75 / day x 2 days =	\$ 19,500
<i>Thought: I don't think all 130 GA flights rent cars</i>	
<u>Activities:</u> 260 people x \$62.50 / day x 2 days =	\$ 32,500
<b>Total</b>	<b>\$ 163,378</b>
<i>Direct and Indirect impact: \$1,345,682 x 1.28* =</i>	
	<b>\$1,728,372.00</b>
<i>For every dollar of Direct impact there is 28 cents of indirect impact</i>	

	Jet and Turbo-prop aircraft: 212
<i>Assumptions: 5 passengers per flight for a total of 1060 people 4 night stay</i>	
<u>Gas, Jet A:</u> 187 jet aircraft x \$1360	\$ 288,320
<u>Parking:</u> 53 jet aircraft x \$32 per night x 4 nights	\$ 6,784
<u>Hotel:</u> 1060 people (One third need rooms) 349 rooms x \$100/nt x 4 nights	\$ 139,600
<u>Food:</u> 1060 people x \$100 / day x 4 days	\$ 424,000
<u>Cars:</u> 100 aircraft x 1.5 cars x \$80/ day x 4 days	\$ 48,000
<u>Activities:</u> 1060 people x \$65/day x 4 days	\$ 275,600
<b>Total</b>	<b>\$ 1,182,304</b>
<b>Grand Total</b>	<b>\$ 1,345,682</b>

## Appendix 5a

<u>AIRPORT OPERATIONS - REVENUE FROM OPERATIONS</u>							
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>		
FBO Lease / Rental	\$ 9,600	\$ 9,600	\$ 6,775	\$ 13,007	\$ 12,688		
Tenant Land Leases (land underneath hangars)	\$ 18,446	\$ 20,496	\$ 22,773	\$ 25,304	\$ 28,115		
Tenant - Hangar Property Taxes	\$ 25,676	\$ 28,529	\$ 31,699	\$ 35,221	\$ 39,135		
Sale of Aviation Fuel (Airport Share)	\$ 4,570	\$ 5,078	\$ 5,642	\$ 6,269	\$ 6,966		
Aircraft Parking Fees	\$ 957	\$ 1,063	\$ 1,181	\$ 1,312	\$ 1,458		
TOTAL	\$ 59,250	\$ 64,766	\$ 68,071	\$ 81,113	\$ 88,362		
		Data in RED is a best estimate due to lack of available data					
<u>AIRPORT OPERATIONS - EXPENSES TO OPERATIONS</u>							
Airport Salaries and Administration	\$ 70,329	\$ 78,143	\$ 86,826	\$ 122,766	\$ 122,766		
Airport Cost of Services ( utilities, etc.)	\$ 90,000	\$ 88,000	\$ 61,297	\$ 65,810	\$ 87,710		
Snow removal	\$ 20,000	\$ 20,000	\$ 22,971	\$ 21,900	\$ 21,000		
TOTAL	\$ 180,329	\$ 186,143	\$ 171,094	\$ 210,476	\$ 231,476		
Profit or Loss from operations	\$ (121,080)	\$ (121,377)	\$ (103,023)	\$ (129,363)	\$ (143,114)		

