• Meeting Called to Order

• GARE Presentation
  Zac VanOsドル, Human Resources Manager

• DWSRF Application Update
  Derek Gajdos, DPW Director

• NDPES Permit Status
  Derek Gajdos, DPW Director

• Airport Compact Presentation
  Pat McGinnis, City Manager

• Adjournment of Meeting
Memorandum of Understanding

Between

Ottawa County

And

___________________________

(Organization Name)

PURPOSE

This Memorandum of Understanding is a non-binding agreement between the organizations listed above with the intent to clarify the relationship and state commitment. Ottawa County Department of Diversity, Equity and Inclusion is leading a Learning Communities of Practice for municipalities to remove implicit bias from their policies and programs, and operationalize a racial equity plan.

METHOD

Ottawa County is leading the efforts in building Learning Communities of Practice with local municipalities utilizing the Government Alliance on Race and Equity (GARE) framework. The Learning Communities of Practice (LCoP) is different than a work team. These groups are brought together by a common interest and a shared commitment to learning. This group is defined by obtaining knowledge and guidance, rather than by task, and exists because inclusion in this group brings value to each participating municipality. A third-party consultant will lead the LCoP once the pre-work is completed.

GARE

The Government Alliance on Race and Equity (GARE) is a national network of government working to achieve racial equity and advance opportunities for all. Across the country, governmental jurisdictions are marking a commitment to achieving racial equity, focusing on the power and influence of their own institutions; and working in partnership with others. The LCoP will be utilizing framework from GARE. Participating municipalities are encouraged to be members of GARE, but it is not a requirement.

SCOPE OF WORK

Ottawa County has formed a “GARE Steering Committee” comprised of leaders from a few of the participating municipalities. The Steering Committee’s objective is to guide and facilitate LCoP pre-work, provide a governance structure, and facilitate monthly meetings. Municipalities will be separated into two different groups, due to the number of participants and funding sources, to form LCoPs. Ottawa County, with input from the Steering Committee, is selecting a third-party consultant to lead this work utilizing the GARE framework.
The first six months, starting May 2021, is preparation and training to equip municipalities with the knowledge to assess their organization’s current state and set them up for long-term success. After the six-month readiness timeline, the consultant will lead the LCoPs.

PARTICIPATING MUNICIPALITY BENEFITS

- Strengthen commitment to achieving racial equity and removing implicit bias
- Assess and understand your organization and community in relation to equity
- Learn about the GARE framework and receive guidance and resources
- Share and learn with other municipalities progress on this work
- Tools and resources to operationalize a racial equity plan

EXPECTATIONS FROM PARTICIPATING MUNICIPALITIES

- Commitment to the pre-work and LCoP from senior leadership at participating municipalities
- Identify members from the participating municipality to be participants of the LCoP
- Share and learn with their LCoP in a positive manner
- Understand there is six-months of pre-work, which takes strong commitment, prior to utilizing the GARE framework and consultant
- Reach out for assistance from the LCoP, Steering Committee, or Ottawa County when reaching a road block
- Understand that there is cost associated with participating past the six-month pre-work segment. Municipalities participating in the pre-work should plan for and expect costs per participant going forward. Costs are estimated to be $2,000 per participant (not per municipality), but the final costs and structure will be provided upon selection of a consultant. This agreement is non-binding, is not agreement to the fees and costs associated with participating, and may be cancelled at any time without penalty or recourse. A second memorandum of understanding will be issued regarding the costs.

EXPECTATIONS OF OTTAWA COUNTY

- Lead the overall effort, including the steering committee, pre-work, and LCoPs
- Select and retain a third-party consultant
- Determine funding sources and cost models and invoice upon agreement from the municipality
- Serve as a resource and guide in the overall process
This Memorandum of Understanding will take effect from the date of signing and will remain in effect unless terminated by one or both parties.

