



Friedman Memorial Airport Authority

Regular Board Meeting

September 5, 2017





Approve Agenda



Public Comment



Approval of Meeting Minutes

August 8, 2017



Reports

Reports

- ▶ Chairman Report
 - ▶ Blaine County Report
 - ▶ City of Hailey Report
-

- ▶ Airport Manager Report
-

- ▶ Fly Sun Valley Alliance Report

Airport Manager's Report

September 5, 2017



The Eclipse...



- ▶ Heavy air traffic
 - 1,391 operations
 - Thursday, August – 18, and Tuesday, August 22
- ▶ Base for two IANG Medivac helicopters
- ▶ Extensive coordination with FAA SLC, SUN Tower, Atlantic, other tenants
- ▶ Good job by all
- ▶ Safe...



Today Show published an eclipse map that skipped over Idaho.



- ▶ NWAAAE Conference
 - Chris to attend Sept. 13th and 14th
- ▶ NWAAAE Board of Directors nomination



FAA Visit

- ▶ Monday, Sept. 18
 - Randy Fiertz
 - Regional Airports Division Manager

- ▶ Chuck Garrison
 - Helena ADO Manager



“On the Horizon”

- ▶ Air carrier apron/parking lot project update
- ▶ Noise modeling update
- ▶ Rates and Charges Study update

Reports

- ▶ ~~Chairman Report~~
- ▶ ~~Blaine County Report~~
- ▶ ~~City of Hailey Report~~
- ▶ ~~Airport Manager Report~~
- ▶ Fly Sun Valley Alliance Report





Airport Staff Brief Questions



Old Business

Construction and Capital Projects

Runway Pavement Maintenance

- ▶ Sept. 18–20
- ▶ Final runway marking application after June pavement maintenance project
- ▶ NO FULL CLOSURE
 - Rolling closures
 - Maybe some night work

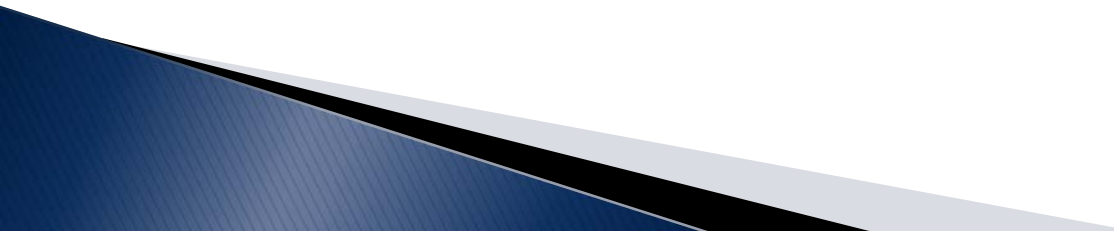


Terminal Air Carrier Apron and Parking Lot Improvements

- ▶ Negotiation Results
- ▶ Recommended Award Option
- ▶ Funding/Budget
- ▶ Next Steps?



Apron/Parking Lot Bid – Review

- ▶ One bid received (Idaho Materials and Construction – “IMC”)
 - ▶ Bid was structured with additive/alternate schedules
 - ▶ August Meeting: Review project with Finance Committee
 - ▶ FAA submitted project for “pop up” discretionary funding (\$900K)
 - ▶ Negotiated with Idaho Materials and Construction
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Negotiations

- ▶ Highlighted items that we felt were high
- ▶ IMC requested construction in 2018
- ▶ Negotiated prices:

Bid Schedule	Original Bid Amount	Revised Bid Amount
Schedule A – Terminal Access Road Realignment	\$1,446,484.00	\$1,303,038.50
Schedule B – Terminal Apron Expansion	\$1,640,490.20	\$1,570,288.70
Schedule C – Parking Lot Pedestrian Improvements (Additive)	\$187,398.50	\$187,398.50
Schedule D – Alternate Terminal Access Rd Realignment (Alternate)	\$933,225.00	\$909,390.50



AIP Eligibility (Negotiated Project)

