

**NOTICE OF A REGULAR MEETING OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, December 6, 2022 at 5:30 p.m. at the **Old Blaine County Courthouse Meeting Room** Hailey, Idaho.

This meeting is open to the public and attendees are able to attend in person or by web access. Web access instructions below:

Please join the meeting from your computer, tablet, or smartphone.

<https://global.gotomeeting.com/join/723981309>

You can also dial in using your phone.

United States: 1 (312) 757-3121

Dial In Access Code: 723-981-309

The proposed Agenda for the meeting is as follows:

**AGENDA
December 6, 2022**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. November 1, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- IV. REPORTS**
 - A. Chair Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Fly Sun Valley Alliance Report
 - E. Airport Director's Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints in November
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #2 – #4**
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence – **Attachment #5 – #7**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. FMAA Independent Board Member Position – Consideration of Reappointment/Appointment **ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. None
- VII. DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. Future Aeronautical Development – Discussion
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Air Traffic Control Replacement Project – Update and Discussion
 - 2. Construction and Capital Projects
 - i. None
 - 3. Airport Planning Projects
 - i. None
- VIII. PUBLIC COMMENT**
- IX. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 208-788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

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III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

- A. November 1, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

IV. REPORTS

- A. Chair Report

This item is on the agenda to permit a Chair report if appropriate.

- B. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

- C. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

- D. Fly Sun Valley Alliance Report

This item is on the agenda to permit a report if appropriate.

- E. Airport Director's Report

This item is on the agenda to permit an Airport Director's report if appropriate.

V. AIRPORT STAFF BRIEF – (5 Minutes Allotted)

- A. Noise Complaints in November

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Old Hailey	11/14/2022	5:30 am	Jet	An operator landed a Gulfstream 4 at 5:30 am.	The Airport Director contacted senior level management directly to file a complaint on behalf of the airport and community for non-compliance with our voluntary noise abatement program. While this operator has been traditionally respectful of our program, there have been a few recent instances of non-compliance. The operator was apologetic and assured the Director and community they will work to address this trend.

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B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - **Attachments #2 - #4**

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

Attachment #3 is ATCT Traffic Operations Record comparison by month

Attachment #4 is Enplanements, Deplanements and Seat Occupancy data

The following revenue and expense analysis is provided for Board information and review:

October 2022

Total Non-Federal Revenue	October, 2022	\$572,984
Total Non-Federal Revenue	October, 2021	\$488,250
Total Non-Federal Revenue	FY '23 thru October	\$572,984
Total Non-Federal Revenue	FY '22 thru October	\$488,250
Total Non-Federal Expenses	October, 2022	\$395,674
Total Non-Federal Expenses	October, 2021	\$378,606
Total Non-Federal Expenses	FY '23 thru October	\$395,674
Total Non-Federal Expenses	FY '22 thru October	\$378,606
Net Income excluding Federal Programs	FY '23 thru October	\$177,310
Net Income excluding Federal Programs	FY '22 thru October	\$109,644
Net Income to include Federal Programs	FY '23 thru October	-\$685,854
Net Income to include Federal Programs	FY '22 thru October	-\$1,710,191

C. Airport Commercial Inbound Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	November 2022	November 2022
Alaska Airlines	None	None
Delta	None	None
United	None	None

D. Review Correspondence - **Attachments #5 - #7**

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VI. ACTION ITEMS (a vote may occur but is not required to be taken)

A. NEW BUSINESS

1. FMAA Independent Board member Position-Consideration of Reappointment/Appointment ACTION ITEM

The term for the current independent Board member, Mr. John Strauss, expires on December 31, 2022. This agenda item is for the Board to discuss and consider the reappointment of Mr. Strauss for another term (two years) as allowed per the JPA or consider a new recruitment process. Mr. Strauss is interested in another term on the Board.

B. CONTINUING BUSINESS

1. None

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. Future Aeronautical Development – Discussion

Consistent with the current Airport Master Plan and recent Environmental Assessment (EA) as part of the recent land acquisition of the Eccles Flying Hat Ranch, approximately 10 acres of property is now available for potential aeronautical development. Peter Kirsch and Jim Laski, Airport Counsel, will be present at the meeting to present and discuss with the Board the legal, operational, and procedural elements of moving forward with adopting a plan and timeline for development of the property.

B. CONTINUING BUSINESS

1. Miscellaneous

i. Air Traffic Control Replacement Project – Update and Discussion

As directed by the Board at the November meeting, Staff has worked with our consulting team to develop renderings of a new traditional Air Traffic Control Tower for the airport. Staff will present the exhibits for questions and further discussion.