Signature and print name

Signature and print name (not required)

Robyn Afrik
Director of Diversity, Equity & Inclusion
Ottawa County
City of Grand Haven
Drinking Water
State Revolving Fund
Proposed Project Plan Overview
Outline

• DWSRF Program Background
  • Booker Funding (Lead Service Line Replacements)
• Project Goals
• Selected Projects
• Anticipated Schedules
• Project Costs and Funding
• Questions
DWSRF Program Background

- Program administered through EGLE (Michigan Department of Environment, Great Lakes, and Energy)
  - Offers low-interest loans to construct water improvements
    - 20-Year: 1.875% | 30-Year: 2.125% | 40-Year: 1.875%
    - 40-Year Loans for disadvantaged communities only
  - Better interest rates mean more money can be spent on improvements instead of debt financing

- DWSRF goal is to assist water suppliers in ensuring they meet Safe Drinking Water Act standards
  - Funding is focused on water main, storage, and treatment plant system improvements
  - In 2022 there is $250 million allocated to the program
    - Additional funding for Booker LSL Work ($102 million) and Drinking Water Infrastructure Grants ($35 million)
  - Initial request for projects amounted to $716.6 million
Booker Funding (Lead Service Line Replacement)

- Funding has been allocated in the amount of $102 million to assist disadvantaged communities with replacement of lead service lines.
- Funding is **100% Grant** and requires no matching funds.
- Focused specifically on the physical replacement of existing lead service lines.
- Provided to assist with meeting 2018 Lead and Copper Rules:
  - Requires replacement of all lead service lines from water main to 18-inches inside homes.
- Community maximum request is based on population:
  - City of Grand Haven is eligible for a **$3,000,000** total, one-time, grant request.
  - Preliminary Project Priority List indicates that Grand Haven will receive this funding.
Project Goals

- **DWSRF**
  - Address system deficiencies to provide reliable and safe service
  - Focused on water mains with high probabilities and/or consequence of failure
    - Probability is based on age of the infrastructure or noted failure history
    - Consequence is based on location (downtown versus remote) and service area

- **Lead Service Line Replacements**
  - Grand Haven’s system has 4,253 service lines with an anticipated 1,711 likely requiring replacement to remove lead components
  - Based on a 20-year replacement schedule this equates to 85 services per year
  - By leveraging Booker funding, over 33% of these services can be replaced within 2-years at no cost to users
DWSRF Selected Projects
Mapping and Descriptions
Project Location Map
City of Grand Haven
DWSRF

Legend
- City of Grand Haven
- DWSRF Selected Projects

Year 1 (2022)
1. Citywide (boiler) Lead Service Replacements

Year 2 (2023)
2. Columbus: 4th to Beacon

Year 3 (2024)
3. Fulton: 1st to 7th

Year 4 (2025)
4. Elliot: 1st to 5th
5. Harbor: Franklin to Howard

Year 5 (2026)
6a. Woodlawn: Ferry to Griffin
6b. Albee: Waverly to Woodlawn
7. Columbus: Beacon to Albee
8. Elliot: 5th to Despelder
9. Harbor: Prospect to Grand

1 Inch = 1,800 Feet
1 Mile
Selected Projects - DWSRF

• Project #1: Citywide Lead Service Line Replacements (Booker)
  • Lead service lines (600 anticipated) will be replaced Citywide
  • Locations throughout the City based on record review and project planning

• Project #2: Columbus Avenue from 4th Street to Beacon Boulevard (US-31)
  • Replacement of 1960s watermains
  • Existing 4-inch watermain to be removed and replaced with 8-inch watermain
  • The associated valves, hydrants, and services will also be replaced

• Project #3: Fulton Avenue from 1st Street to 7th Street
  • Replacement of 1960s watermains
  • Existing 6-inch watermain to be removed and replaced with 8-inch watermain
  • The associated valves, hydrants, and services will also be replaced
Selected Projects – DWSRF (Cont.)

• Project #4: Elliot Avenue from 1st Street to 5th Street
  • Replacement of 1960s watermains
  • Existing 6-inch watermain, noted to be in poor condition, to be replaced with 8-inch watermain
  • The associated valves, hydrants, and services will also be replaced

• Project #5: Harbor Drive from Franklin Avenue to Howard Avenue
  • Replacement of 1970s watermains
  • Existing 10/12-inch watermain to be replaced with 12-inch watermain to complete consistent sizing to the downtown area and connect to the newly installed 12-inch main on Harbor Drive just north of the project location
  • The associated valves, hydrants, and services will also be replaced

• Project #6: Woodlawn Avenue and Albee Street Area Improvements
  • Replacement of 1920s watermains with frequent break history
  • Existing 4/6-inch watermain to be replaced with 8-inch watermain
  • The associated valves, hydrants, and services will also be replaced
Selected Projects – DWSRF (Cont.)