## Appendix 5b

<u>AIRPORT OPERATIONS - REVENUE FROM OPERATIONS</u>						
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>TOTAL</u>
FBO Lease / Rental	\$ 12,688	\$ 12,688	\$ 12,688	\$ 12,000	\$ 12,000	\$ 113,734
Tenant Land Leases (land underneath hangars)	\$ 31,239	\$ 34,710	\$ 38,567	\$ 42,852	\$ 47,613	\$ 310,114
Tenant - Hangar Property Taxes	\$ 43,483	\$ 48,314	\$ 53,683	\$ 59,648	\$ 66,275	\$ 431,663
Sale of Aviation Fuel (Airport Share)	\$ 7,740	\$ 8,600	\$ 8,214	\$ 11,498	\$ 11,820	\$ 76,398
Aircraft Parking Fees	\$ 1,620	\$ 1,800	\$ 2,000	\$ 3,102	\$ 2,500	\$ 16,993
<b>TOTAL</b>	\$ 96,770	\$ 106,112	\$ 115,151	\$ 129,099	\$ 140,208	\$ 948,902
<u>AIRPORT OPERATIONS - EXPENSES TO OPERATIONS</u>						
Airport Salaries and Administration	\$ 135,643	\$ 99,789	\$ 117,293	\$ 117,050	\$ 112,430	\$ 1,063,035
Airport Cost of Services ( utilities, etc.)	\$ 78,615	\$ 42,519	\$ 50,343	\$ 37,600	\$ 68,692	\$ 670,586
Snow removal	\$ 36,667	\$ 53,735	\$ 43,650	\$ 45,700	\$ 47,500	\$ 333,123
<b>TOTAL</b>	\$ 250,925	\$ 196,043	\$ 211,286	\$ 200,350	\$ 228,622	\$ 2,066,744
<b>Profit or Loss from operations</b>	\$ (154,155)	\$ (89,931)	\$ (96,135)	\$ (71,251)	\$ (88,414)	\$ (1,117,842)

## Appendix 5c

### Airport Improvement Project, AIP-15 Summer Construction Season 2005

#### Project Description:

Rehabilitate and Construct Runway 1/19

Surface: Asphalt

Dimensions: 8100' X 100'

Extensions:

Taxiway A-1

Taxiway A-2

North Ramp Access



In 2005 after years of patching runway 01/19 it was completely rebuilt. This capital runway improvement was the first major facility up grade in over 10 years. Our airport is now a benchmark for flight operations in the four corners region opening the door to corporate business visitors, real estate investment opportunities, charter flights and all types of private general aviation aircraft.

Stevens Field with its spectacular views of the San Juan Mountains is noted for being most beautiful airport in Colorado.

The runway now has three connector taxiways with convenient mid-field access to the flight operations building and servicing. This was a landmark investment by the FAA, CDOT-Aeronautical and Archuleta County.

#### Project Funding outline:

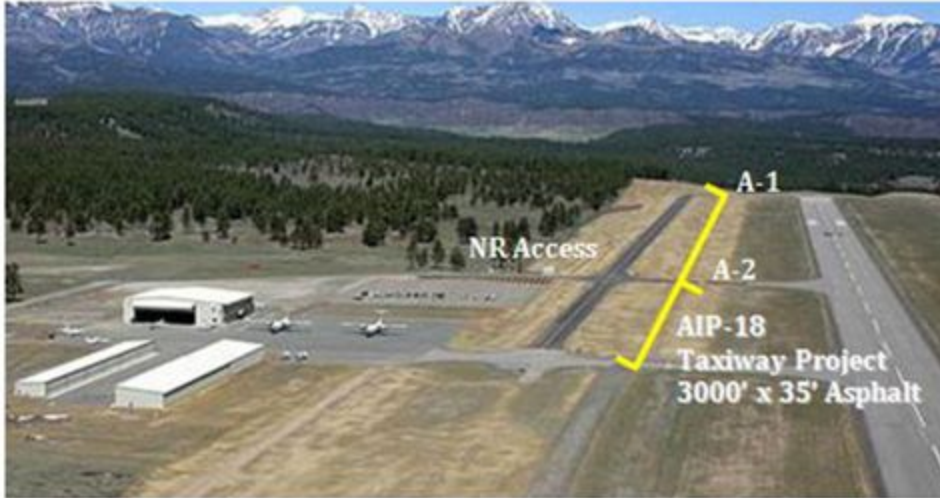
FAA Federal & CDOT	\$9,300,000	97.5%	Return on County Investment: 39 to 1
County Local	\$238,600	2.5%	
Total project Funds	\$9,538,000	100.0%	





## Appendix 5d

### Airport Improvement Project, AIP-18 Summer Construction Season 2008



**Project Description:**  
Construct Parallel  
Taxiway Way Phase I

Surface: Asphalt  
Dimensions: 3000' X 35'  
Extensions:  
Taxiway A-1  
Taxiway A-2  
North Ramp Access

In 2006 Archuleta County in collaboration with the FAA and CDOT Aeronautical Division included in their 5 year Capital Improvement Plan (CIP), a Stevens Field aviation safety project to enhance aircraft taxi safety. In 2007 the taxiway project Phase I was identified and incorporated into the overall Airport Layout Plan. With this plan completed the project began to secure federal and state grant funding along with Archuleta County matching funds.