2. Construction and Capital Projects

i. None

3. Airport Planning Projects

i. None

VIII. PUBLIC COMMENT

IX. ADJOURNMENT

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
November 1, 2022
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS:

Board Chair – Martha Burke, Secretary – Angenie McCleary, Board Members - Muffy Davis, Sam Linnet, John Strauss, Jacob Greenberg, Treasurer – Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF:

Airport Director – Chris Pomeroy, Deputy Director, Finance & Administration – Jenna Elliott, Deputy Director, Operations & Maintenance – Tim Burke, Security Manager – Steve Guthrie, Business Operations Coordinator – Becca Lynn, Nick Carnes – Airport Operations Supervisor

CONSULTANTS:

Mead & Hunt – Brad Rolf, Jen Wolchansky; William Payne & Associates – Bill Payne

AIRPORT LEGAL COUNSEL:

Lawson Laski Clark, PLLC – Jim Laski

CALL TO ORDER: The meeting was called to order at 5:30 p.m. by Board Chair Burke

I. APPROVE AGENDA (00:22)

The agenda was approved as presented.

MOTION: *Made by Board Member Greenberg to approve the agenda as presented. Seconded by Board Member Strauss.*
PASSED UNANIMOUSLY

II. PUBLIC COMMENT (00:43)

No Public Comment

III. APPROVE FMAA MEETING MINUTES (01:40)

A. October 4, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

MOTION: *Made by Board Member Greenberg to approve minutes. Seconded by Board Member Linnet.*
PASSED UNANIMOUSLY

IV. REPORTS

A. Chair Report (02:00)

No report given.

B. Blaine County Report (02:12)

No report given.

C. City of Hailey Report (02:49)

Board Member Linnet commented on complaints he received regarding student pilot/flight training activities.

Airport Director Pomeroy stated that as a federally operated airport and per the FAA, FMA is required to be open to all class and kinds of aeronautical activity including flight instruction. He suggested that John Strauss, owner of the flight school, comment as well.

Board Member Strauss said every maneuver is FAA required and follows noise abatement recommendations.

Treasurer Ron Fairfax stated if pilots are going to fly in and out of this airport, it's important to have experience and training at the local SUN airport instead of another location. You want training to be where you are going to be operating.

D. Fly Sun Valley Report (06:24)

Carol Waller stated she will be updating the flight schedule and United is adding a 2nd daily flight to Denver for the holiday period.

Board Member McCleary inquired about the changes in bussing operations.

Carol stated there was a joint announcement with the airport and a dedicated email sent out as well as on social media for Friedman regarding the updates on terminating the bussing program.

E. Airport Director's Report (see PowerPoint Presentation) (08:40)

Airport Director Pomeroy reported September 2022 Passenger Enplanements were up 6% from September 2021, and 2022 year-to-date Passenger Enplanements were up 9% from 2021. October 2022 Operations were up 5% from 2021 and down 10% year-to-date from 2021.

The Q400, which was operated by Alaska, was retired last month out of the Sun Valley market and replaced with the Embraer 175. He pointed out we are an all-Regional Jet airport when it comes to our air service.

With regard to the instrument approach, Alaska will continue to utilize the same proprietary instrument approach they have been using since December of 2016.

Airport Director Pomeroy reiterated that the airlines intended to discontinue bussing operations here due to the success of the new landing approach. Reliability has increased significantly since the bussing operation was established 25+ years ago. The airlines will now operate with service recovery operations, such as holding flight at origination or diverting. This will be a dynamic decision-making process. Notification went out via social media and the website.

Airport Director Pomeroy recognized Nick Carnes for his outstanding work on a terminal project. He read a letter from the US Department of Homeland Security in regard to the relocation of the TSA CT-80 machine and airline ticket counter modifications. Nick was given an award and received a round of applause for his accomplishments.

V. AIRPORT STAFF BRIEF (15:50)

A. Noise Complaints in October

No comment on noise complaints.

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (**See Attachment #2-#4**)

C. Airport Commercial Flight Interruptions (unofficial)

No comment on airport commercial flight interruptions.

D. Review Correspondence -**Attachment #5 - #6**

A. NEW BUSINESS

1. Airport Advertising Policy – **Attachment #7**

Airport Director Pomeroy stated we do not currently have an airport terminal advertising policy and suggested one be put into place. He stated we have not had issues to date but want to be prepared. He introduced a draft to the Board to adopt, based on other airports similar to FMA. He stated we do have a master advertising agreement, but it's too broad.