• Project #7: Columbus Avenue from Beacon Boulevard (US-31) to Albee Street
  • Replacement of 1960s watermains
  • Existing 4/6-inch watermain to be removed and replaced with 8-inch watermain
  • The associated valves, hydrants, and services will also be replaced

• Project #8: Elliot Avenue from 5th Street to Despelder Street
  • Replacement of 1960s watermains
  • Existing 4/6-inch watermain, noted to be in poor condition, to be replaced with 8-inch watermain
  • The associated valves, hydrants, and services will also be replaced

• Project #9: Harbor Drive from Prospect Street to Grand Avenue
  • Replacement of 1950s watermains
  • Existing 6/8-inch watermain to be replaced with 12-inch watermain to provide proper service pressures to residences in higher elevation districts south of project
  • The associated valves, hydrants, and services will also be replaced
## Anticipated Schedules

<table>
<thead>
<tr>
<th>Project Location and Limits</th>
<th>Construction Year</th>
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</thead>
<tbody>
<tr>
<td>Citywide Lead Service Line Replacements (Booker)</td>
<td>2022 – 2023</td>
</tr>
<tr>
<td>Columbus from 4&lt;sup&gt;th&lt;/sup&gt; to Beacon (US-31)</td>
<td>2023</td>
</tr>
<tr>
<td>Fulton from 1&lt;sup&gt;st&lt;/sup&gt; to 7&lt;sup&gt;th&lt;/sup&gt;</td>
<td>2024</td>
</tr>
<tr>
<td>Elliot from 1&lt;sup&gt;st&lt;/sup&gt; to 5&lt;sup&gt;th&lt;/sup&gt;</td>
<td>2025</td>
</tr>
<tr>
<td>Harbor from Franklin to Howard</td>
<td>2025</td>
</tr>
<tr>
<td>Woodlawn and Albee Area Improvements</td>
<td>2026</td>
</tr>
<tr>
<td>Columbus from Beacon (US-31) to Albee</td>
<td>2026</td>
</tr>
<tr>
<td>Elliot from 5&lt;sup&gt;th&lt;/sup&gt; to Despelder</td>
<td>2026</td>
</tr>
<tr>
<td>Harbor from Prospect to Grand</td>
<td>2026</td>
</tr>
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</table>
# Projects Costs and Funding (5 Year)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Proposed Project</th>
<th>Estimated Construction Cost</th>
<th>DWSRF Eligible Cost</th>
<th>Booker Funding Grant Amount</th>
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<tbody>
<tr>
<td>2022*</td>
<td>Citywide Lead Service Replacement</td>
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<td>2023*</td>
<td>Citywide Lead Service Replacement</td>
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<td>Columbus: 4th to Beacon</td>
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<td>2024</td>
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<td>2025</td>
<td>Elliot: 1st to 5th</td>
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<td>$892,275</td>
<td>$0</td>
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<tr>
<td>2025</td>
<td>Harbor: Franklin to Howard</td>
<td>$2,001,872</td>
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<td>2026</td>
<td>Woodlawn: Ferry to Griffin</td>
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<td>2026</td>
<td>Albee: Waverly to Woodlawn</td>
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<td></td>
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<td>2026</td>
<td>Columbus: Beacon to Albee</td>
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<td>2026</td>
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<td>Total Project Cost Less Booker Funding</td>
<td>$17,352,742</td>
<td>$6,983,840</td>
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<td></td>
<td>Total Project Cost with Booker Funding</td>
<td>$20,352,742</td>
<td>$6,983,840</td>
<td>$3,000,000</td>
</tr>
</tbody>
</table>

*Year 1 funding request is for $3,000,000 in Booker Funding Only (100% Grant)
Questions or Comments?
NPDES/ MS4 Phase 2 Permit Status

DEREK GAJDOS - PUBLIC WORKS DIRECTOR

June 7, 2021
Definitions

- NPDES – National Pollutant Discharge Elimination System
- MS4 – Municipal Separate Storm Sewer System
- LGROW – Lower Grand River Organization of Watersheds
- EGLE – Michigan Department of Environment Great Lakes and Energy
- Local Ordinance – City of Grand Haven Code of Ordinances, Chapter 37 Article VII
2003 – City’s first MS4 permit issued under the watershed (LG ROW), all 17 municipalities

