



Friedman Memorial Airport Authority

Regular Board Meeting

June 1, 2021





Approve Agenda



Public Comment

(10 Minutes)



Approval of Meeting Minutes

May 4, Regular Meeting



Reports

Reports

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

Airport Manager's Report

Airport Activity Status

- ▶ May Passenger Enplanements (unofficial thru the 30th)
 - +32% May 2021* vs. May 2019
 - *includes 3rd SLC flight vs 2 SLC in 2019
- ▶ Total Operations (unofficial)
 - +38% May 2021 vs. May 2019
 - +33% YTD vs. 2019

Annual “Fly-in” Event

- ▶ July 6th–11th
 - On the heels of July 4th holiday traffic...
- ▶ FBO/FAA Salt Lake Center coordination



“On the Horizon”

- ▶ FY22 Budget – 2nd review and discussion
- ▶ Terminal planning – detailed update



Airport Staff Brief Questions?



**Action
New Business**

None



Action Continuing Business

None



Discussion and Updates

New Business

FMAA Board Vacancies

- ▶ Independent position
- ▶ (1) City of Hailey position
- ▶ Solicitation for Independent position published
 - Collection of resumes
- ▶ Update on Hailey position

BUDGET
DEVELOPMENT
FY 2022



FY 2022
DRAFT BUDGET



General Budget Build Notes

- Historical data is important, however recent history is skewed (COVID-19)
- Projections will lean conservative rather than being overly aggressive
- Activity is anticipated to return to 2018-2019 levels
- CPI is used for increases when applicable for contracts

FY 2022 Revenues

- 1 Month Runway Closure (Runway Rehab)
- 80k Enplaned Passenger Activity Assumption
- Proposed 25% Terminal Rent Discount to Airlines (50% discount currently)
- Many of the revenues were held at FY 2021 EOY projections, including the 1-month runway closure
 - 8% effective increase
- Hanger/Tie-down revenue steady, utilizing CPI when the contracts allow
- Draft Budget assumes \$2.0 million in CARES Act operational reimbursement



FY 2022 Revenue Summary



FRIEDMAN MEMORIAL BUDGET FY 2022 BUDGET DEVELOPMENT

VERSION: 5.26.21 5:30pm	FY 2018	FY 2019	FY 2020	FY 2021		FY 2022
	Year End	Year End	Year End	Proposed Budget	Projection	2022 Budget
REVENUE						
Total 4000-00 · AIRCARRIER	684,973.93	966,526.61	762,577.91	\$ 784,500	\$ 641,989	848,860
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	413,690.09	500,053.00	295,361.45	\$ 266,000	\$ 260,000	300,000
Total 4030-00 · AUTO RENTAL REVENUE	670,181.32	717,833.34	591,691.77	\$ 420,500	\$ 663,173	663,000
Total 4040-00 · TERMINAL CONCESSION REVENUE	73,820.44	66,791.51	46,365.53	\$ 38,000	\$ 42,341	47,900
Total 4050-00 · FBO REVENUE	960,953.47	972,500.74	1,046,547.73	\$ 469,100	\$ 549,966	567,500
Total 4060-00 · FUEL FLOWAGE REVENUE	350,472.54	363,004.38	315,020.67	\$ 181,500	\$ 370,000	375,000
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	1,462.07	218.82	112,497.86	\$ 180,200	\$ 650,000	650,000
Total 4080-00 · HANGAR REVENUE	511,368.66	653,601.18	682,899.48	\$ 713,500	\$ 695,192	705,060
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	9,906.23	12,370.37	19,964.19	\$ 20,000	\$ 27,680	27,000
Total 4100-00 · POSTAL CARGO REVENUE	13,801.34	13,848.56	13,343.43	\$ 13,500	\$ 5,472	5,500
Total 4110-00 · MISCELLANEOUS REVENUE	4,571.44	22,827.10	53,350.93	\$ 5,000	\$ 52,951	5,000
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	24,520.00	27,600.00	22,680.00	\$ 20,000	\$ 17,130	22,000
Total 4400-00 · TSA/SECURITY	76,005.00	76,475.00	70,195.00	\$ 76,365	\$ 71,830	72,000
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	40,000.00	15,000.00	\$ 15,000	\$ 15,000	15,000
Total 4520-00 · INTEREST REVENUE	41,935.47	44,591.80	32,952.75	\$ 20,000	\$ 32,930	32,930
Total 4600-00 · CARES Act Grant Operational				\$	\$ 2,000,000	2,000,000
				\$	\$ -	
TOTAL REVENUE	3,837,662.00	4,478,242.41	4,080,448.70	\$ 3,223,165	\$ 6,095,654	6,336,750

