TOOELE VALLEY AIRPORT STAKEHOLDER VISIONING

FEBRUARY 2022
VERSION 2.0

Prepared by RS&H, Inc. at the direction of Department of Airports – Salt Lake City Corporation.

RS&H

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

STAKEHOLDER VISIONING

1.1   INTRODUCTION

On October 20th and 21st, 2021, Salt Lake City Departments of Airports (SLCDA) hosted multiple visioning charrettes to gather information for the master plans being developed for its two general aviation reliever airports: South Valley Regional Airport (U42) and Tooele Valley Airport (TVY). The first charrette included key SLCDA leaders from the Airport Master Plans Working Group (AWG) and addressed both airports. Each of the following two charrettes included airport-specific stakeholders from the established Technical Advisory Committees (TAC) and Policy Advisory Committees (PAC).

The charrettes serve as a foundation for each airport in developing a new Airport Master Plan which looks at the upcoming 20-year facility investment needs and beyond. This makes sure the airports can strategically fulfill and/or expand their important roles as general aviation reliever airports within the SLCDA airport system and meet demand from the surrounding communities.

This vision looks specifically at TVY and represents a comprehensive view of how key stakeholders feel the airport should "look" and operate in the future, with consideration to both facilities and services. The vision includes ideas for new facilities to support anticipated growth or enhance services, as well as necessary improvements that must be undertaken to correct operational deficiencies. While the Master Plan update creates a roadmap for development for the next 20 years, the visioning session helps establish a diverse set of stakeholder perspectives and expectations for what ultimate buildout of the airport may look like beyond the Master Plan horizon.

Developing the vision was a collaborative process, with input from both internal (Airport) and external (tenants, users, and community) stakeholders. Input was obtained during a hybrid in-person/virtual visioning charrette to maximize stakeholder opportunity for participation. The charrettes considered essential and desired enhancements for services and facilities, customer service improvements/ innovations, considerations of capacity constraints, additions of new facilities and services, and maintenance of existing infrastructure. The input gathered during the charrettes was synthesized to aid in the development of a cohesive vision for the Airport.

Stakeholder input received during the hybrid style charrette was documented using MURAL digital collaboration software and will be considered throughout the master planning process. This input will assist the planning process by helping to focus attention on specific issues and the establishment of goals and objectives to guide analysis in a way that generates optimal development solutions. The following sections present a summary of stakeholder input received during the visioning charrette exercises and concludes with defined goals and objectives that serve as a foundation of stakeholder perspectives to help guide the Master Plan study.

1.2 VISIONING CHARRETTE OVERVIEW

Stakeholders participating in the two visioning charrettes are as follows:

» SLCDA Staff (internal) – This group included Airport staff and leadership.
» Community Stakeholders (external) – This group included organizational representatives and community members with an interest in the airport's success.

Table 1-1 shows attendees of the community-oriented Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) visioning charrette and the organization they represent. An Airport Working Group (AWG) charrette was also hosted internal to key SLCDA staff.

TABLE 1-1
PAC AND TAC VISIONING CHARRETTE INVITEES AND ATTENDANCE

Attendees	Master Plan Committee	Organization
Christine Yaffa	TAC/PAC	FAA – Airports District Office
Kevin Davis	TAC	FAA – Air Traffic Control
Marc Warren	TAC	Skydive Utah
Kelly Rudger	TAC	BLM
Jared Esselman	TAC	UDOT – Aeronautics
Nikki Navio	TAC	Wasatch Front Regional Council
Wayne Bennion	TAC	Wasatch Front Regional Council
Brent Marshall	PAC	Grantsville – Mayor
Jared Stewart	PAC	Tooele City – Economic Development
Cyndy Miller	PAC	SLCIA – Airport Advisory Board
Bryce Royle	TAC	SLCDA – Airport Operations
Dave Teggins	TAC	SLCDA – General Aviation Manager
Dean Warner	TAC	SLCDA – Network Administration (IT)
Matt Brown	TAC	SLCDA – Airside Airport Operations Manager
Kristian Wade	TAC	SLCDA – Operations Manager
Sean Nelson	TAC/PAC	SLCDA – Airport Planning
Brady Fredrickson	TAC/PAC	SLCDA – Airport Planning
Invited – Unable to Attend	**Master Plan Committee**	**Organization**
Clint Bradley	TAC	FAA – Air Traffic Control
Scott Penn	TAC	FAA – Air Traffic Control
Kristy Clark	TAC	Grantsville – Planning Department
Trent Duncan	TAC	BLM
Scott Baird	TAC	UDEQ
Anthon Stauffer	TAC	The Romney Group
Megan Leonard	TAC	UDOT – Traffic and Safety
Rachelle Custer	TAC	Tooele County – Planning Department

