



To: Mayor and Town Council
From: Clint Kinney, Town Manager
Date: June 7, 2024
Re: Info Update

HITCH A RIDE ON THE SHUTTLE

The new Village Shuttle App is launched (pun intended)! Check out your app store to load it. With the new app you can let the service know where you are and where you want to go, and the app will do the rest. It is still in its beta phase, so you can expect a quirk or three still, but we are expecting it to be a huge advancement for the Shuttle service moving forward. The TOSV app will eventually coordinate with the related versions in Aspen, Basalt and Carbondale and will eventually be under an “umbrella app”. Congrats to Sam and the Transportation Team!

AIRPORT UPDATE

As the revised Airport Layout Plan (ALP) makes its way through the FAA and County decision making process, a lot of inaccurate information continues to swirl around the community. In an effort to keep the conversation factual, following the recent approval by the BoCC to move forward on the ALP process, the County submitted a list of questions to the FAA (John Bauer) regarding public comments made by Aspen Fly Right. As an Airport Advisory Board member, I received the e-mail exchange and have attached it for Council review as well. At the end of the day, the County has already accepted over \$116 million in federal grants since 1982. It is my understanding that the acceptance of this money has contractually obligated the County to follow FAA regulations. FAA regulations require increasing the distance between the runway and the taxiway. PERIOD. Whether you agree with the need for the increased separation or not, it’s something we have already agreed to in multiple contracts. If the rules change, then so be it; but with the rules in place today, it’s my understanding that the taxiway and runway work called for in the revised ALP is mandated.

FLY WE MUST FOR BETTER SKIING

On Monday June 10th from approximately 7 a.m. to 5 p.m. there will be helicopter activity to remove the lift towers for the Coney Glade lift. The flight area will be closed to the public during this time. Aspen Skiing Company employees will be stationed around the perimeter of the helicopter flight area to inform guests of the closure. The following trails will be closed: Village Bound, West Government, Burlingame, Discovery, and Cross Mountain.

TID BITS;

- Snowmass Water and Sanitation is starting a significant line upgrade project in the near future (maybe as soon as next week) from the dumpsters on Faraway to North Ridge Lane. They are coordinating this work with other utilities (Holy Cross and Black Hills Energy)

to have all the required upgrades done at one time. When the digging is done, we will take the opportunity to partner on new asphalt as well. The significance of the project will require a road closure and detour.

- Speaking of the Water and Sanitation District, if you would like a tour of their new on-site housing, let me know and we can coordinate it.
- Highline Road continues to make progress. Asphalt continues to go in/down/on. Project completion is still June 20.
- The first official events of the summer are this weekend. The RAGNAR running race is underway now, and the Rendezvous Tasting Event is Saturday afternoon.
- The Connecting the Nodes analysis (between the Center and Base Village) is still underway. The consultants are identifying some big solutions and some more modest ones. An update to the Council is forthcoming.
- As of Monday, all of the Krabloonik dogs had been rehomed. The site cleanup is expected to be completed in a week (ish).
- The Town Park project continues inching closer to completion. We'll be ready for the first rodeo on June 19. The COW (the appropriately named cell on wheels) will remain in place until the permanent tower is installed after Labor Day.
- Draw site design work is continuing forward.
- Village Shuttle ridership in May was up 2% over 2023; but we are still down about 10% from pre-covid numbers.
- As staff, we are considering proposing a change to the IGA that acts as the by-laws for the EOTC. Our initial thought is to have the EOTC only meet once a year to consider and approve the budget. The other three (ish) meetings of the elected officials could then be used to discuss bigger picture topics that are outside of the EOTC scope but affect us all in Pitkin County. Let me know of any initial thoughts you may have regarding this potential shift.

WHAT A DIFFERENCE A YEAR MAKES



A year ago this week, the sink hole on the left started developing. This was on the downstream side of the culvert. The picture on the right (note how small that gigantic backhoe looks) is the work wrapping up on the upstream side of the culvert. Brush Creek Road is expected to be fully open the first week in July.

I HAVE SEEN THE LIGHT

Last week (ish) we had the street light pole at the intersection of Owl Creek Road and Brush Creek Road retrofitted from a single to a double headed light pole. This will light up the intersection considerably thereby improving public safety.



CC: Department Directors

FAA Responses to Clarification Questions



airport-advisory-board@aspairport.com

To Airport Advisory Board

Cc jon.peacock@pitkincounty.com

You forwarded this message on 6/5/2024 6:41 PM.



Thu 5/30/2024 8:49 AM

Good morning AAB,

After approval from the BoCC to move forward on the ALP process Jon Peacock submitted a list of questions to John Bauer regarding public comments by Aspen Fly Right. These answers are consistent with what we've heard but given the public comments Jon sought additional clarification as part of his due diligence on relaying facts. Jon has shared the following with the BoCC and staff wanted to do the same for you as the BoCC advisory board.