2008 – Permit expired yet extended until formalization of new permit standards

2015 – EG LE Requires full redevelopment of MS4 permit, standards and requirements. Especially aimed at development and redevelopment state wide

2015-2019 – LG ROW develops MS4 program for all 23 LG ROW organizations and is accepted by EG LE

2019 – First revised MS4 permit issued within LG ROW (Kent County Drain Commission)

2020 – Ottawa County Water Resource Commission issued new MS4 Permit
What’s New?

- New water quality standards that will reduce the impact of development and protect the water quality
- New requirements for development
- New requirements for redevelopment
- New water quality monitoring
- All communities in LGROW will have the same standards which will protect our watershed equally
What’s Next?

- June 23, 2021 – Public Comment Period will end.
- August 1, 2021 – Anticipated Permit Issuance
- November – December 2021 – Ordinance adoption
- January 1, 2022 – New MS4 permit requirements/local ordinance implemented
Additional Information

- Additional information can be found here: [www.lgrow.org/ms4](http://www.lgrow.org/ms4)
Questions or Comments
Stormwater 101
for Elected Officials

prepared by:
CARA DECKER, GRAND VALLEY METRO COUNCIL
What goes down here...

Dump no waste! Storm drains lead directly to rivers, lakes, and streams

LOWER GRAND RIVER ORGANIZATION of WATERSHEDS

www.LGROW.org/stormwater
Stormwater Runoff Pollutes

Runoff from Roof

Runoff from Gutters

Runoff from Street

RUNOFF PICKS UP:

- Pet Waste
- Fertilizers
- Motor Oil
- Detergents
- Chemicals
- Litter

STORMWATER RUNOFF CARRIES POLLUTANTS INTO OUR WATERWAYS.
STORMWATER REGULATIONS

Clean Water Act

↓

National Pollutant Discharge Elimination System (NPDES)

↓

Municipal Separate Storm Sewer System (MS4)

↓

Phase 2 Permit
**MS4**

6

**MINIMUM CONTROL MEASURES**

1. **PUBLIC EDUCATION AND OUTREACH**
   Perform outreach to educate citizens about the impacts that polluted stormwater runoff discharges can have on water quality.

2. **PUBLIC PARTICIPATION/INVOLVEMENT**
   Provide opportunities for citizens to participate in program development and implementation.

3. **ILLEGIT DISCHARGE DETECTION AND ELIMINATION**
   Develop and implement a plan to detect and eliminate illicit discharges to the storm sewer system.

4. **CONSTRUCTION SITE RUNOFF CONTROL**
   Develop, implement, and enforce an erosion and sediment control program for construction activities that disturb 1 or more acres of land.

5. **POST CONSTRUCTION RUNOFF CONTROL**
   Develop, implement, and enforce a program to address discharges from post-construction stormwater runoff from new development and redevelopment areas.

6. **POLLUTION PREVENTION/GOOD HOUSEKEEPING**
   Develop and implement a program to prevent or reduce pollutant runoff from municipal operations.

This information was taken from EPA Fact Sheet 2.0 – An Overview of the Small MS4 Stormwater Program.
UPCOMING PERMIT REQUIREMENTS

WATER QUALITY
• Total Suspended Solids (TSS)
• Treat the first inch of rain (first flush)
• Reduce TSS 80% or below 80 mg/L

CHANNEL PROTECTION
• Large volumes of stormwater over extended periods can lead to channel erosion
• Retain new or additional runoff onsite from the 2-year, 24 hour event
• Infiltrate ALL of that water into the ground

Upon permit issuance, a new stormwater ordinance is required to be adopted. A draft ordinance has already been created for your community.
Green Infrastructure

- Infiltrating stormwater by the use of systems such as:

- Bioswale
- Plant Trees
Benefits of using Green Stormwater Infrastructure:

• Reduces flooding and protects property
• Reduces municipal infrastructure costs
• Provides a cost-effective alternative to traditional development (less land clearing, reduced infrastructure, etc.)
• Increases appearance and aesthetics of a community
Figure 3: MS4 Permitees in the Lower Grand River Watershed