Jeff Miller	TAC	Tooele County – Planning Department
Craig Smith	TAC	Tooele County Planning Commission
Jeff McNeill	TAC	Tooele County Planning Commission
Andy Welch	TAC	Tooele County Manager
Britney Lopez	TAC	Tooele County Assistant Manager
Tye Hoffman	PAC	Tooele County Council – District Three
Scott Wardle	PAC	Tooele County Council – District One
Jared Hamner	TAC	Tooele County Council – District Four
Tom Tripp	TAC	Tooele County Council – District Five
John Wright	PAC	Tooele County Planning Commission
Brad Bartholomew	PAC	Tooele County Planning Commission
Larry Pinnock	PAC	SLCIA – Airport Advisory Board
Theresa Foxley	PAC	SLCIA – Airport Advisory Board
Steve Price	PAC	SLCIA – Airport Advisory Board
Nancy Volmer	PAC	SLCDA – Public Relations and Marketing
Shane Andreasen	PAC	SLCDA – Administration/Commercial Properties
Kevin Robins	PAC	SLCDA – Engineering
Pete Higgins	PAC	SLCDA – Airport Operations
Ed Clayson	PAC	SLCDA – Airport Maintenance
Brian Butler	PAC	SLCDA – Airport Finance and Accounting
Ed Cherry	PAC	SLCDA – Information Technology
Al Stuart	TAC	SLCDA – Airfield Manager
Medardo Gomez	TAC	SLCDA – Operations and Readiness
Scott Martin	TAC	SLCDA – Airport Architect
Bob Bailey	TAC	SLCDA – Civil Engineer
Dean Warner	TAC	SLCDA – Network Administration (IT)
David Miller	TAC	SLCDA – Airport Engineering

The virtual portion of the charrette was held using online video conferencing software and used a digital MURAL board developed specifically for the project where stakeholder comments were captured and organized (shown in **Figure 1-1** and **Figure 1-2**). The conversation with stakeholders was framed using three questions:

1) "What is the topic?"
2) "What is the perceived challenge?"
3) "What is the vision?"

A total of nine topic categories were used to organize visioning thoughts. These included:

- » Airside
- » Airspace
- » Landside
- » Land use
- » Tenants and industry trends
- » Sustainability and environment
- » Community
- » Support facilities
- » Airport finances

FIGURE 1-1
TVY PAC AND TAC MURAL VISION BOARD
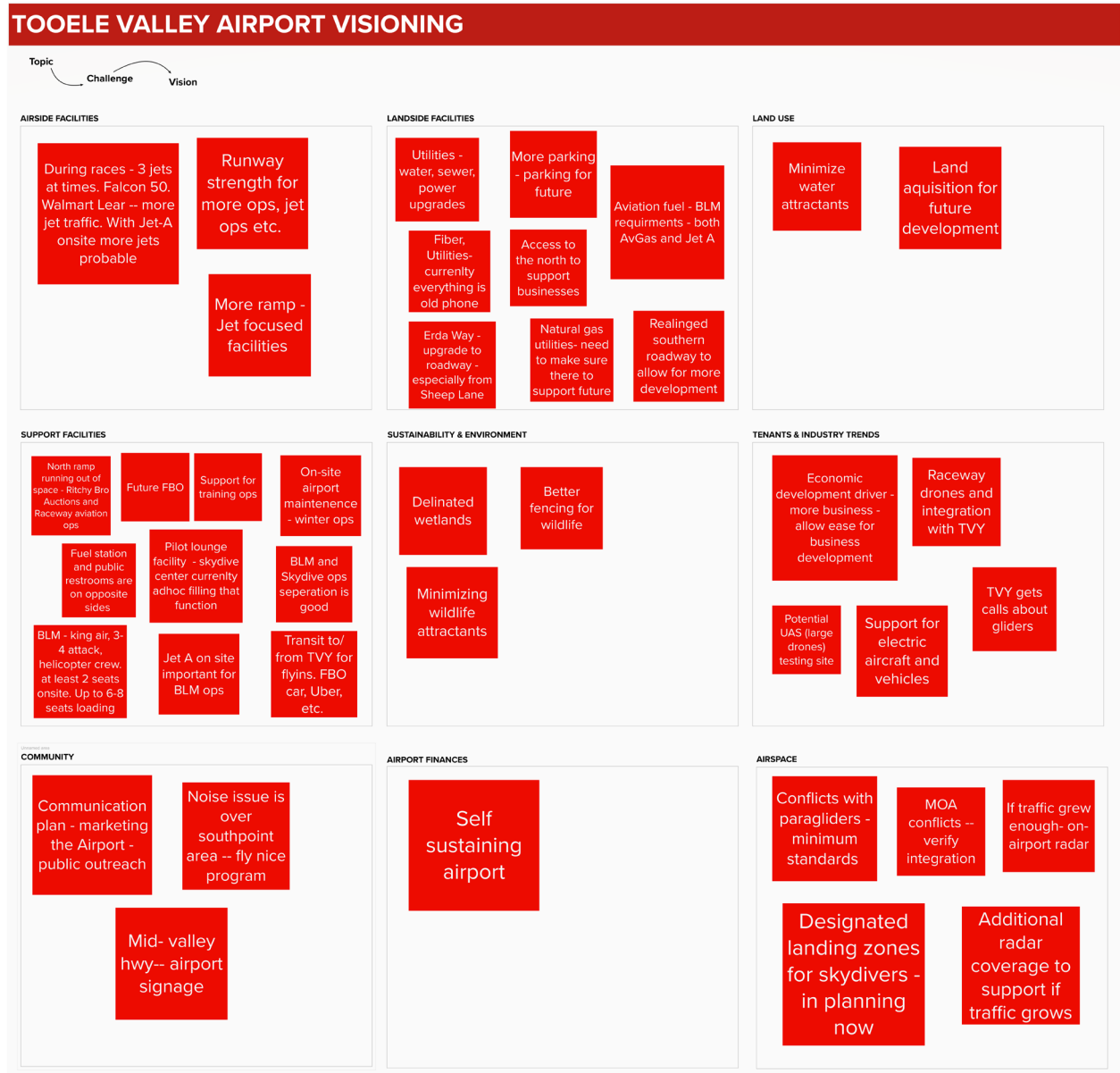
Source: RS&H, 2021