Board Member Greenberg stated he was in approval and feels it's necessary but wanted to make sure it was non-discriminatory.

Legal Counsel Jim Laski stated it is non-discriminatory, except that by having a policy you are discriminating against those in the policy. He stated defining non-discriminatory is excluding those that are not protected. This policy is consistent with other policies from other airports in the state of Idaho.

Board Member Linnet wanted to know if the various policies reviewed had been tested. Laski was not aware of any that had been challenged. Board Member Linnet was also curious about protected speech and what this covered.

Laski stated we could hold off on approving to delve into the protected speech. If anyone had an issue, there is an appeal provision that could be brought to the Board. Otherwise, we could move forward with it as presented and make an amendment if needed.

Board Chair Burke states we are more vulnerable without it in place. She would rather allow for modifying after adopted. Laski stated he spent the most amount of time on the appeal section of this policy.

Board Member Strauss pointed out paragraph 3 under "general rules" talks about 'innocuous and less controversial commercial and service-oriented advertising'. He stated "paragraph d" talks about 'from preferentially leased by tenants.' This equals us not trying to prohibit any form of public or public speech. He stated it's for purposes of advertising and the focus of it appears to be towards tenants and advertising of the commercial operations in promoting the airport's business. He is in favor as written, subject to any amendments.

Board Member McCleary wanted clarification from Airport Director Pomeroy on whether this policy was similar to others that he reviewed from different airports, to which he answered in the affirmative. She stated it is important to have something in place with the ability to amend later.

MOTION: ***Made by Board Member Linnet to approve the advertising policy as proposed. Seconded by Board Member Greenberg.***
PASSED UNANIMOUSLY

B. CONTINUING BUSINESS

1. None

DISCUSSION AND UPDATES

(27:27)

A. NEW BUSINESS

1. Future Ranch Management– Discussion

Airport Director Pomeroy stated with the acquisition of the ranch last month, the entirety, with the exception of 10 acres, is for approach protection and land use compatibility. The remaining 10 acres is for aeronautical development. One of the terms in the purchase and sales agreement was an agricultural lease, leased back to current tenant. The current structure of the lease is through March 2023 with the option to extend to March 2024. He

stated taking care of and maintaining/managing the ranch is quite the undertaking. We need to ensure that it is managed in a resilient manner in the future.

One of the significant points of discussion with the FAA and the State and Historical Preservation Office was the maintenance and preservation of the structures as they are historic structures (the house, barn and outbuildings). There was a special agreement made between those 2 entities requiring FMAA as owners of the land to maintain the structures over the course of their lives. Opportunities exist to manage the ranch in a sustainable and resilient manner. That comes with more efficient crop and land management, reduced irrigated areas etc. Vice Chair Fosbury was not present at the meeting but as part of the discussions he had conversations with organic ranching and farming community in the valley and they expressed an interest to allow FMAA to work in partnership with them to use structures for their originally intended purposes of farming and agriculture.

There are other opportunities and interests for partnership and ways to be good stewards of the land for preservation and maintenance purposes. Airport Director Pomeroy asked the Board how they may want to define what the Board wants in terms of management and possibly go out for a formal proposal process.

Jim Laski reiterated the tenant has the right to exercise an extension of their lease by December 31, 2022.

Board Chair Burke welcomed Amy Trujillo from the Wood River Land Trust and suggested she make comments and suggestions.

Board Member Greenberg stated there is great value in the water right and we need to ensure we protect that. The land was purchased for approach protection and compatible development and stated we need to review this with the same lens. The uses need to be compatible with the initial reason for the purchase of the land.

Airport Director Pomeroy stated the real value to the community is open space. He stated we need to ensure that we remain compliant with the reasons for the purchase.

Laski stated we would certainly work with IDWR to help protect the value of the water.

Board Member Strauss suggested consideration of snow removal by staff. We could relocate snow from the airport to assist in irrigation. He stated alternative to an RFP, we could consider workshop area for interested parties to discuss what they might offer.

Airport Director Pomeroy stated as a public entity we are potentially entering into an agreement with a private entity to provide a service and we may have to go through a competitive process. All our criteria and goals must be clearly established in our RFP.

Amy Trujillo from Wood River Land Trust has river concerns. This stretch of the river is one that the Blaine County's Big Wood Rivers Atlas has recommended that we look at for opportunities to evaluate ways that we could set back levies or flood plain restoration. The Land Trust and partners are interested in looking at opportunities for restoring flood plain throughout this reach that are compatible with the airport's needs and managing and maintaining a safe operation.