FY 2022 Expense (Operational)

- “A” Expenses (Salary/Benefits)
 - 4% annual increase for COLA and Merit increases effective 10/01/21
 - 6.5% assumed for employer health benefit cost increases
 - Additional Ops/ARFF Specialist included to accommodate schedule coverage
- “B” Expenses – Administrative
 - Travel anticipated to return for business needs
 - Professional Services needs
 - Items in addition to historical needs include:
 - Airspace Consulting, Approach Maintenance, ATCT Relocation,, and Emergency Services Planning
 - Remaining expenditures are anticipated to align with historical needs with appropriate cost increases



FY 2022 Expenses (Operations)

- “B” Expenses – Operations
 - Expenses anticipated to be within historical norms
 - Maintaining assets continues to be the primary focus



FY 2022 Operational Expenditure Summary



FRIEDMAN MEMORIAL BUDGET FY 2022 BUDGET DEVELOPMENT

VERSION: 5.26.21 5:30pm	FY 2018	FY 2019	FY 2020	FY 2021		FY 2022
	Year End	Year End	Year End	Proposed Budget	Projection	2022 Budget
TOTAL "A" EXPENDITURES	1,555,242.51	1,552,247.99	1,724,898.89	\$ 1,754,402	\$ 1,636,628	1,970,051
TOTAL "B" ADMINISTRATIVE EXPENSES	1,584,165.90	1,119,761.37	1,196,995.88	\$ 1,103,197	\$ 1,515,283	1,319,320
TOTAL "B" OPERATIONAL EXPENSES	477,727.03	694,915.60	595,272.66	\$ 863,138	\$ 681,500	\$ 826,115
TOTAL "B" EXPENSES	2,061,892.93	1,814,676.97	1,792,268.54	\$ 1,966,335	\$ 2,196,783	\$ 2,145,435
TOTAL "A+B" EXPENSES	3,617,135.44	3,366,924.96	3,517,167.43	\$ 3,720,737	\$ 3,833,411	\$ 4,115,486
OPERATIONAL NET POSITION	220,526.56	1,111,317.45	563,281.27	\$ (497,572)	\$ 2,262,243	\$ 2,221,264
OPERATIONAL NET POSITION W/O CARES	220,526.56	1,111,317.45	563,281.27	\$ (497,572)	\$ 262,243	\$ 221,264

FY 2022 Revenue (Capital)

- “C” Revenue
 - CARES Act Reimbursement (\$4.8M)
 - \$3.3 Million for Cash Funded Capital Needs
 - \$1.5 Million for Approach Protection
 - AIP 53 Carry Over Revenue (\$1.4M)
 - Current Year AIP Revenue (\$14.3M)
 - Assumes 6.25% Local Match
 - \$1.0M in Contingency

"C" REVENUE - CAPITAL BUDGET		
4752-01 • CARES Act	\$	4,822,213
4753-01 • AIP '53 - Rehabilitate Runway	\$	1,429,688
4800-00 • Current Year AIP	\$	14,251,875
Total "C" REVENUE	\$	20,503,776



FY 2022 Expense (Capital)

- “C” Expenses
 - Significant Planned Capital Expenses
 - Non-AIP Project – Cash Funded (\$3.3M)
 - Pilot Lounge (\$150k)
 - Parking Lot Expansion/Rehab (\$1.4M)
 - Upgrades to Navigational Aids (\$135k)
 - Vehicles (\$50k)
 - Assessments/Plans/Studies (\$99k)
 - Security Equipment (\$20k)
 - SRE Acquisition (\$1.5M)
 - AIP Projects (\$16.7M)
 - AIP 53 Carry-over (\$1.5M)
 - Approach Protection (\$8.0M)
 - Runway Rehab (\$7.2M)
 - \$1.0M Contingency Included



FY 2022 Expense (Capital)

- “C” Expenses

"C" EXPENSES - CAPITAL BUDGET	
7001-00 · CAPITAL EXPENDITURES	
7001-0* · CONTINGENCY	\$ 1,000,000
7001-02 · Buildings and Improvements	\$ 150,000
7001-03 · Airfield & General Improvements	\$ 1,485,000
7001-05 · Maintenance Equipment /Vehicle	\$ 50,000
	\$ 99,000
7001-06 · Assessments/Plans/Studies	
7001-09 · Security Equipment	\$ 20,000
7001-10 · SRE Aquisition Non-AIP	\$ 1,518,213
Total 7001-00 · CAPITAL EXPENDITURES	\$ 4,322,213
8501-00 · CIP - General	
8501-00 · CIP - General - Other	\$ 16,727,000
Total 8501-00 · CAPITAL EXPENDITURES	\$ 16,727,000
Total "C" EXPENSES	\$ 21,049,213