FIGURE 1-2
TVY AWG MURAL VISION BOARD

TVY & U42 SLCDA AIRPORT WORKING GROUP VISIONING

Topic → Challenge → Vision

AIRSIDE FACILITIES

TVY
- Training Airport - need will become similar to SVR- need facility
- Students at TVY can depart and they are training- unlike U42, they have to fly over to TVY
- More apron - - some Jet A and Cirrus

U42

LANDSIDE FACILITIES

TVY
- Hangar flying- need a development to accommodate social aspects
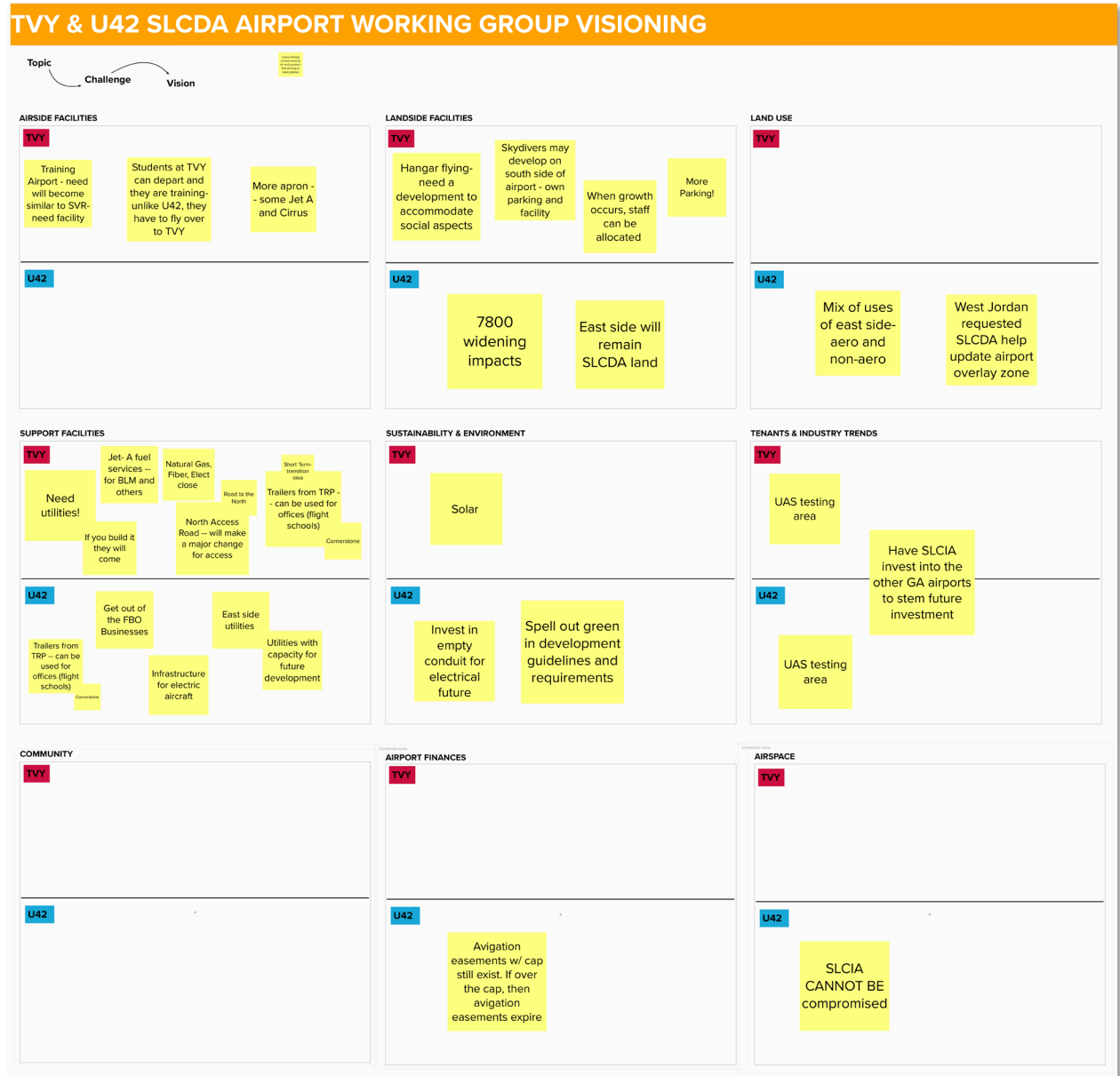- Skydivers may develop on south side of airport - own parking and facility
- When growth occurs, staff can be allocated
- More Parking!