Additional aspects of the project included an airport wildlife perimeter fence and an interior gravel surface road. The miles of fencing kept large wildlife out of the aircraft movement areas. The perimeter interior road allowed access to Nick's hangar area and the private aircraft hangars on the eastern area of the airport property. Included with the fencing was a security improvement of key controlled access vehicle gates.

In keeping with the FAA Airport Improvement Project requirements focusing on aviation safety, the grants and county matching funds were secured. In 2007 the fencing was completed and in 2008 the taxiway was completed. The two large aircraft parked on the ramp, De Havilland DASH-8's (photo above) are prime examples of visiting aircraft that now use the taxiway instead of "back taxing" on the active runway to line up for takeoff.

#### Project Funding outline:

FAA Federal	\$5,154,000	95.0%	Return on County Investment: 40 to 1
CDOT-A State	132,100	2.5%	
County Local	<u>132,100</u>	<u>2.5%</u>	
Total project Funds	\$5,418,200	100.0%	

## Appendix 5e

### Airport Improvement Project, AIP-19 Summer Construction Season 2009



#### **Project Description:**

Pavement Maintenance; Crack Seal, Fog Seal

Surfaces: Asphalt  
Runway  
Taxiways  
Aircraft Parking Aprons  
Taxiway Bravo

CDOT Aeronautical Division inspects airport pavement every five years. Pavement maintenance programs are included in the Stevens Field's 5 year, long range, CIP. Pavement at Stevens Field is closely monitored for normal wear and tear and the development of cracks. In the spirit of aviation safety, aircraft landing and taxi safety is critical to aircraft movement. Airport surface maintenance is an on-going state and federal program. Program management has the objective of increasing pavement service life. With proper treatment the surface could last up to ten years.



In line with the 2008 CIP, AIP -19 was forecast to be done in 2009. The initial planning with county leadership targeted a local funding match for 2009. Grant application started in January 2009 and the project was completed in July.

An additional subset of this project included Taxiway Bravo where 43 private aircraft hangars are located. This pavement is older than the runway and taxiway surfaces. This was the original runway for Stevens Field, and is no longer used to take off and landings.

With the pavement approaching 8 years old, the surface was seal coated by airport realignment of 2009 budget funding. The deterioration continues to be a significant problem for the Taxiway Bravo area and will need a crack seal and ultimate resurfacing within the next CIP funding cycle.

#### Project Funding outline:

FAA Federal	\$138,400	95.0%	Return on County Investment: 38 to 1
CDOT-A State	\$3,600	2.5%	
County Local	\$3,600	2.5%	
Total Project Funding	\$145,600	100.0%	
Airport Local	\$11,699	100.0%	

## Appendix 5f

### Colorado Discretionary Aviation Grant 2010 Summer Construction Season 2010



#### Project Description:

Rehabilitate North Aircraft Parking Ramp

Surfaces: Asphalt  
North Aircraft Parking Aprons  
Install Aircraft Tie Downs  
Relocate and Install Self-Serve Fuel Station  
Install Ramp Lighting

CDOT Aeronautical Division's discretionary grant program is of great assistance to Archuleta County and Stevens Field. Not only does CDOT-A help with a 2.5% of local matching funds for federal FAA airport improvement projects, they provide grant funding up to \$400,000 in individual grant funds for Colorado Airport on a prioritization of state aviation projects aligned with the 5 year Capital improvement planning process.