FY 2022 Airport Combined Financials

VERSION: 5.26.21 5:30pm	FY 2022
	2022 Budget
TOTAL REVENUE	6,336,750
"A" EXPENSES	
TOTAL "A+B" EXPENSES	\$ 4,115,486
OPERATIONAL NET POSITION	<u>\$ 2,221,264</u>
Total "C" REVENUE	\$ 20,503,776
Total "C" EXPENSES	\$ 21,049,213
TOTAL OPERATIONAL REVENUE (A+B) + CAPITAL REVENUE (C)	\$ 26,840,526
TOTAL OPERATIONAL EXPENSES (A+B) + CAPITAL EXPENSES (C)	<u>\$ 25,164,699</u>
AIRPORT TOTAL NET POSITION (BUDGETED)	\$ 1,675,827
OPERATIONAL NET POSITION W/O CARES	<u>\$ 221,264</u>
AIRPORT TOTAL NET POSITION W/O CARES	<u>\$ (324,173)</u>





Discussion and Updates

Continuing Business

Miscellaneous

Airport Minimum Standards and Rules and Regulations

- ▶ Recent efforts:
 - Continue internal team coordination
 - First draft under development
 - Committee meeting this month

- ▶ Critical guiding documents
 - Minimum Standards – 1997
 - Rules and Regulations – 1974