Bid Schedule	Bid	AIP Eligible	Non-AIP
A	\$1,303,038.50	\$920,669.10	\$382,369.40
B	\$1,570,288.70	\$1,563,454.70	\$6,834.00
C	\$187,398.50	\$163,948.50	\$23,450.00
D	\$909,390.50	\$557,231.00	\$352,159.50
A+B+C	\$3,060,725.70	\$2,648,072.30	\$412,653.40
D+B+C	\$2,667,077.70	\$2,284,634.20	\$382,443.50

- 86.5% eligibility for A+B+C
- 85.6% eligibility for D+B+C

FAA/FMAA Share (Negotiated Project)

Award Option	Total	FAA Share (93.75% of Eligible)	FMAA Share (Non-AIP + 6.25% AIP)
A+B+C	\$3,060,725.70	\$2,482,567	\$578,158.70
D+B+C	\$2,667,077.70	\$2,141,844	\$525,233.70

Award Recommendation

- ▶ Award Schedules A, B and C
 - Adds fourth parking spot
 - Improves parking lot and traffic flow
- ▶ Assumes funding is available
 - Is funding available?

Apron Project – Additional Eligible Expenses

Description	Total	FAA Share *	FMAA Share
Utilities	\$77,800	\$63,091	\$14,709
Engineering	\$385,000	\$312,211	\$72,789
Administration	\$10,000	\$8,109	\$1,891
Total – Additional Costs	\$472,800	\$383,411	\$89,389

*FAA Share = 93.75%X(86.5% of Total)

Apron Project – Ineligible Expenses

Description	Estimated Cost
Landscaping	\$60,000
Parking Equipment	\$250,000
Parking Booth	\$130,000
Total	\$440,000

Total Costs – Apron Project

Description	Total	FAA Share	FMAA Share
Apron Project	\$3,060,726	\$2,482,567	\$578,159
Other Eligible Costs	\$472,800	\$383,411	\$89,389
Ineligible Costs	\$440,000	\$0	\$440,000
Total Costs	\$3,973,526	\$2,865,978	\$1,107,548

Other AIP Projects

Description	Total Cost	FAA Share	FMAA Match
Environmental Assessment for Property Acquisition	\$118,400	\$111,000	\$7,400
Design Costs (Shortfall from AIP '042)	\$17,663	\$13,916	\$3,747
SRE Acquisition	\$311,582	\$292,108	\$19,474
Runway Maintenance	\$353,658	\$331,554	\$22,104
RPZ Phase 1 (Earnest and legal/appraisals)	\$315,000	\$295,312	\$19,688
Total	\$1,116,303	\$1,043,890	\$72,413

- ▶ Other future AIP projects may include a tower siting study, potential RPZ land acquisition, and the purchase of another piece of snow removal equipment.

Total Costs

Share	Apron	Other AIP Projects	Total
Total	\$3,958,526	\$1,116,303	\$5,074,829
FAA	\$2,865,978	\$1,043,890	\$3,909,868
FMAA	\$1,107,548	\$72,413	\$1,179,961

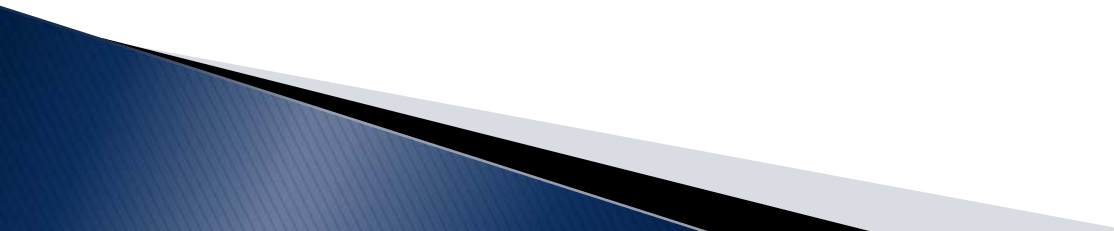
Available AIP Funding

FY	FAA Entitlements	FAA Discretionary*	Total
'17	\$1,829,079	\$900,000	\$2,729,079
'18	\$1,000,000	\$0	\$1,000,000
Total	\$2,829,079	\$900,000	\$3,729,079

*Discretionary funds have been requested, but are not guaranteed.

