

weather related diversions. Overall, FMA is only down 1.3% for total operations year-to-date.

Airport Manager Pomeroy reported the new approach has been very successful, with a total of 53 saves since the approach became live in December 2020. 15 saves were reported for the month of February.

Attorney Jim Laski with Lawson Laski Clark, PLLC reported on the status of the Joint Powers Agreement (JPA). The committee has reviewed the agreement and the team is in the process of putting together a meeting which will hopefully take place this week. He stated the goal is to have a draft completed and ready for approval by the City Council and County Commissioners at their next respective meetings.

Airport Manager Pomeroy reported the following is "On the Horizon:"

- Air Traffic Control Tower replacement project update
- Environmental Assessment update

**V. AIRPORT STAFF BRIEF
(4:38)**

- A. Noise Complaints in February
- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #2-#4)
- C. Airport Commercial Flight Interruptions (unofficial)
- D. Review Correspondence

VI. ACTION ITEMS

- A. NEW BUSINESS
 - 1. None
- B. CONTINUING BUSINESS
 - 1. None

VII. DISCUSSION AND UPDATES

(9:33) A. New Business

1. FMAA Board Officer Appointments – **ACTION ITEM**

Airport Manager Pomeroy stated it has been 2 years since the last appointments, and there is a need for new Board Officer and Committee appointments.

Chairman – Chairman Greenberg has had discussions with other members of Board and they feel it may be wise, given the make-up of the Board and the various nuances of the current projects such as the remote tower project, to keep Chairman Greenberg as the appointed chairman. He made it clear that if someone else was interested in the position, he was completely open to other nominations. Board Members Fairfax and Burke agreed it would be wise to keep Chairman Greenberg on as Chairman.

MOTION: Made by Board Member Burke to nominate Chairman Greenberg for the office of Board Chairman. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

(13:52)

Vice-Chairman – Chairman Greenberg commented it is City of Hailey’s term to be Vice-Chairman. Board Member McCleary supported the structure of Blaine County being represented in the Chairman position and City of Hailey in the Vice-Chairman position. Board Member Fosbury and the entire Board thanked Board Member Keirn for his service in the Vice-Chairman office through the 2019-2021 term. Board Member Keirn appreciated the commendation.

MOTION: Made by Chairman Greenberg to nominate Board Member Burke for the office of Board Vice-Chairman. Seconded by Board Member Fosbury.

PASSED UNANIMOUSLY

- (16:51) **Secretary** – Board Member McCleary stated she is willing to continue serving as Secretary but is open to others holding the position.
MOTION: Made by Chairman Greenberg to nominate Board Member McCleary for the office of Board Secretary. Seconded by Board Member Fosbury.

PASSED UNANIMOUSLY

- (17:58) **Treasurer** – Board Member Fairfax stated he would be willing to continue but is open to others holding the position.
MOTION: Made by Chairman Greenberg to nominate Board Member Fairfax for the office of Board Treasurer. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

- (19:09) **MOTION: Made by Board Member Burke to adopt nominated slate of officers for 2021-2023 term. Seconded by Board Member Fosbury.**

PASSED UNANIMOUSLY

- (20:30) FMA Board Committees will be comprised as follows:
Finance/Lease – Chairman Greenberg and Board Members Keirn and Fairfax
Architectural – Board Members Keirn, Fairfax, and Fosbury
Personnel – Board Members Keirn, McCleary, Linnet replacing Haemmerle.
Minimum Standards/Rules and Regs – Board Members Fairfax, Burke, and Fosbury
 Airport Manager Pomeroy anticipates there will be more effort and engagement for the Architectural Committee with the next phase of the Terminal Area Plan and the Personnel Committee with the new salary schedule that Finance Manager Davis is creating.