Board Member McCleary stated the public has asked if there is going to be recreation allowed on the property.

Airport Director Pomeroy stated it was brought up to the FAA with initial discussions. Because this land was acquired with federal funds and because of obligations, we need to be careful how any recreation could be done or whether or not it's possible.

Board Chair Burke stated it would remain protected airspace and opportunities need to be explored and ensure the FAA is on board. She stated sustainable farming may be an option and not necessarily cattle.

Airport Director Pomeroy stated he wants to continue to explore options with parties that have interest in the land use. He confirmed with the Board that they are giving support to the staff to start looking at some options. He wants to know how we are going to approach the maintenance and preservation of that property and structures.

Board Chair Burke also stated to possibly include the Blaine County Museum; their need to expand is quite substantial.

B. CONTINUING BUSINESS

1. Miscellaneous

(45:07)

i. Air Traffic Control Replacement Project – Update and Discussion

Airport Director Pomeroy stated in May of 2022 FMA received notice from the FAA Next Generation Office that we were designated as the 3rd pilot program airport to promote digital tower technology. Conditions were that we'd need to be responsible for the controller costs as well as specific and clear documentation as to the plan that would be acceptable to the FAA NextGen Office. In June 2022 FMAA concurred with the project Statement of Work. Later in June, he received another call from the FAA NexGen office to advise, based on learning lessons at the 2 other pilot program locations, they ran into challenges, and they wanted to change how the implementation of remote towers in the air space would work. Instead of asking various vendors of the technology to test at different airports and validate the systems, they want any interested vendors to take their systems to the FAA Operations Center and set them up and test them in a controlled environment and validate the technology. Their notional schedule to complete this was 5 years.

Airport Director Pomeroy then asked the Next Gen office to have the same discussion with FMA vendors and consultants on board. From July-October Raytheon continued to submit initial documentation (intake documents) that the FAA had been asking for. He appreciated Raytheon/Frequentis continuing discussion without being under contract.

He has been in contact with the FAA Airports Division. They have expressed concerns about us pursuing the technology in terms of there not being a certified remote tower system in the national air space. They are aware that we have the schedule from the FAA from our modifications to standards to have a new tower in place by the end of 2023. With the introduction of the Bipartisan Infrastructure Law "BIL" there are specific funds set aside for sponsor owned contract towers and maintenance/construction. The longer we push this out the less funding may be available.

He stated ultimately, we need to move forward on a tower project, either remote or a sticks and bricks option. A remote tower up and working is approximately a 5-year timeframe per FAA. The vendors believe that timeframe is closer to 2 years. Conventional tower is approximately 2 years as well.

Cost is estimated at \$7 million for a remote tower. Funding needs to come from local funding only because they aren't certified in the national airspace. Conventional tower cost is approximately \$7.5-\$8 million-FAA AIP funds eligible up to 93.75% and BIL funds 100%.

Airport Director Pomeroy submitted a grant application for environmental sighting & design. The success of receiving this grant would be increased based on the airport showing an interest and the ability to invest. In the grant, Airport Director Pomeroy stated the airport would look at the option to committing up to \$3 million for the tower project, not binding.

Board Member Greenberg wanted clarification on AIP eligibility. Airport Director Pomeroy stated the sponsors, including the other 2 pilot airport programs, have still invested in equipment and installation. FAA is offering up a pilot program and they would have significant costs to administer and manage the project.

The FAA would be covering the controllers' costs. Untested lifecycle costs are one of the unknowns. Raytheon is willing to discuss absorbing the Operating & Maintenance costs for the first 5 years. The FAA will not be able to guarantee certification of the system when it is complete. Raytheon has also stated that they are willing to look at a reimbursement to the airport if that certification is not attained.

A conventional tower build offers a well-known timing on known design and with regards to costs. There are available FAA funding sources such as the Airport Improvement Plan and BIL. Timing for both is going to realistically take us past the 2023 timeframe. FAA has shown support for moving forward with the timeframe approaching, but Airport Director Pomeroy stated we need to get moving on a tower project.

Board Member Linnet asked Airport Director Pomeroy if there was a benefit assessment.

Airport Director Pomeroy stated the digital tower offers a cost savings. The environmental component and the portability of it are also benefits. The conventional tower is a known quantity. 30-40 years is the life cycle expectation of a sticks and bricks tower.