U42
- 7800 widening impacts
- East side will remain SLCDA land

LAND USE

TVY

U42
- Mix of uses of east side- aero and non-aero
- West Jordan requested SLCDA help update airport overlay zone

SUPPORT FACILITIES

TVY
- Need utilities!
- Jet- A fuel services -- for BLM and others
- Natural Gas, Fiber, Elect close
- Road to the North
- Short Term- transition idea
- Trailers from TRP - - can be used for offices (flight schools)
- If you build it they will come
- North Access Road -- will make a major change for access
- Cornerstone

U42
- Trailers from TRP -- can be used for offices (flight schools)
- Cornerstone
- Get out of the FBO Businesses
- East side utilities
- Infrastructure for electric aircraft
- Utilities with capacity for future development

SUSTAINABILITY & ENVIRONMENT

TVY
- Solar

U42
- Invest in empty conduit for electrical future
- Spell out green in development guidelines and requirements

TENANTS & INDUSTRY TRENDS

TVY
- UAS testing area
- Have SLCIA invest into the other GA airports to stem future investment

U42
- UAS testing area

COMMUNITY

TVY

U42

AIRPORT FINANCES

TVY

U42
- Avigation easements w/ cap still exist. If over the cap, then avigation easements expire

AIRSPACE

TVY

U42
- SLCIA CANNOT BE compromised

Source: RS&H, 2021

1.3 VISIONING OUTCOMES AND OBSERVED THEMES

It is to be expected that stakeholders have varying perspectives on how airport facilities should evolve over the life of the airport, depending on how they use the airport. Overall, the goal of SLCDA for Tooele Valley Airport is to balance these needs and compromise when required. Within this context, the visioning charrette invited a large and diverse set of stakeholders. Input from those who participated is summarized within the following sections and tables.

Most stakeholders identified similar challenges and visions were aligned. The primary focus areas of the meeting were preserving and expanding the airport's contributions to community, protecting its status as a reliever airport to SLCIA, and providing safe and efficient facilities with high user levels of service. The following list identifies specific areas of need identified during the meeting:

- » Utilities are necessary for growth (water, sewer, fiber, and power upgrades)
- » Additional vehicle parking
- » Improved jet facilities (apron space, runway strength, Jet A fuel, FBO, etc.)
- » Additional radar coverage to support growth
- » Facilities for flight training businesses to operate
- » Roadway and access improvements (Erda Way, north access, realign airport road)
- » Land acquisition
- » Community compatibility (airport overlay zoning, economic development)

1.3.1 Airside Vision

Airside facility visioning input emphasized the need to provide pavement suitable for jet aircraft. Stakeholders pointed out a lack of ramp space and pavement strengths capable of accommodating smaller corporate jet aircraft that routinely arrive, especially during local events such as those held at the nearby Deseret Peak Complex and Utah Motorsports Campus. The airside visioning outcomes are shown in more detail in **Table 1-2**.