B. CONTINUING BUSINESS

1. None
 2. Construction and Capital Projects
 - i. 2022 Runway Rehabilitation Project Overview - See Power Point Presentation
- (25:41) Airport Manager Pomeroy stated even though FMA is a little over 13 months out from the Runway Rehabilitation Project, he felt the project is at a point in the design and comprehensive planning aspect that it would be helpful to have Nathan Cuvala with T-O Engineers provide a little more detail. Airport Manager Pomeroy introduced Nathan.
- (26:37) Nathan Cuvala reported the preliminary parts of the project were started in October of 2020. He noted the project plans consist of a mill and inlay on the runway, a blast pad on the north end of the runway to mitigate jet blast and installing a weather information system. Additionally, they are looking at a complete mill and repave on the FBO apron and complete re-pavement maintenance on Taxiway B. Finally, they are planning to shift the south perimeter fence and the perimeter access road approximately 600 ft onto the land south of the airport that was recently acquired about a year and a half ago.
- To date, they have completed a nighttime laser scan survey and geotechnical investigations on the runway, which showed the pavement section is performing well overall, but there is significant oxidation and weathering of the surface. To correct this, they will need to mill off 3 inches of the existing runway and pave back 3 inches. Nathan Cuvala noted the number one thing failing in the apron pavement, which is about 8 years older than the runway, is the joints. This is not unusual considering the apron is approximately 22 years old and is approaching its useful life of 25 years. Part of the project will consist of completely repaving the apron.
- Nathan Cuvala stated the 14-foot sections they are looking to construct on the shoulders of the runway are mainly to support snow removal equipment and operations. He stated one of the biggest considerations for the runway

is the pavement strength during construction, and that they do not put too much load on the runway when they take the top layers of the pavement off. With the addition of the shoulders, there will be an increase of run-off, which will require an expansion of the drainage systems on the airport. He reported another large element of the project will be the runway lighting, which will need to be replaced to meet the new FAA requirements.

Nathan Cuvala stated they are anticipating a 30-day runway closure in late April to late May 2022 with additional working hours, limiting the high levels of noise to before 7PM. They will request truck access from State Highway 75 with traffic control to accommodate their construction vehicles. He reported the preliminary construction cost estimate is \$6.6 million and the costs will be AIP eligible with an anticipated match of 93.75%. The plan is to put the project out for bid in June 2021 with an award anticipated late summer or early fall. Construction is expected to begin spring 2022.

Board Member Fairfax requested more detail about the blast pad. Nathan Cuvala reiterated it is on the north end of the runway and there will be shoulders added on the sides of the runway and will extend 200 feet at the north end of the runway. He stated it is not usable as runway but is simply there to minimize erosion due to jet blast.

Board Member Burke inquired about the milled off surface material and where it will end up. Nathan Cuvala reported they are looking at milling about 9,000 cubic yards and will use half of that material for the shoulders and access road. Approximately half of the milled off material does not currently have a use designated but may be available to the City or County for various projects. Airport Manager Pomeroy has already been in touch with the street departments for the City and County and anticipate there will be good opportunity to utilize the millings in upcoming projects.

Chairman Greenberg asked if T-O Engineers has tested the industry to determine how many companies may be part of the bid. Nathan Cuvala stated the project is large enough to be attractive to out-of-state companies and they anticipate a larger degree of competition, and therefore lower costs.

3. Airport Planning Projects

(41:12)

i. Environmental Assessment (Land Acquisition) – Update

Airport Manager Pomeroy introduced Brad Rolf with Mead & Hunt.

Brad Rolf reported because the proposed acquisition of the property south of the airport is using federal funds, FMA and the FAA must comply with the National Environmental Policy Act (NEPA). This process was started by Mead & Hunt for the property acquisition last summer, and it has been determined that the ranch on that property is part of the historic district and there are stand-alone historic resources on the property such as structures and canals. Due to this determination, the FAA has been coordinating with the State Historic Preservation Office (SHPO) regarding the determination of effect to those resources. They have also been discussing if and how those resources would be protected if owned by the FMA. The FAA has been keeping Staff apprised of the conversations and they are getting close to coming to an agreement.

Brad Rolf mentioned the next step after the assessment is to have the preliminary environmental assessment document completed for FMA Staff and FAA review. Once approved, the document will be made available to the public with direction from the Board beforehand.

(44:40)

ii. Terminal Area Plan – Update

Airport Manager Pomeroy reminded the Board that Mead & Hunt gave a detailed presentation last month regarding the inventory and necessary next steps for the Terminal Area Plan. He then introduced Evan Barrett with Mead & Hunt for an update.

Evan Barrett reported they have been working to pull together their capacity analysis report and will submit to Staff within the week. He stated they have had to make some adjustments to their plan due to the difficulty of predicting the future in light of the pandemic. He gave a review of the various functional components and how imperative it is for improvements to be made to those

components for the airport to continue to operate efficiently and productively. Evan Barrett discussed the non-standard aspects of FMA's current vehicle access and curbside. He stated the roadway is not separate from the parking, which requires a lot of unconventional merge locations and adds to congestion. Additionally, there are only two lanes at the curbside in front of the building when industry standard is three lanes, and the curb length is shorter than is needed.