Board Member Linnet asked Airport Director Pomeroy about the interchangeability of 2 types of towers. Airport Director Pomeroy stated they are not interchangeable. The digital tower has a tower mast with cameras of the operating environment. The conventional tower has a room of screens and systems. They both achieve the same function but are radically different and whichever we choose it is intended to be a long-term choice.

Board Member Strauss praised Airport Director Pomeroy and the Board for all the front-end work on this project and getting Raytheon involved. His concerns were the cost and can they be covered by any of the available resources. He warned the group that a digital tower isn't necessarily the latest and greatest. He questioned whether we are the right facility to be the 3rd pilot program and instead use the proven conventional tower system.

Board Chair Burke likes the esthetics of the digital. She stated the cost and timing are the most important. She would like to see some options of the conventional tower at the next meeting.

Board Chair Burke encouraged if the technology is equal, she encourages conventional is the way to go and we can't be willing to wait.

Board Member Linnet said there is a financial gamble for the remote tower and not a lot of clear benefits and is in favor of conventional options.

Board Member Greenberg stated the main driver is the FAA perspective on the options. Their guidance is that it will be a while to get certification on a digital tower. He feels there are too many impediments to the timeframe and suggested to move forward with the conventional option

Airport Director Pomeroy reiterated that in no way, shape or form, has the FAA given specifics on what FMA should do. They have simply given options and observations.

Board Member McCleary stated she feels as though we are going backwards and revisiting the same questions but understands it's necessary due to costs and timelines. She stated we need to look further into the conventional option.

Board Member Greenberg stated that prior to now, we were operating off the assumption that the digital towers would be certified by the end of 2023. That hasn't happened and new information has guided the Board to having the discussion with that new information and deciding on an option.

Board Member Davis stated she is in support of seeing some schematics of a conventional tower.

2. Construction and Capital Projects

- i. New Parking Lot Project – Update (01:22:00)
Airport Director Pomeroy stated the parking lot project is completed with lights installed and 80 new parking stalls.

3. Airport Planning Projects

- i. Draft Climate Action Plan Recommendations – Discussion (01:23:13)

Jen Wolchansky with Mead & Hunt addressed Climate Action Strategy. She stated sustainability planning will allow for increase operational efficiencies, realizing cost savings and reduce environmental footprint. This allows for the airport to align with community goals and values. It's also a nationwide goal with the FAA working towards NetZero by 2050. There is additional motivation with funding opportunities.

The Climate Action Strategy is a framework for measuring, planning, and reducing greenhouse gas (GHG) emissions and related climatic impacts with implementation.

Accomplishments to date are participation in the Blaine County Regional Sustainability and Climate Advisory Committee, Greenhouse Gas Emissions Studies and the purchase of new equipment are all things that support this strategy.

She identified partnership opportunities are with the FBO (Atlantic Aviation), car rental agencies, and airlines. She stated looking forward, it's a process to move the needle for climate action. The airport needs to evaluate what works best with this airport and consider what is under airport control. With those considerations, infrastructure, ground operations/ground service equipment, fuel supply, and voluntary procedures are all proposed emission reduction measures. The next steps would be to incorporate Board input and publish it to the website and target implementation for reduction measures.

Board Chair Burke asked if as we consider the tower or changes to the terminal that changes are made with sustainability in mind.

Deputy Director, Operations & Maintenance Tim Burke stated we already implemented this with snow removal equipment and installing LED lights as well as changes on a day-to-day basis to reduce our emissions.

VII. PUBLIC COMMENT (01:39:00)

No Public Comment

VIII. ADJOURNMENT (01:39:19)

The November 1, 2022 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 7:08 p.m.

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.*

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '23)

5:33 PM

12/01/2022

Accrual Basis

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space	41,238	474,004	-432,766	8.7%
4000-02 · Aircarrier - Landing Fees	13,357	260,000	-246,643	5.14%
4000-04 · Aircarrier - Utility Fees	30	360	-330	8.33%
4010-07 · Aircarrier - '14 PFC App	63,695	447,780	-384,085	14.23%

Total 4000-00 · AIRCARRIER

118,319	1,182,144	-1,063,825	10.01%
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4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	179	576,250	-576,071	0.03%
4020-02 · Automobile Parking - Passes	40	250	-210	16.0%