- MS4 Schools
- MS4 Townships, Cities, & Villages
- Ottawa County Road Commission
- Kent County Road Commission
- Kent County Drain Commissioner
- Ottawa County Water Resources Commissioner
Resources

Cara Decker
Stormwater Program Coordinator
Grand Valley Metro Council

cara.decker@gvmc.org
Ph: 616-776-7702

www.lgrow.org/ms4
Grand Haven Memorial Airport

Current Conditions
Grand Haven Memorial Airport
Current Conditions
Grand Haven Memorial Airport

Current Conditions
Our airport for the future

A 10-year vision and community compact for Grand Haven Memorial Airpark
Today Grand Haven Airpark serves

13,000+ operations every year

1,000+ skydives every year

65 aircraft on-site

Hundreds of aviators every year

01 Our Airport, Our Future
02 Where have we come from
03 GHMA today
04 Our contribution to the economy
05 Emerging opportunities
06 Growth projections
07 Transportation + Mobility Hub
08 Unified vision for Grand Haven Airpark
09 Concepts
10 Hangars
11 Safer runways
12 Terminal Enhancements
13 Managing future aviation needs
14 Working with our neighbors
15 Implementing the vision
16 Enabling the vision
17 Community benefits assessment
18 Seeing it through
19 Community compact
20 MDOT Response
Preparation

12 meetings with airport stakeholders

132 hours of research

Issues Raised

- Perceived lack of commitment from City
- Lack of leadership
- Apprehension to change
- Fear of airport closing
- Acknowledgement that the current situation is unsustainable
Our airport of the future

Grand Haven Memorial Airpark is growing!

We want to preserve and enhance the friendly, convenient and efficient airport we have today, while we manage increases in demand and traffic, and leverage new opportunities.

We believe that general aviation airports will play a central role in West Michigan, and provide an enjoyable and uniquely “Grand Haven” experience for aviators and visitors.

During the past 10 months, the city of Grand Haven and Chamber of Commerce has met with and interviewed key stakeholders to assess the direction, potential and long-term viability of Grand Haven Memorial Airpark.

Concluding these meetings, we have developed a 10-year vision for Grand Haven Memorial Airpark, which is outlined in this document.

We are committed to the airport as a hub for Grand Haven and an airport of choice for aviators.
Where have we come from?

The founders of Grand Haven Memorial Airpark left us with a wonderful legacy. More than 50 years ago they thought ahead and purchased the acreage necessary to give the airport capacity to grow.

It is a privilege to have this land and we must use it wisely.

This long-term planning has put us ahead of the game. We are continuing that legacy with a vision that stages future developments and financing for the next 10 years.
Grand Haven Memorial
Airpark Today

Grand Haven Memorial Airpark served more than 13,000 operations and housed 60 aircraft during 2019. A 21% increase over the previous year.

We are the largest airport in Ottawa County, and the third-largest general aviation airport in the Muskegon-Ottawa-Allegan lakeshore region. We offer convenient access to the Michigan lakeshore for aviators across the region.

There are more than a dozen businesses adjacent to airport property, employing more than 2,500 people. More than half of these are Grand Haven residents.

We are only three miles from Grand Haven’s central business district, as well as Grand Haven State Park and hundreds of vacation rentals and cottages, all of which can be reached by car, bus, shuttle, bike or taxi.
Our contribution to the economy

Tourism is key to Grand Haven’s economy, generating $80 million to the Tri-City region during 2019.

Tourism directly and indirectly accounts for more than 3,300 tourism-related jobs in the immediate Grand Haven zip codes.

Grand Haven Airport plays a contributing role to tourism, but there is room for significant growth as a destination for aviators.

Grand Haven Airport also plays a role in local manufacturing, which is the leading industry in the region.

There is opportunity to expand the airport’s influence on the economy through greater partnerships with local manufacturers and agriculture and more aviation-related business.

For a small community, we punch above our weight class when it comes to Michigan’s economy.
Emerging opportunities

At its current ~30% capacity, Grand Haven Memorial Airpark has room to increase traffic and storage volumes.