- ▶ Compare with FAA Share (Previous Slide):
 $\$3,729,079 - \$3,909,868 = (\$180,789)$
- ▶ CIP shows approximately \$900K in demand for AIP funds in FY '18
- ▶ Additional discretionary in FY '18 is a possibility

FMAA Funding

- ▶ Total amount required: \$1,179,961
 - ▶ A significant portion of the project will be built in late FY '18/early FY '19
 - ▶ It may be possible to relocate the existing parking booth, saving some costs
 - ▶ Eliminating award of Schedule C would save approximately \$30K in local funds
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Summary

- ▶ Adequate grant funds are available to complete the project
- ▶ Local funding required to complete the entire project is significant
- ▶ Other options exist:
 - Withhold award of Schedule C
 - Award only Schedule A at this time
 - Etc...
- ▶ Questions/Discussion

Board Action Requested

- ▶ Provide direction on next steps for this project.
- ▶ If Board elects to award as recommended, proposed motion requested is as follows:

Award Schedules A, B and C as negotiated to Idaho Materials and Construction, Inc. in the amount of \$3,060,725.70, subject to FAA approval and availability of FAA discretionary funding to fund the project

Airport Planning Projects

Friedman Memorial Airport (SUN)

Environmental Assessment –
Land Acquisition and
Obstruction Removal



Update:

Interaction:

- Airport board 8/8/17 and 9/5/17
 - ✓ Comments incorporated into design elements of the Preferred Alternative
- Public Involvement 8/8/17
 - ✓ No comments received after Board Meeting
- FAA – notified of board action 8/17/17
- Landowner – TBD

Results of studies and outreach will be scored and Preferred Alternative will be presented to FAA

Evaluation Criteria – Design

Parameter	Alternative 1 – No Action Alternative		Alternative 2		Alternative 3		Alternative 4		Alternative 5 – Preferred Alternative	
Facility Requirements and Ability to Meet FAA Design Criteria										
Declared Distance	Does not achieve goals and policy	0	In Compliance	5	In Compliance	5	In Compliance	5	In Compliance	5
RPZ	Does not achieve goals and policy	0	Least land uses preserved from incompatible use	2	In Compliance, moderate compatibility	3	In Compliance, moderate compatibility	4	Highest compatibility with FAA policies	5
Land Acquisition and Easements	0 Acres	5	34.3 Acres; no easements	4	47 Acres; 4.3 acres of easement	2	52.3 Acres; no easements	3	64.75 Acres, agricultural easements	5
Compatibility with Future Needs	Will Not Meet Standards come aviation easement expiration	0	Does not take all acreage under approach protection	4	In Compliance, easement not preferred	3	Airport does not require farm equipment	4	Full Approach protection, RPZ private land acquired, removes incompatible land uses and obstructions	5