This particular project was funded with two CDAG grants; 2007 and 2008. The state cap for funding during this period was \$250,000. Thereby, the grant was split across two years. Regretfully, no construction took place during these years due to local county match not being available thereby shifting this project into 2010. The ramp surface received a top 3" asphalt layer and with 28 aircraft tie downs. The ramp was also trenched and empty electrical conduit installed for the self-serve fuel and lighting. Regretfully, funding could not be stretched to cover the fuel station relocation and the lighting install.



Nevertheless, the ramp upgrade was a welcome addition to support aircraft visiting. A notable increase since 2010 was noticed in aircraft visiting and tying down for overnight stays.

#### Project Funding outline:

FAA Federal	\$0	0.0%	Return on County Investment: 5 to 1
CDOT-A State 2007	\$44,000	90.0%	
<u>County Local 2010</u>	<u>\$11,000</u>	<u>10.0%</u>	
CDOT-A State 2008	\$235,526	90.0%	
<u>County Local 2010</u>	<u>\$58,882</u>	<u>10.0%</u>	
<b>Total Project Funding</b>	<b>\$349,408</b>	<b>100.0%</b>	

# Appendix 5g

## Airport Improvement Project, AIP-17 RS&H Engineering 2007



### Project Description:

Construct and Update Airport Layout Plan, Stevens Field, CO

### Product:

Engineering drawings use for future grant planning.

With a 3 -5 years updating cycle, the FAA sponsors an Airport Layout Plan. This is similar to a community master plan, but is focused on an airport's current layout and future facilities and capital projects.

Included in the engineering drawings:

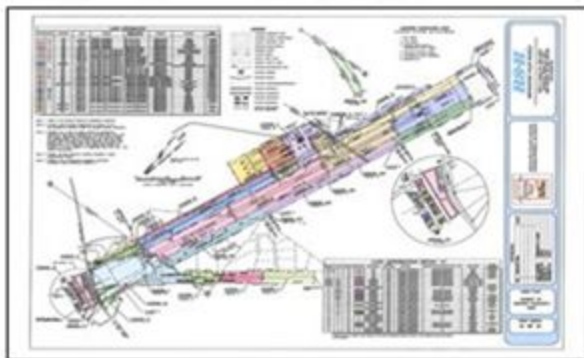
- 1) General Airport Layout
- 2) Geographic Technical Data
- 3) Building Area Plan
- 4) General Aviation Layout
- 5) Airport Airspace Drawing
- 6) Inner Portion of the Approach Plan and Profile Runway 01/19
- 7) Runway Approach Plan and Profile
- 8) On Airport Land Use
- 9) Airport Property Map



*Airport Facilities Plan*



*General Airport Land Use*

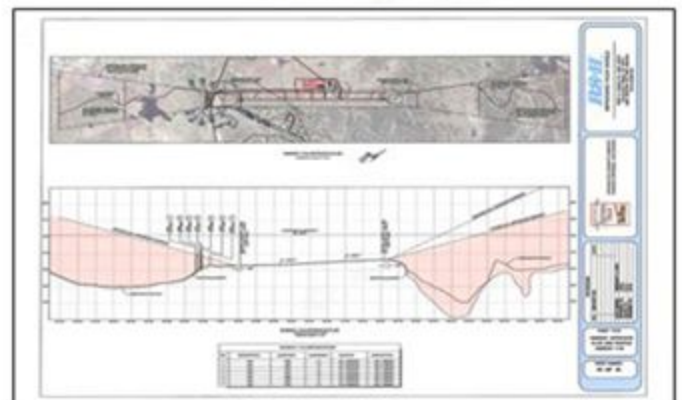


*Airport Property Map*

### Project Funding outline:


FAA Federal	\$79,100	95.0%
CDOT-A State	\$2,000	2.5%
County Local	\$2,000	2.5%
<b>Total Project Funding</b>	<b>\$83,100</b>	<b>100.0%</b>