1.3.2 Airspace Vision

Preservation and protection of TVY and all SLC system airspace were identified as important elements in planning for the future of TVY. Reducing/eliminating conflicting operational uses was also noted as an important consideration in the planning process. Finally, providing better radar facilities for local ATC would improve safety at TVY. The airspace visioning outcomes are shown in more detail in **Table 1-3**.

1.3.3 Landside

The vision for landside facilities at TVY focused strongly on providing utilities and identifying/preserving future utility corridors. Regional access and connectivity were some other important elements for consideration as well as vehicle parking and providing charging facilities for electric vehicles. **Table 1-4** shows a more detailed list of the landside vision.

1.3.4 Land Use Vision

The vision for land use at TVY is split between on-airport development and off-airport development. On-airport development should balance aeronautical and non-aeronautical growth that maximizes use of airfield facilities. The focus for off-airport development is implementing airport overlay zoning to protect

airspace and airport facility investments as well as limiting incompatible development in FAA defined Part 77 and TERPS airspace impacted areas. More details of the land use visioning outcomes are shown in **Table 1-5**.

1.3.5   Tenants and Industry Trends

Stakeholder comments on tenants and industry trends focused on emphasizing the economic benefits of TVY as a community asset. Additional input was provided related to planning for safe drone operations, providing basic modern amenities, and positioning to spur private investment. **Table 1-6** shows details of comments received during the visioning session.

1.3.6   Sustainability and Environment Vision

Providing sustainable, environmentally responsible development and operations is important to the future growth of Tooele Valley Airport. Stakeholder input received during the charrette focused on accounting for existing wetlands, looking into sustainable energy investment opportunities, and taking a proactive approach to ensuring aircraft operational impacts are minimized within the surrounding communities. **Table 1-7** shows visioning outcomes for sustainability and environmental considerations.

1.3.7   Local Community Vision

The community vision presented by stakeholders included themes of providing economic opportunities to the community and promoting the importance of TVY as an economic asset. Comments also stressed the importance of coordinating and integrating protective land use policies for the community and coordinating with regional entities to provide signage to make the airport more visible from the new Midvalley Highway. **Table 1-8** shows more detail regarding the community vision outcomes from the airport visioning charrette.

1.3.8   Support Facilities Vision

Airport support facilities are critical to continuing airport operations. The vision expressed during the charrette for airport support facilities included providing a full-service Fixed Base Operator (FBO), aviation fuel, flight training facilities, and Snow Removal Equipment (SRE) and maintenance storage. It was also expressed that trailers used during the SLCIA terminal construction might be used as interim facilities while permanent structures where built. **Table 1-9** shows visioning outcomes related to support facilities.

1.3.9   Airport Finances Vision

The final visioning topic was airport finances. This discussion was centered on three topics including balancing airport and tenant lease needs, establishing new minimum standards, and integrating rates for any implemented alternative energies such as electric charging stations. More details related to the airport finances visioning outcomes are shown in **Table 1-10**.

TABLE 1-2
AIRSIDE FACILITIES

AIRSIDE		
Topic	**Challenge**	**Vision**
Airfield design	Nonstandard taxiway geometry	Maintain/correct airfield to current FAA design standards
Airfield design	Runway strength	Meet strength requirements to accommodate jet operations
Airfield safety areas	Encroaching hangars	Mitigate hangar encroachments
Airfield design/Aircraft fleet mix	Ramp is not "jet friendly"	Additional ramp and circulation space for jets
Airfield ramp	Lack of ramp space for jets during local racing events	Provide ramp space with strength for jets
Runway length	Runway length constrains landing ability for larger jets	Accommodate current and future fleet mix performance needs
Airport security	Wildlife issues, including birds from nearby water to east	Wildlife fencing and coordination to limit new wildlife attractants