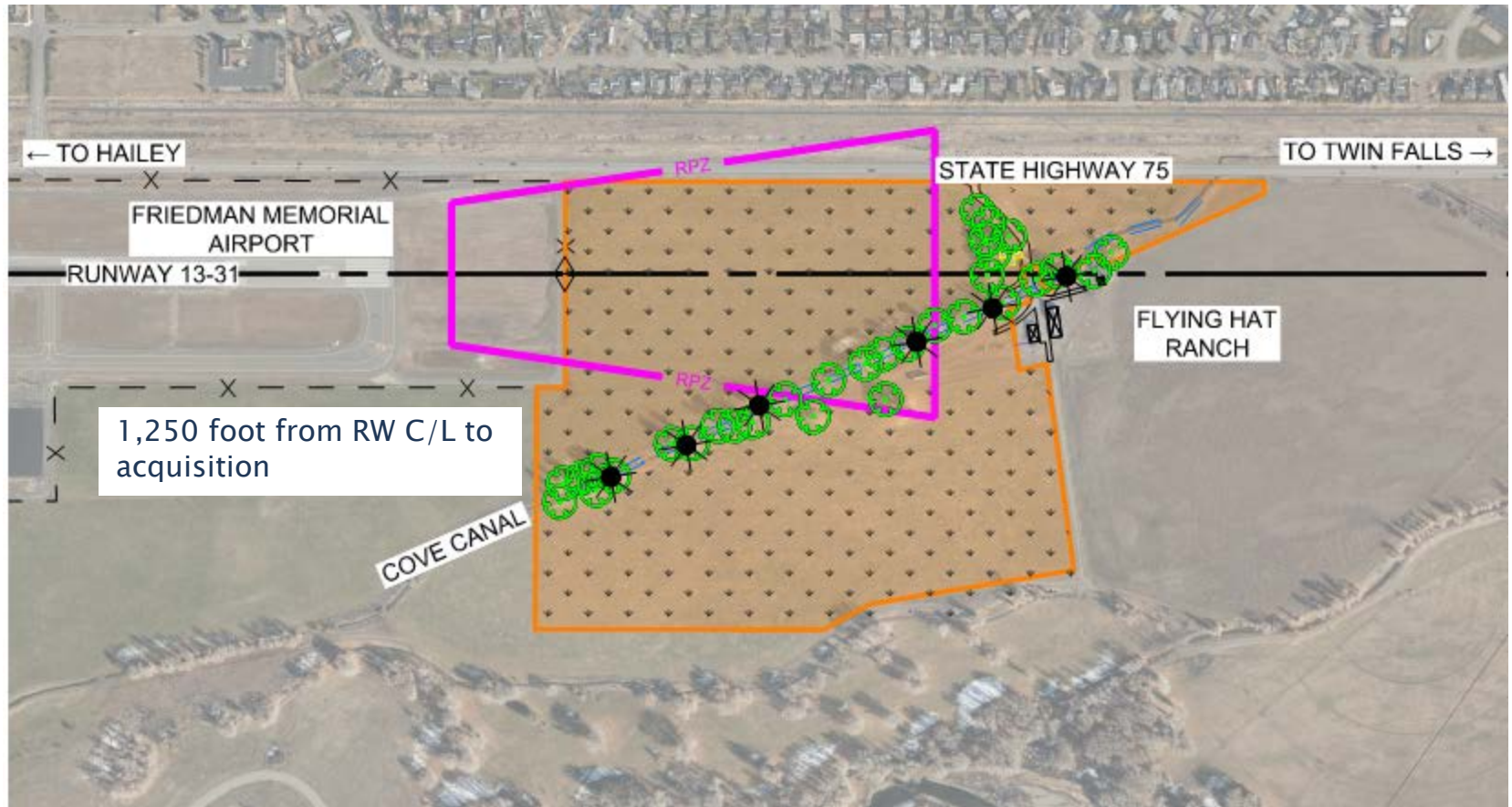
Evaluation Criteria – Implementation

Parameter	Alternative 1 – No Action Alternative		Alternative 2		Alternative 3		Alternative 4		Alternative 5– Preferred Alternative	
Implementation Feasibility										
Community need	Does Not Meet Standards. Some fiscal conservation may be expressed	2	In compliance, lowest cost, incompatible land uses remain	2	Easements not desired by SUN	3	In compliance, high cost, farm impacts	4	Highest Acreage, no incompatible land uses remain	4
Costs and land availability	No effect	5	Lowest cost, least land required	4	Moderate cost, moderate land required	3	Highest cost, additional land, secondary impacts	1	Higher cost, most land acquired	3
Public Involvement	No effect	1	Some expressed fiscal conservation	3	Least desired due to easement	2	Highest intrusion	2	General public support from 8/8/17 meeting	4