The questions were:

- Would the FAA approve an Airport Layout Plan (ALP) that maintains ASE's current runway geometry and modification of standards if the County commits to pay for construction/reconstruction without accepting future FAA grants?
- Would the FAA allow ASE to maintain the current airfield geometry and MOS if the county pays for airfield maintenance without FAA discretionary grants? Does this change if a project's scope constitutes reconstruction/construction of the airfield?
- If ASE reconstructs the runway to it's current geometry without an FAA approved ALP is it likely that the FAA would issue a Notice of Investigation under CRF 14 Part 16, initiating the due process review and hearing process to determine grant violations and corrective actions?
- If a lower enplanement growth rate had been approved in the fleet forecast (e.g. 0.6%) would that have justified a smaller critical design aircraft than the Airbus A220-300 (e.g. the Embraer 175 or Airbus A220-100)?

Here are the responses to the questions that were vetted by Mr. Bauer with Headquarters prior to responding.

Question: Would the FAA approve an Airport Layout Plan (ALP) that maintains ASE's current runway geometry and modification of standards if the County commits to pay for construction/reconstruction without accepting future FAA grants?

FAA Response: No. The FAA will not approve an ALP at ASE that does not meet the 400' runway/taxiway separation standard. In 2013, Pitkin County submitted an ALP update showing 320' runway/taxiway separation on the west side of the airfield. We responded with the following in the ALP approval letter:

The FAA's approval of this ALP does not apply to the proposed runway/taxiway separation distance of 320' on the west side of Runway 15/33. FAA is evaluating this nonstandard separation distance and will continue to coordinate the issue with Pitkin County.

The FAA approved the current ALP, submitted by Pitkin County, on May 17, 2016, which showed a path forward to meet the 400' runway/taxiway separation standard. Pitkin County's submission of the May 17, 2016, ALP demonstrates that is practical to meet standards at the existing airport site. The FAA will not approve any future ALPs that do not meet the 400' runway/taxiway separation standard.

Question: Would the FAA allow ASE to maintain the current airfield geometry and MOS if the county pays for airfield maintenance without FAA discretionary grants? Does this change if a project's scope constitutes reconstruction/construction of the airfield?

FAA Response: ASE can pay for the airfield maintenance in the runway's current location using its own funds. However, as the FAA has communicated, the current 320' runway/taxiway separation does not comply with FAA standards. Per our email dated February 12, 2024, for a project to be eligible for Federal funding (entitlement or discretionary), the project must be shown on the approved ALP. Since 2021, the FAA has helped maintain the existing runway and taxiway pavement with 4 grants totaling over \$12M, and an additional grant anticipated this year estimated at \$3.5M. With the expenditure of that \$15.5M of FAA funding on runway and taxiway maintenance, the FAA will not invest additional funding to maintain the existing runway and taxiway pavement. The next FAA investment will be to reconstruct the runway in the location shown on the approved ALP.

As previously stated in our February 12, 2024, emailPitkin County, as the sponsor of the airport, has received \$116.5M in federal grant funding since 1982 and is required to follow all grant assurances. This includes grant assurances 11. Pavement Preventive Maintenance-Management and 19. Operation and Maintenance, regardless of if federal funding is given to assist with the project. It is the airport sponsor's responsibility to maintain a functional and safe airport.

If ASE chooses to reconstruct the runway in its current location, the MOS will be terminated, and the County will no longer have an approved ALP. Under statute, without an approved ALP, the FAA cannot provide funding, to the County for airport improvements or maintenance.

Question: If ASE reconstructs the runway to its current geometry without an FAA approved ALP is it likely that the FAA would issue a Notice of Investigation under CRF 14 Part 16, initiating the due process review and hearing process to determine grant violations and corrective actions?

FAA Response: Pitkin County is obligated under its existing grant assurances because it has accepted funds under the Airport Improvement Program and other FAA grant programs. Grant Assurance #29 obligates the County to have a current, approved ALP at all times. The Agency has discretion to initiate the Part 16 investigation, as one option available to us, to investigate the potential violation of grant assurances.

In the case of ASE, as was stated previously, if ASE chooses to reconstruct the runway in its current location the MOS will be terminated, and the County will no longer have an approved ALP. Under statute, without an approved ALP, the FAA cannot provide funding to the County for airport improvements or maintenance.

Question: If a lower enplanement growth rate had been approved in the fleet forecast (e.g. 0.6%) would that have justified a smaller critical design aircraft than the Airbus A220-300 (e.g. the Embraer 175 or Airbus A220-100)?

FAA Response: The FAA does not approve constrained forecasts. Proposing a constrained forecast in an attempt to limit or control the type of aircraft that can service ASE is considered an access restriction and could constitute a potential violation of ASE's grant assurance obligations. If 0.6% was the projected unconstrained growth rate, it would not have significant impact on the critical aircraft. Pitkin County has previously submitted documents to the FAA listing the A220-300 as the critical aircraft. The design standards associated with the A220-300 best represent the type of aircraft that will serve ASE well into the planning horizon.

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