TABLE 1-3
AIRSPACE

AIRSPACE		
Topic	**Challenge**	**Vision**
Airport system planning	SLCIA role in community cannot be compromised	Support/enhance TVY role as general aviation reliever airport for SLCIA
Obstructions	Prevent obstructions to airspace	Intergovernmental coordination; FAA 7460 process; adoption of airport overlay zone by impacted communities
User conflicts	Paragliders, parachuters, aircraft conflicts	Plan/implement land uses and policies to safely accommodate all TVY user activities; Establish Minimum Standards to account for parachuters, gliders, etc.
Parachute operations	Avoid parachute/other user conflicts	Designate appropriate landing zones for skydivers as new facilities are constructed
Military Operations Area (MOA)	MOAs in area create limitations to airspace procedures	Coordinate with military installations for planning compatibility around MOAs
Drones	Potential conflicts between drones (incl. use nearby raceway) and TVY user traffic, rogue drones, evolving regulations	Accommodate autonomous flight by establishing flight corridors for drones/autonomous flights that preserve and protect TVY airspace
Air Traffic Control	No on-airport ATC	Provide additional ATC radar coverage as supported by operational growth

TABLE 1-4
LANDSIDE

LANDSIDE		
Topic	Challenge	Vision
Utilities	Required for development (water, sewer, fiber telecom)	Preserve utility corridors to development areas and secure utility services
Regional access and connectivity	Access to airport is from Erda Way (south) when primary transportation corridors are I-80 and UT-138 (north)	Provide immediate regional access connection to airport from north
Vehicle parking	Lack of vehicle parking necessitates parking along Airport Road	Provide additional parking, especially for Skydive Utah area
Landside access	No immediate airport access from north	Leverage Midvalley highway to access airport from north
Landside access	Erda Way not designed to accommodate heavier traffic near airport	Improve Erda Way
Electric vehicles	Difficult to predict future implementation rate and timing	Stay flexible and current with changing consumer habits; Plan for charging locations and financial structure

TABLE 1-5
LAND USE

LAND USE		
Topic	**Challenge**	**Vision**
Zoning	Land use compatibility	Work to encourage compatibility zoning near the airport
Airport zoning	Need to protect airport utility	Work with surrounding jurisdictions to enact airport overlay zoning
Aeronautical/Non-aeronautical	Strike balance of land uses for highest and best use	Explore non-aeronautical revenue producing opportunities where aeronautical use is impractical
Compatible off-airport development	Compatible off-airport development	Cooperative planning with surrounding communities; partner with developers; tie to industrial/commercial developments
Airport land acquisition	Enhancing airport assets and ability for growth	When appropriate, purchase land around airport; Any land sales should include covenants/avigation easements
Wildlife hazards	Creating water, landfills, etc. nearby attracts wildlife which conflict with safe aeronautical operations	Minimize wildlife attractants in vicinity of airport

TABLE 1-6
TENANTS AND INDUSTRY TRENDS

TENANTS AND INDUSTRY TRENDS		
Topic	**Challenge**	**Vision**
Economic development	Outside forces threaten the existence of TVY as economic driver for community	Protect airport for businesses that rely on TVY facilities: make TVY more accommodating and supporting to businesses
Unmanned Aerial Systems (UAS)	Integrating variety of users including UAS	Ensure planning accommodates potential for UAS operations/testing site
Electric aircraft and electric vehicles	Infrastructure and systems necessary to support electric aircraft/vehicles	Plan for supporting operational needs of electric aircraft and electric vehicles
SLCDA investment	Limited funding	SLCDA to consider investing in U42 and TVY to spur future private investment
Bureau of Land Management (BLM)	BLM is developing site at TVY and needs utilities	Bring all utilities to TVY to spur further private investment
Location of amenities/services	Lacking plumbed restroom and Jet A fuel	Provide modern amenities and services in convenient locations

TABLE 1-7
SUSTAINABILITY AND ENVIRONMENT

SUSTAINABILITY AND ENVIRONMENT		
Topic	**Challenge**	**Vision**
Renewable alternative energy	No alternative energy infrastructure	Consider potential for using solar energy
Wetlands	Wetlands on site need to be delineated	Delineate wetlands for environmental evaluation
Aircraft noise	Aircraft noise nuisances	Establish "Fly Nice" program with guidance for pilots on operating in way that minimizes noise concerns
Wildlife hazards	Wildlife fencing improvements needed	Improve wildlife fencing

TABLE 1-8
COMMUNITY

COMMUNITY		
Topic	**Challenge**	**Vision**
Economic impact	Limited formal study on economic impact of TVY on local economy	Provide quantitative analysis on economic impact of TVY for surrounding communities
Marketing	No marketing plan for TVY	Create marketing and communications plan for public outreach
Land acquisition	Airport does not own all land impacted by aircraft operations	Acquire strategic parcels of land to mitigate conflicts with aircraft operations and protect utility of TVY
Off-airport land use	Airport does not control land development around airport	Develop compatible uses in areas impacted by aircraft operations
Community engagement	Engage with community on importance of TVY as community asset	Work with community to implement sustainable community/airport planning
Signage	No signage to TVY from north	Place directional signage to TVY from new Midvalley Highway