Construction and Capital Projects

Air Traffic Control Tower Replacement



Air Traffic Control Tower Replacement

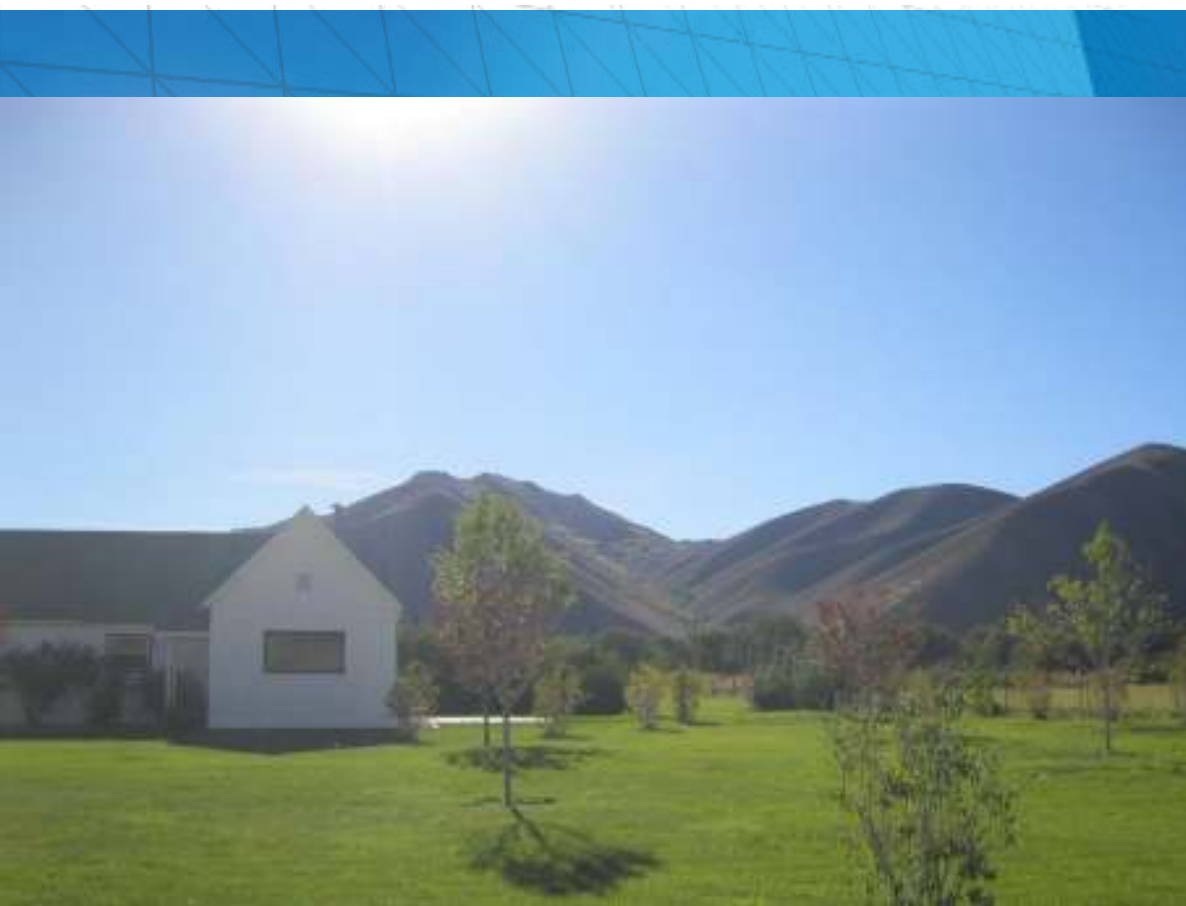
▶ RFP

- Published 6/1
- Submittals due 7/1

▶ Selection Committee discussion

- Chairman
- Airport Manager
- ?

Airport Planning Projects



Friedman Memorial
Airport

Environmental Assessment

Proposed Property
Acquisition for
Approach Protection
and Land Use
Compatibility

Project Update

June 1, 2021

Proposed Action & Project Need

- Acquisition of 386 Acres
 - Approach Protection
 - Land Use Compatibility
- Development of 10 Acres for General Aviation
 - Replacing aviation facilities (apron and hangars) lost as a result of the Runway Safety Area (RSA) project
 - Provide additional aircraft hangars



Environmental Assessment Process

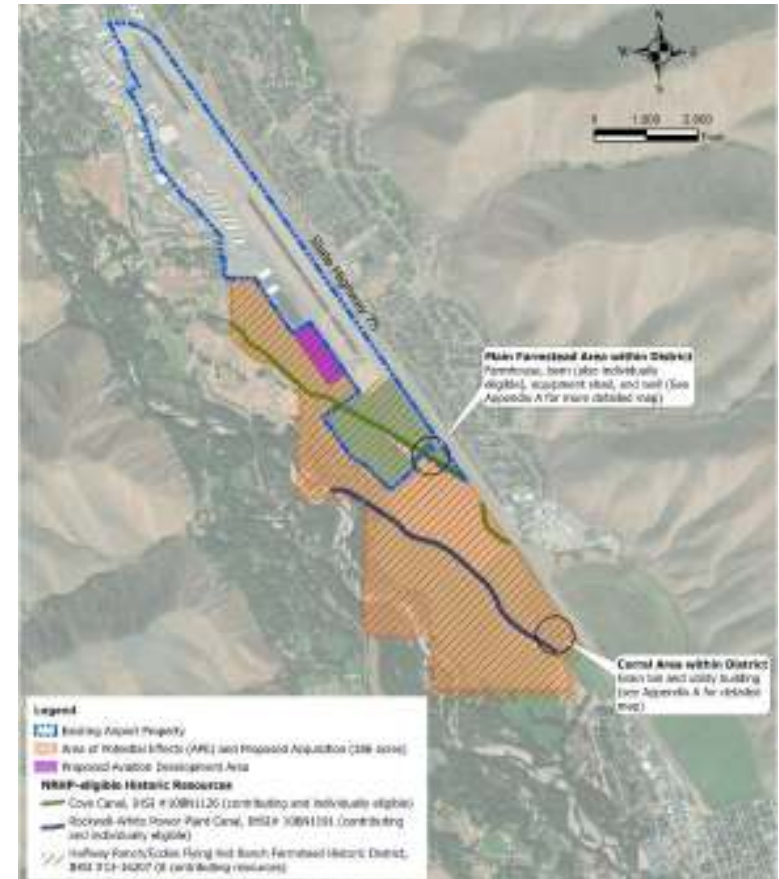
- A. Identification of Proposed Project
- B. Environmental Analysis and Agency Coordination
- C. Draft Environmental Assessment (EA)
- D. Public Review and Comment
- E. Final EA
- F. FAA Finding of No Significant Impact (FONSI)

Assessment Categories

1. Air Quality
2. Biological Resources
3. Climate
4. Coastal Resources
5. Department of Transportation Act, Section 4(f)
6. Farmlands
7. Hazardous Materials, Solid Waste, and Pollution Prevention
8. Historical, Architectural, Archeological, and Cultural Resources
9. Land Use
10. Natural Resources and Energy Supply
11. Noise and Noise-Compatible Land Use
12. Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13. Visual Effects
14. Water Resources
15. Cumulative Impacts
16. Irreversible and Irretrievable Commitment of Resources

Historical, Architectural, Archeological, and Cultural Resources

- Potential to effect Halfway Ranch/
Eccles Flying Heart Ranch Historic
District
- Section 106 of the Historic
Preservation Act
 - Requires federal agencies to consider
the effects of their undertaking (or
action) on properties listed in or
eligible for listing in the National
Register of Historic Places
 - Requires consultation with the Idaho
State Historic Preservation Officer
(SHPO)



Historical, Architectural, Archeological, and Cultural Resources



Photo 1. Overview of the core of the determined-eligible Halfway Ranch/Eccles Flying Hat Ranch Historic District as seen from State Highway 75.