Airport communities, large and small, are growing by leveraging four opportunities:

1. New non-aeronautical revenue sources to better serve traditional aviation functions
2. The commercial/industrial land partnerships
3. Increased business and tourism traffic
4. Airports serving as a catalyst and magnet for landside business development

We’ve already discussed the tourism’s impact on the Tri-Cities region, and there is room for the airport to play an even greater role in tourism activities, that will positively impact traffic, fuel purchase and hangar needs.

Opportunities include:

- Agriculture: Crop dustings, aerial farm management, geo-mapping
- Aviation: plane rental and flight school
- Mobility: air taxi service
- Events: light air shows
Growth projections

Increasing air operations, business aircraft, and personal aircraft based at Grand Haven Memorial Airpark has the potential to create significant impact on the airport’s growth.

Grand Haven has the potential to support 30,000+ operations/year.

Aircraft based in Grand Haven has the potential to create significant and sustainable impact.

More aircraft results in more operations have the net affect of increasing the volume of fuel sold by the airport during peak months. Additionally, airplane maintenance and service will also see a measurable increase.

While not a business airport, several local businesses have expressed interest in basing their operations at Grand Haven, with the right conditions and facilities.

The current number of on-premise aircraft currently stands at 60. With upgrades and expansions of hangar capacity, that number could double.

As previously stated in staff reports, the costs of new hangars could be 95% covered by state and Federal funds, creating a net gain in rental revenue.

The current waiting list of aviators who are seeking hangars is more than 30 at Grand Haven, with similar numbers at West Michigan Regional, Sparta and Fremont airports.
Transportation + Mobility Hub

Personal air travel has the potential to transform mobility, and Grand Haven Memorial Airpark can position itself as a leader.

New and emerging air taxi services are advancing the idea of business mobility, making local, general aviation airports even more important than ever.

With ranges of approximately 60 miles, these air taxi services can become critical connectors between hub airports and small communities.

On the ground, the airport can serve personal and community mobility needs by utilizing its space to host rideshares, bus and ground taxi services.

GA airports across the country are looking to these new, personal aviation technologies as they plan for traffic, and make appeals to potential new customers.

Additionally, under changes made as a result of the pandemic, many travelers accustomed to flying commercially in first or business class are strongly considering charter options going forward.

Accommodating these new passengers, their needs and their aircraft will become integral to the airport’s long term success.
Unified vision

Grand Haven Memorial Airpark’s 10-year vision is to become a world-class general aviation airport that supports personal and business needs, while creating economic success for our region.

We are planning to build the infrastructure we need in stages to ensure the vision is affordable, flexible and delivered in time. Some new developments will be intended to trigger new opportunities, while other growth in operations will be the trigger for our development.

The staged development over 10 years will amount to a $20 million dollar investment.

**Key features**

- Building and expanding hangar capacity.
- A community campaign to generate sustainable revenues.
- Capacity to extend the length of the primary runway to accept larger planes.
- Partnerships with Harbor Transit and local transportation providers.
- Lease of property to create “condominium” hangars with are businesses.

**Revenue Sources**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAA</td>
<td>$18,000,000</td>
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<tr>
<td>MDOT</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Local</td>
<td>$1,000,000</td>
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</table>

We are a friendly, efficient and unique Lakeshore airport serving the Midwest and beyond.
Concepts

Grand Haven Memorial Airpark has the potential to bring together a new vision for aviation, business, tourism, entertainment.

Our location, within bicycle distance from world-class beaches, historic downtown and a short Uber from Michigan’s second-largest city puts GHMA in ideal position to connect visitors and residents alike.

None of GHMA’s closest neighbors are focused on the general aviation market.

GHMA’s potential as a mobility and tourism hub is enhanced with concepts such as new hangars, expanded runway, restaurant/food truck village and on-premise camping.

**Key concepts**

- Industry-leading hangars and hospitality
- Expanded runway to increase capacity
- Restaurant/Food Truck village as a culinary destination
- On-premise campground
- Mobility hub for regional access to business and recreation
- “Condominium” hangars for regional businesses
Hangars

Phase I

Storage for an aircraft is important to any aircraft owner. They want to keep their assets out of the elements. Unfortunately, few GA airports are equipped with sufficient hangars to store the number of aircraft that are in need.

A well-executed and successful hangar project can be the key to a financially secure GA airport.