He reported there were 17 occasions in 2019 when the parking lot could not accommodate the traffic and additional parking was needed. It has been determined that parking occupancy regularly exceeds the maximum recommended 85%. He suggested a cell phone lot at a remote location would help to reduce congestion and increase capacity but would likely not see frequent use if it is located outside the gate since the first 30 minutes of parking is free. He noted on-site parking expansion will affect rental car operations and Mead & Hunt will be very cognizant of looking at options that will not have a negative impact on those operations.

Evan Barrett stated the aircraft apron and gate area is operating at a high level of service compared to other areas, however during the peak hours of the day in peak season, all of the spaces are occupied. Even with that, FMA does have the capacity to allow for growth in the schedule in the near term.

One of the major pinch points in the terminal is the Departures Hall with an effective capacity of 135 passengers per hour based on counter positions. Mead & Hunt feels this is a functional issue that will need to be addressed soon and recommends at least two more SkyWest counter positions to manager peak demand as well as space for a new airline entrant. Evan Barrett reported other issues are the passenger queue spills into the circulation corridor creating congestion and the baggage screening area is undersized for the equipment and staff. He stated if the outbound baggage rooms were combined as opposed to separate as they are now, it would allow tugs to access the rooms.

Mead & Hunt has calculated a peak capacity to about 130 departing passengers per hour, which is well below the peak activity. A couple ways to increase capacity would be to add a checkpoint lane or to implement new technologies. Evan Barrett stated new technologies would require additional space and it may be more efficient to add a second checkpoint. This evaluation will be part of their analysis.

The Departures Lounge was designed to have an effective capacity of 192 departing passengers on three simultaneous flights, but it has been determined that the practical capacity is 163 departing passengers due to limited individual space and standing room only for a large percentage of the passengers. The analysis shows the circulation areas are adequate but will need to be expanded when the seating areas are expanded, the restrooms could use additional space and fixtures, and there is a lot of non-revenue producing services that would enhance passenger experience, such as a service animal relief area, mother's room, business area, and play area. As part of the project, Mead & Hunt will work to incorporate some of these enhancements to the plans.

Evan Barrett noted there are several times when the claim capacity in the Arrivals Hall and Baggage Claim is not sufficient for the passengers claiming bags. He mentioned the Great Room in the terminal is underutilized and they will be looking at repurposing some of that space. They will also be looking at how to enhance the rental car offices since they are too small, and the counters are too close to the claim devices. Additionally, they will be assessing the installation of a restroom in the claims area, which would be much more convenient for the arriving passengers than having to walk to another part of the terminal.

He explained that many of the proposed changes were anticipated in the Master Plan, however with the FAA taking a harder line regarding expansion toward the airfield, Mead & Hunt has had to make some adjustments to the original Master Plan.

One area Staff requested specific analysis was the Airport Snow Removal

Equipment (SRE) facility. Currently, there is only 7,000 SF of space available for the SFR fleet and much of the equipment is stored in facilities that are not designed to store that type of equipment. Mead & Hunt performed a space assessment based on the current equipment fleet and found that federal funding eligibility guidelines would allow the airport to build a new facility up to 20,000 additional square feet specifically for storing the SRE equipment. He said they will be assessing where a storage building like that might best be placed.

Evan Barrett reported over the month of March, Mead & Hunt will work with airport staff to recommend a 10-year Space Program and develop initial concepts and coordinate a meeting with the FAA to go over the initial findings of the project and get their buy-in. The month of April would consist of refining the Preferred Concepts and Development Plan and then incorporating stakeholder input into that Preferred Concept Program in early May. It is also in the plans to work with TSA to better understand their constraints.

Board Member Burke asked about land north of St. Luke's as a possible option for snow removal equipment storage. Airport Manager Pomeroy stated that it is a possibility, and we will be looking into all the options.

Greenberg asked if there has been any consideration of having the paving company working on the airfield to work on the parking lot as well. Airport Manager Pomeroy stated that it is a consideration, and they will look into incorporating this in the overall runway project next spring.

VIII. PUBLIC COMMENT No Public Comment
(1:08:46)

IX. EXECUTIVE SESSION No Executive Session.

X. ADJOURNMENT (1:08:50)

MOTION: Made by Board Member Fosbury to adjourn. Seconded by Board Member Keirn.

The March 2, 2021 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:46 p.m.

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Angenie McCleary, Secretary

* Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.