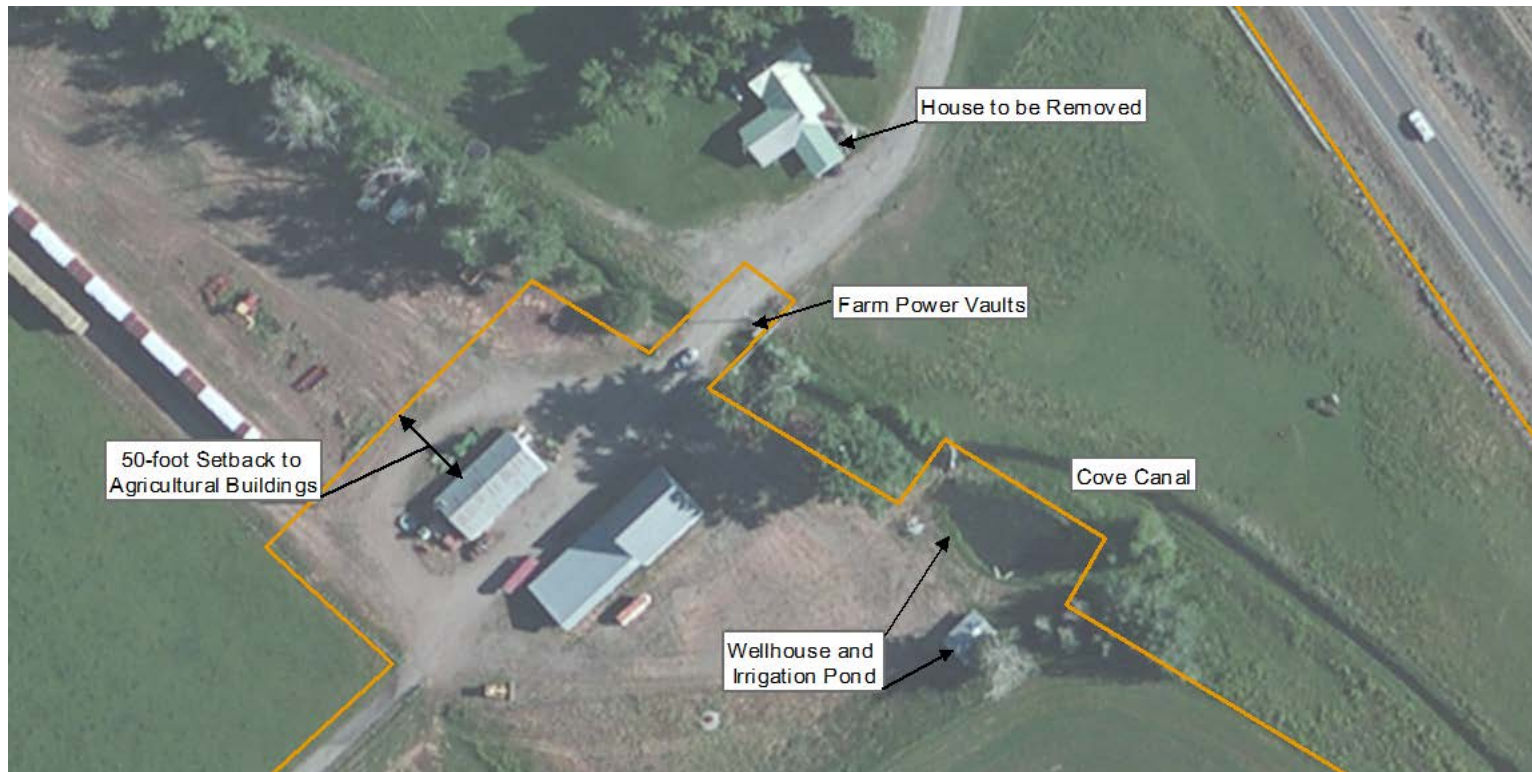
Evaluation Criteria – Environmental

Parameter	Alternative 1 – No Action Alternative		Alternative 2		Alternative 3		Alternative 4		Alternative 5– Preferred Alternative	
Potential for Environmental Impacts										
Historic Preservation and Section 4(f) use	No effect	5	Least Canal impact	4	Least Canal impact	4	Most Canal impact	2	Most Canal impact	2
Farmland Impact	No effect	5	Least impact of build alternatives	3	Higher impact to barns and operations	2	Highest impact, potential secondary impacts	1	Moderate impact, preserves farm operations	4
Biological (TES)	No effect	5	Least Canal impact least habitat affected	4	Moderate impact, cottonwoods removed, wetlands converted to emergent from forested	3	Moderate impact, cottonwoods removed, wetlands converted to emergent from forested	3	Moderate impact, cottonwoods removed, wetlands converted to emergent from forested	3
Noise	No effect incompatible land uses remain	0	Most disruption; more noise and vibrations without trees	1	Most disruption; more noise and vibrations without trees	1	Least disruption due to residence removal	4	Incompatible land uses completely removed	5
Wetlands	No effect, wetlands grazed, low quality	3	Moderate wetlands acquired, moderate canal impact; canal preservation	3	Moderate wetlands acquired, moderate canal impact; canal preservation	3	Most wetlands acquired, most canal impact ; canal preservation	3	Moderate wetlands acquired, moderate canal impact; canal preservation	3
Socioeconomic	No improvements, land uses remain incompatible	1	Moderate; Removal of trees, some farmland acquired incompatible land uses remain	4	Moderate; Removal of trees and some buildings, incompatible land uses remain	4	Highest disruption; Removal of all buildings, most farmland acquired to achieve purpose	3	Land use incompatible uses removed	5