While not everyone is a serious buyer, and all of us are looking for the best deals, there is an opportunity to fill the gap by increasing the number of planes hangared at GHMA, thereby increasing the number of aircraft that perform operations on site.

Our projections can increase aircraft hangars by nearly 75% during the next 10 years.

With additional hangar revenue, GHMA can afford to also improve existing hangar facilities.

Building new hangars can fill a need that holds back nearly every GA airport, and as previously reported by airport staff, the Federal Aviation Administration typically pays for airport construction and expansion up to 90 percent, as funds are available, with MDOT and the city each paying 5 percent of the remainder.

By increasing capacity, we can better serve our current aviators, attract new aviators to Grand Haven, and new businesses, all of which generates additional revenue for the airport. A well-executed and successful hangar expansion can be the key to a financially secure GHMA.
Safer Runways

Phase II

The longer the runway, the safer the airfield and the safer for the pilot’s landing.

Developing a safer, more accommodating main runway can draw in fully fueled aircraft, which can carrying up to 10-12 passengers.

A new landing system, high-intensity lighting and radio signals will give pilots added assistance in bad weather or poor visibility.

Concurrently, this expansion can help accommodate opportunities for another fixed-based operator and future aviation business programs.

Key features

- Grow from 3,752 to 4,000 feet
- Extending runway to increase capacity
- Accommodate most turboprops and many personal and light jets
- Create new and diverse business opportunities with larger plane capabilities
- Larger aircraft burn more fuel and require larger hangars, increasing revenues
Safer Runways

Phase II

Focusing efforts on the airport’s primary runway will result in a safer experience for aviators.

Grand Haven Memorial Airpark’s crosswind runway (18/36) is a 2,058ft. landing strip in fair condition. The runway itself sees only a small number of operations, which consist of 2-5 percent of all airport traffic.

While many airports are contractually obligated by the FAA to keep runways in service under terms of federal Airport Improvement Program (AIP) grants, GHMA has no obligation.

Focusing on the primary runway will result in more opportunities for airport growth.

Conditions

- Desirable wind coverage for any airport is 95% usability, based on the total number of weather observations.
- GHMA has main runway, configured in an E-W pattern, which can satisfy most needs of takeoffs and landings.
- The prevailing wind at GHMA is west-north-westerly, averaging 9.1 MPH.
Terminal Enhancements
Phase III

Grand Haven Memorial Airpark has a fantastic and cozy terminal, which meets current needs. Slight enhancements will create a “gateway experience” for future visitors.

All airports serve as gateways to their communities and Grand Haven Memorial Airpark is no exception.

The current terminal facility which has been reported by the Board as in “fair condition,” currently houses offices for airport staff and a front desk for aviation services.

Key features
- Expanded facilities with a small meeting room and conference room for board meetings and other small events, which aviators can rent.
- New restroom and shower facilities for overnight aviators.
- Build-out of restaurant, following success of food truck park.
- New office space for airport staff.
Managing future aviation needs

Phase III

Amenities and enhancements will turn Grand Haven Memorial Airpark into an attractive destination for aviators and their friends.

We are planning to build the infrastructure we need in stages to ensure the vision is affordable, flexible and delivered in time. Some new developments will be intended to trigger new opportunities, while other growth in operations will be the trigger for our development.

The staged development over 10 years will amount to a multi-million dollar investment by the city and the airport community.

Key features

- Zoning to permit and encourage food truck parking on Airport property, to draw in aviators and the surrounding workforce.
- Create behaviors that develop into a fixed-based restaurant operator that aviators and the community can enjoy.
- Overnight rest facilities on airpark property, to permit transient aviator overnights from May through September.
Working with our neighbors

The city of Grand Haven recognizes the importance of the airport and its impact on the neighborhood. The growth of the airport directly benefits local areas through economic growth, job creation and tourism.

Our vision supports the Tri-Cities’ focus on improving the lakeshore economy and increasing opportunities for all of our residents.

Investing in an airport of the future and partnering with neighboring businesses will directly result in hundreds of jobs during the next 10 years.

We realize a growing airport creates a noise impact for our neighbors. We are working to maximize the opportunity while minimizing the noise impact.

Reviewing the plan, removal of the North-South runway will immediately reduce the noise contours in the neighborhoods adjacent to the airport.