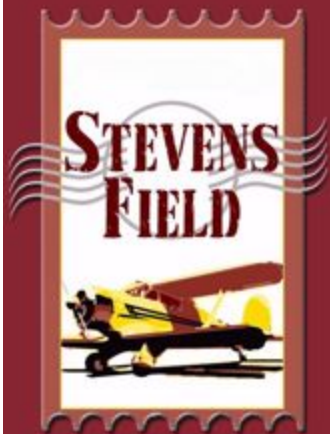
Return on County Investment: 40 to 1



*Runway Approach Plan and Profile*

# Appendix 5h

 <b>ARCHULETA COUNTY AIRPORT AT STEVENS FIELD</b> <b>CAPITAL IMPROVEMENT PLAN REALIGNMENT</b> <b>PAGOSA SPRINGS, COLORADO - April 5, 2012</b>														
YEAR	DESCRIPTION	TOTAL ESTIMATED PROJECT COST		TOTAL ESTIMATED PROJECT COST w/ 3% PER YEAR	FUNDING SOURCES						LOCAL MATCH			
		2012 DOLLARS			ENTITLEMENT	FEDERAL (90%) DISCRETIONARY	STATE MATCH		LOCAL MATCH					
		2012	DOLLARS				90% CDAG GRANT	5.0% CDAG GRANT	10% CDAG GRANT	5.0% MATCH				
2012	Heavy Equipment - Snowplow and Loader	\$	485,857	\$	485,858	\$461,565		\$	39,441			\$	12,146	
2012	Airport Service Vehicle	\$	37,000	\$	37,000			\$	33,300			\$	3,700	
2013	N Ramp SS Fuel and Lighting	\$	130,000	\$	133,900			\$	130,000			\$	13,000	
2014	Crack Seal and Fog Seal Airfield Pavement	\$	275,000	\$	291,500	\$150,000		\$275,000		\$	13,750		\$	13,750
						\$25,000								
2015	Parallel Taxiway Phase II (2,500')	\$	2,625,000	\$	2,940,000	\$175,000	\$	2,940,000		\$	155,750		\$	155,750
2015	Mid Field Apron Expansion	\$	2,625,000	\$	2,940,000	\$150,000	\$	2,940,000		\$	154,500		\$	154,000
2015	Parallel Taxiway Phase I - Lighting	\$	300,000	\$	327,000		\$		\$	327,000		\$	32,700	
2016	Land Acquisition ( 2.5 Acres)		TBD											TBD
2016	Parallel Taxiway Phase III (2,500')	\$	2,940,000	\$	3,100,000	\$150,000	\$	3,100,000		\$	162,500		\$	162,500
	<b>SUBTOTAL 2012 - 2016</b>	\$	<b>9,417,857</b>	\$	<b>10,255,258</b>	<b>\$1,386,565</b>	\$	<b>8,980,000</b>	\$	<b>529,741</b>	\$	<b>486,500</b>	\$	<b>498,146</b>
NPIAS PROJECTS FOR LONG-TERM COMPLETION:														
	Land Acquisition (13.5 Acres)													
	Construct Midfield SRE/ARFF Facility with Admin Offices	\$	1,250,000											
	Extend buried power lines/ IT fiber cables													
	Pave FBO Parking Lots (Short and Long Term)	\$	120,000											
	Pave Colman Road	\$	1,100,000											
	Pave Interior Roads													
	Up Grade Instrument Approach													
	<b>SUBTOTAL 2016 - 2022 (7-Years)</b>	\$	<b>2,470,000</b>						\$	<b>-</b>	\$	<b>-</b>	\$	<b>-</b>
	<b>TOTAL 2012 - 2022 (10-Years)</b>	\$	<b>11,887,857</b>	\$	<b>10,255,258</b>	<b>\$1,386,565</b>	\$	<b>8,980,000</b>	\$	<b>529,741</b>	\$	<b>486,500</b>	\$	<b>498,146</b>



Prepared by:

ARCHULETA COUNTY  
AIRPORT ADVISORY COMMISSION