Photo 2. Detail of east elevation on the contributing farmhouse, view facing northwest.

Historical, Architectural, Archeological, and Cultural Resources



Photo 3. Detail of south and east elevation on the contributing farmhouse, view facing northeast.



Photo 4. Detail of north and west elevations on the contributing farmhouse, view facing southeast.

Historical, Architectural, Archeological, and Cultural Resources



Photo 5. View of the contributing well, view facing northwest.



Photo 6. Individually eligible barn and contributing barn, view facing west.

Historical, Architectural, Archeological, and Cultural Resources



Photo 7. Contributing equipment shed, view facing northeast.



Photo 8. Contributing utility building and grain bin (roof visible in background), view facing northeast.

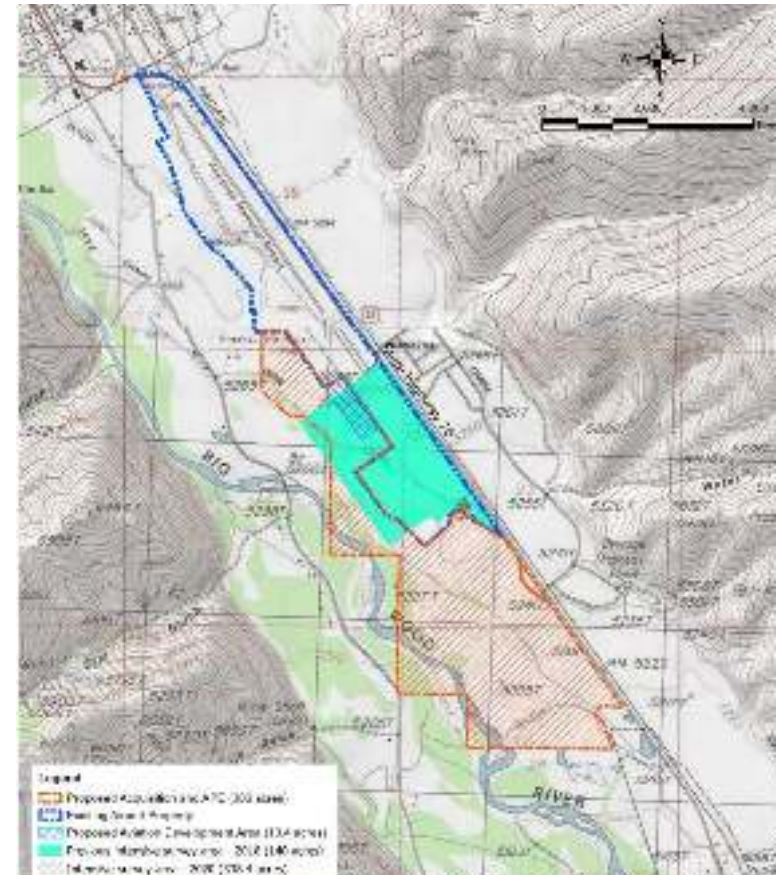
Historical, Architectural, Archeological, and Cultural Resources



Photograph 2. POD for Buckwell White Power Fund Canal, view northwest (Digital Image # 008)



Photograph 3. Rockwell White Power Plant Canal, view south (Digital Image # 060)



Other Resources

- Biological Site Review
- Wetlands Survey
- Hazardous Materials Assessment



Schedule

- FAA reviewing draft Determination of Effect for Historic Resources
- Preliminary Draft EA Chapters Sent to FAA
- Public review of Draft EA after FAA approval
- FAA decision expected summer



Questions

Clarifications

Answers

Discussion

Thank You.

Terminal Area Plan

Figure 1: SUN Terminal Area Planning Limits



Source: SUN Airport Master Plan

Terminal Area Plan

► Refinement of Alternatives

- Options selected May 4
 - Layout
 - Cost estimates

► Analysis of Other Facilities

- Parking
- Snow Removal Equipment storage
- Tower replacement site(s)



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!