We will continue to work with our neighbors who are most affected by aircraft noise. With airpark staff, we can create a program to provide guidance for measures that can reduce the impact of noise, including acoustic treatments for home and businesses.
Implementing the vision

Our 10-year vision for Grand Haven Memorial Airpark, segmented into three phases, triggered by financing opportunities and driven by public-private enthusiasm will keep us on track and accountable to all community members.

As Ottawa County’s largest airport, and the only airport capable of best serving the Lakeshore General Aviation community, GHMA can be the premier personal travel, tourism and working hub for our region.

No phase of growth will come without its challenges, which is why it requires steadfast leadership from community stakeholders to move this vision forward. Applying this vision, we believe we can secure the financing so that each phase can be implemented on schedule.

Three Phases: Working Together

Each phase of GHMA growth plan is designed to bring new benefits to the airport community:

- New revenue via hangers & increased operations
- Physical expansion to benefit new business opportunities
- Amenities to attract aviation tourists

All of these must work in tandem to fully realize the benefits and create a leader in the aviation community.
Enabling the vision

Our 10-year vision will be financed in stages, leveraging Federal, state and local funds, private growth and local resources.

Over time it is likely that our vision will adapt further to respond to new challenges and accommodate new opportunities.

<table>
<thead>
<tr>
<th>Year</th>
<th>Phase I (2023-2024)</th>
<th>Phase II (2025-2028)</th>
<th>Phase III (2029-2032)</th>
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Community Benefits Assessment

Investment in airport infrastructure, whether to rebuild existing assets, realign aviation activity or accommodate changes to anticipated capacity, will be a major source of economic benefit to the Grand Haven region.

**Capital Improvements**
Commercial construction alone is estimated to provide between $17 million during the 10-year vision.

Filtering through the region’s construction industry, that $19 million in capital investment will contribute to more than 200 direct construction-related jobs and millions in direct wages.

**Ongoing**
As reported, added operations will increase other revenues at the airport including fuel sales and hanger leases.

Increasing accessibility and desirability of the airport is expected to create a $21 million/year, annual community return on investment, ensuring the airport’s long-term viability.
Seeing it through

An idea is not a plan. Therefore, this vision is designed to be both well thought-out and financially attainable in Grand Haven.

The vision depends on sufficient support for capital improvements and a proven business case to sustain operations in the future.

Capital Improvements
Much of the proposed improvement schedule may be eligible for various forms of State and Federal airport assistance through the Federal Aviation Administration or the Aeronautics Division at the Michigan Department of Transportation.

Local match requirements for future grant or loan funds may come from the sale of real estate and future revenues generated by increased operations and new tax base in the neighborhood.

Operations
Documented demand for hangar space promises non-speculative revenue to support new hangar construction. Added operations will increase other revenues at the airport as well, including fuel sales.

Should plans move forward and investments become more likely, local voters may be asked to support a modest millage to ensure stable funding for future airport operations. Such community buy-in will be earned when we present a plan for an exciting, compatible air transportation amenity that will be appreciated and used today and tomorrow.
Community compact

The city of Grand Haven, The Chamber of Commerce Grand Haven, Spring Lake and Ferrysburg, neighboring employers and the aviation community commits to a 10-year vision to develop Grand Haven Memorial Airpark into a market-leading, transportation hub that exceeds the expectations of our aviation and business communities.

These airfield, hangar and amenity enhancements will give our community a more resilient airport that can accommodate growth in activities and provide long-term capacity for our future transportation and mobility needs.

By working together we can be the leader in mobility, tourism and public-private partnership.

GHMA enhancements acknowledges the future that is approaching in personal aviation transportation. They encourage and lean into aviation tourism, and for the first time, includes air travel in our regional mobility solution.

The result will be better airport operations, benefits for our aviators, growth for our business community and efficiencies for our FBOs.
MDOT Response

Representatives from the city of Grand Haven and the Chamber of Commerce presented this 10-year vision to aviation leaders at Michigan’s Department of Transportation.

They didn’t hide their enthusiasm:

“MDOT appreciates the attention of the City of Grand Haven to the future of a strong general aviation facility and looks forward to further discussions on ways the State can continue to support the airport.”

— Michael Trout, MDOT