Total Score	29		44		37		33		53	

Preferred Alternative

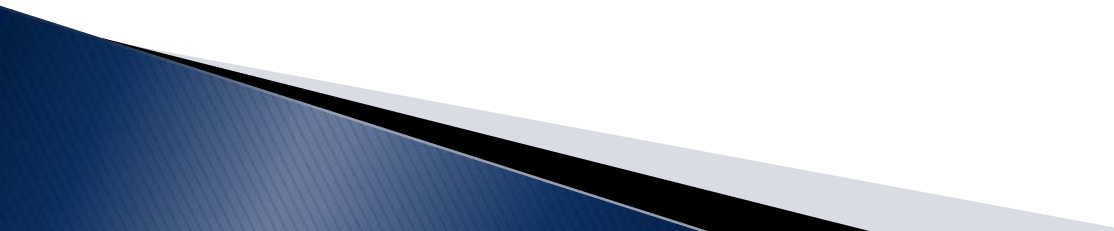


Preferred Alternative



Next Steps

- ▶ Selection of a Preferred Alternative
 - Landowner discussions
 - FAA weigh in on selection process

 - ▶ Draft EA started
 - Purpose and Need drafted
 - Baseline Conditions established
 - Impacts calculated
 - Studies wrapping up
 - Projected for November 2017
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Misc.

RFP Process Updates

- ▶ Parking lot vending services
 - 3 proposals received
 - Finance committee review
 - Interview
 - Recommend selection of The Car Park

- ▶ Auditor Services
 - 4 proposals received
 - Finance committee review
 - Interview
 - Recommend selection of Harris and Co.

- ▶ Thanks to Chris Johnson and Laurie Harberd...



New Business

Communications RFP/RFQ Process

- ▶ Current month to month with Centerlyne
- ▶ Recommended RFQ/RFP
 - Appropriate for professional services
 - Multi-year
 - Different services
 - Graphics/branding/marketing
 - Communications and social media
- ▶ Selection committee recommendation
 - Staff
 - FMAA – City and County representation
- ▶ Selection timeframe – Nov. meeting

FAA ACDBE Policy Statement

- ▶ Housekeeping item...
- ▶ Grant assurances
 - FMAA will comply with 49 CFR Part 23
- ▶ Policy Statement
 - Shared with FMAA and concessionaires



Public Comment

Executive Session

I.C §74-206 (c) To acquire an interest in real property which is not owned by a public agency

I.C §74-206 (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated



Thank You!