TABLE 1-9
SUPPORT FACILITIES

SUPPORT FACILITIES		
Topic	**Challenge**	**Vision**
Future Fixed Base Operator (FBO)	No existing FBO; Skydive facilities provide Jet-A ad hoc	Plan for development of a full-service FBO
Flight training	No training facilities	Provide on-airport training facilities
Snow removal equipment (SRE) and storage	Limited SRE storage	Improve SRE storage facilities
Maintenance equipment and storage	Limited maintenance equipment storage	Improve maintenance storage facilities
Aircraft fuel	Need Jet A near BLM site	Provide fuel storage including Jet A in convenient location for users
Ground transportation	No ground transportation	Provide transportation/transit to/from TVY for fly ins
Repurposing facilities	Is it possible to repurpose any facilities as interim development?	Consider interim uses of existing facilities (such as TRP trailers) to grow into permanent facilities

TABLE 1-10
AIRPORT FINANCES

AIRPORT FINANCES		
Topic	**Challenge**	**Vision**
Airport leasing policies	Balance airport and tenant needs in leasing practice	Track and provide fair market rate leases for reasonable term lengths
Airport minimum standards	Establish new Minimum Standards for airport	Regular review and update of minimum standards; Balance benefit with burden on tenant businesses
Renewable energy impacts	Integrate renewable energy costs into rate/fee structure	Create fair and reasonable rate structure for any new energy sources

1.4   AIRPORT GOALS AND OBJECTIVES

Based on input gathered from airport leadership and the stakeholder visioning process, a set of goals and objectives for the airport master plan and future planning efforts has been established. These are intended to be used as a framework to provide context and balance throughout the master plan study. It is important to note that not all goals can be analyzed and completed during the airport master plan and the intention of these goals and objectives is to inform future planning efforts and studies for the Airport. Aviation industry trends are incorporated into each of the following goals and objectives. These should be reviewed and revised regularly as the Airport operating environment evolves.

1.4.1   Airside Goals and Objectives

Goal: Plan for, and operate, a safe and efficient airfield that meets the needs of the current and future fleet mix.

Objectives:

» Provide a safe and efficient airfield configuration through implementation of FAA design standards.

» Identify trigger points for airfield/airspace enhancements to provide necessary capacity enhancements to meet demand.

» Identify potential airfield/airspace enhancements and determine cost/benefit trigger points for implementation.

» Ensure airfield pavement strength can safely accommodate critical aircraft.

» Promote economic development on Airport property and coordinate as necessary to support compatible development off-airport.

» Promote integration of new technologies driven by customer demand.

» Provide a mix of based aircraft storage options as driven by customer demand.

» Provide demand triggers and qualitative/quantitative justifications for airport capital improvement needs. EONS sustainability principles (including tangible and intangible costs and benefits) should be considered in evaluation of development alternatives.

» Keep the Airport Layout Plan current as required by FAA to properly represent airport facilities and future development plans.

1.4.2   Airspace Goals and Objectives

Goal: Provide a safe environment for aircraft operating at/around the Airport and people/property within the communities within the influence area of aircraft operations.

Objectives:

» Eliminate existing obstacles/obstructions and prevent future obstacles/obstructions to airspace (Part 77 and TERPS) through intergovernmental coordination, sponsoring of the proposed Airport Overlay Zone to impacted communities, upholding the FAA 7460 process, and/or the purchase of land or avigation easements where appropriate.

» Coordinate with FAA to provide flight procedures capable of meeting all user performance requirements.

» Coordinate with navigational aid owners (federal and state) to provide safe and reliable equipment to airport users.

» Plan to safely accommodate drone operations within the local airspace system through tools such as designated corridors and staying involved and current on evolving federal regulations.

1.4.3   Landside Goals and Objectives

Goal: Plan for, and provide, safe, accessible, and thoughtfully designed landside facilities that support airport user needs and integrate seamlessly into the local/regional transportation system

Objectives:

» Plan for, and design, landside facilities that provides a safe, efficient, and high-quality customer experience.

» Integrate the TVY landside roadway/transportation system into the regional multi-modal transportation network.

» Develop, construct, and maintain an intuitive, branded, full-coverage wayfinding system which integrates Tooele Valley Airport into the regional transportation system.

» Identify key utility corridors and preserve right-of-way for critical utility infrastructure.

» Identify impacts of alternative energy and autonomous vehicles to landside facilities and plan for needs to accommodate these new and emerging technologies.

» Beautify airport facilities through sustainable landscaped environments.

1.4.4   Land Use Goals and Objectives

Goal: Establish locally coordinated land use policies that make highest and best use of airport land and promote compatible off-airport development.

Objectives:

» Establish long-term land use plans that define highest and best use of airport land (aeronautical and non-aeronautical).

» Work with impacted community officials to establish zoning practices which preserve and protect airport operations and local airspace.

» Work with community landowners and developers to ensure adjacent off-airport land uses are compatible with airport operations.

» Partner with community networks to promote compatible off-airport development and equitable access via regional transportation networks.

» Identify and purchase strategic properties near the airport to protect its long-term utility.

1.4.5 Tenants/General Aviation Goals and Objectives

Goal: Develop safe, efficient, and sustainable general aviation facilities with an emphasis on providing a high-quality user experience.

Objectives:

» Identify land to preserve for future development, access right of way, and utility corridors.

» Provide utilities necessary to spur private investment in aeronautical facilities.

» Plan for co-location of certain compatible general aviation facilities that create synergistic effects. Conversely, separate uses that conflict with one another and/or create safety concerns.

» Coordinate with state agencies to provide safe vehicular access to all landside areas of the airport.

1.4.6 Sustainability and Environmental Goals and Objectives

Goal: Act ethically and with consideration to the broader SLCDA sustainability goals when forming policies, performing daily operational activities, or making capital investment decisions.

Objectives:

» Develop a sustainability master plan for the Airport.

» Develop and promote policies that minimize/mitigate/eliminate all negative externalities created by the airport and aircraft operations.

» Provide and promote a recycling and waste reduction program for the entire airport.

» Explore the implementation of alternative and renewable energy options that meet user demand, minimize community/environmental impacts, and create opportunities for the airport to produce/provide clean energy independent of the existing energy grid.

» Become energy independent to sustain operations, provide community support, and promote community resiliency during emergency disasters.

» Explore and understand how airport property rights related to natural resources such as water and mineral resources can be leveraged.

» Work with surrounding jurisdictions, land developers, and property owners to promote compatible land uses in areas exposed to aircraft overflights to preserve integrity of safe airport operations and prevent the placement of unnecessary burdens on property owners.

» Operate according to best practices in relation to spill prevention and preservation of water quality.

» Identify existing environmental features that could impact the growth and safety of the Airport including wetlands and wildlife.

1.4.7   Community Goals and Objectives

Goal: The Airport will collaborate with local community leaders to promote and protect the utility of the airport to meet local/state transportation needs by providing its general aviation reliever role within the SLC airports system.

Objectives:

» Support sustainable economic growth within the region.

» Form plans and make capital investments that adequately address airport issues and satisfy local, state, and federal regulations.

» Encourage development of on- and off-airport land with investments that create economies of agglomeration reliant on airport access.

» Work with local governments and agencies to coordinate aviation-related public events with positive community impacts.

» Support charitable activities which encourage positive interactions and grow social capital within the community.

» Promote the importance of the Airport as a community asset which provides economic opportunities through regional access.

» Promote and support compatible development and land use policies that protect airport operations and property owners within a defined airport influence area.

» Develop and implement coordinated TVY brand program that aligns with SLCDA overall program.

1.4.8   Support Facility Goals and Objectives

Goal: Plan for, and operate, top-tier support facilities which meet/exceed user expectations of a premier general aviation airport.

Objectives:

» Provide sufficient facility space in an efficient layout for equipment movements for all airport maintenance operations on the Airport.

» Provide FBO services including Jet-A self-serve tanks in the immediate term.

» Store all maintenance equipment under structured cover free from inclement weather which reduces life of equipment.

» Humanely prevent/discourage wildlife from interfering with safe airport operations.

» Regularly evaluate fuel storage capacity need, types of fuel, optimal location(s), and delivery methods.

1.4.9   Airport Financial Goals and Objectives

Goal: Operate in a financially self-sustaining manner and take advantage of available outside funding opportunities.

Objectives:

» Meet all FAA grant assurances to remain eligible for federal funding of approved capital projects.

» Become financially self-sufficient and not reliant on subsidies from SLCDA.

» Secure adequate return on investment for all capital improvements.

» Enact land lease policies which provide opportunities for tenant businesses to thrive while still keeping pace with market rates.

» Track and monitor airport lease policies through benchmarking against peer airports in order to stay current with industry best practices.

» Identify and leverage alternative funding methods for capital development projects.

» Regularly review airport compliance documents and update as appropriate to sustain airport economic viability.

» Study and enact policies which support and appropriately capture necessary revenues from alternative energy sources used at the airport.