Total 4020-00 · TERMINAL AUTO PARKING REVENUE

219	576,500	-576,281	0.04%
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4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	36,131	654,000	-617,869	5.53%
4030-02 · Automobile Rental - Lease Space	2,764	29,000	-26,236	9.53%
4030-03 · Automobile Rental - Auto Prkng	6,588	65,000	-58,412	10.14%
4030-04 · Automobile Rental - Utilities	0	2,000	-2,000	0.0%

Total 4030-00 · AUTO RENTAL REVENUE

45,483	750,000	-704,517	6.06%
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4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	942	12,000	-11,058	7.85%
4040-03 · Terminal Shops - Utility Fees	0	2,000	-2,000	0.0%
4040-10 · Advertising - Commission	6,295	45,000	-38,705	13.99%
4040-11 · Vending Machines - Commission	733	7,350	-6,617	9.97%
4040-12 · Terminal ATM	50	600	-550	8.33%

Total 4040-00 · TERMINAL CONCESSION REVENUE

8,020	66,950	-58,930	11.98%
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4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	46,984	168,998	-122,014	27.8%
4050-02 · FBO - Overnight Parking Fees	22,376	417,000	-394,624	5.37%
4050-04 · FBO - Commission	22,080	34,002	-11,922	64.94%

Total 4050-00 · FBO REVENUE

91,440	620,000	-528,560	14.75%
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4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	24,623	440,000	-415,377	5.6%
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Total 4060-00 · FUEL FLOWAGE REVENUE

24,623	440,000	-415,377	5.6%
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4070-00 · TRANSIENT LANDING FEES REVENUE

4070-02 · Landing Fees - Non-Comm./Gov't	38,551	669,500	-630,949	5.76%
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Total 4070-00 · TRANSIENT LANDING FEES REVENUE

38,551	669,500	-630,949	5.76%
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4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	163,833	658,837	-495,004	24.87%
4080-02 · Land Lease - Hangar/Trans. Fee	68,376	23,345	45,031	292.9%
4080-05 · Land Lease - FMA Hangar Rentals	8,424	33,454	-25,030	25.18%

Total 4080-00 · HANGAR REVENUE

240,634	715,636	-475,002	33.63%
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4090-00 · TIEDOWN PERMIT FEES REVENUE

4090-01 · Tiedown Permit Fees (FMA)	0	31,465	-31,465	0.0%
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Total 4090-00 · TIEDOWN PERMIT FEES REVENUE

0	31,465	-31,465	0.0%
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4100-00 · CARGO CARRIERS REVENUE

4100-02 · Cargo Carriers - Tiedown	0	5,500	-5,500	0.0%
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Total 4100-00 · CARGO CARRIERS REVENUE

0	5,500	-5,500	0.0%
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4110-00 · MISCELLANEOUS REVENUE

4110-01 · Misc. Revenue	0	5,000	-5,000	0.0%
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Total 4110-00 · MISCELLANEOUS REVENUE

0	5,000	-5,000	0.0%
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4120-00 · GROUND TRANSP. PERMIT REVENUE

4120-01 · Ground Transportation Permit	100	24,000	-23,900	0.42%
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	Oct 22	Budget	\$ Over Budget	% of Budget
4120-02 · GTSP - Trip Fee	480	5,000	-4,520	9.6%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	580	29,000	-28,420	2.0%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	3,535	41,910	-38,375	8.44%
4400-03 · Security Prox. Cards	1,580	33,540	-31,960	4.71%
Total 4400-00 · TSA/SECURITY	5,115	75,450	-70,335	6.78%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	0	15,000	-15,000	0.0%
Total 4520-00 · INTEREST REVENUE	0	15,000	-15,000	0.0%
4600-00 · CARES Act Grant Operational				
4600-01 · CARES Act Grant Operational	0	2,000,000	-2,000,000	0.0%
Total 4600-00 · CARES Act Grant Operational	0	2,000,000	-2,000,000	0.0%
4752-00 · CARES Act				
4752-01 · CARES Act	0	3,905,383	-3,905,383	0.0%
Total 4752-00 · CARES Act	0	3,905,383	-3,905,383	0.0%
4753-00 · AIP '53 - Rehabilitate Runway				
4753-01 · AIP '53 - Rehabilitate Runway	-84,602	65,000	-149,602	-130.16%
Total 4753-00 · AIP '53 - Rehabilitate Runway	-84,602	65,000	-149,602	-130.16%
4756-00 · AIP '56 - Rehab Runway Phase 2				
4756-01 · AIP '56 - Rehab Runway Phase 2	-39,124			
Total 4756-00 · AIP '56 - Rehab Runway Phase 2	-39,124			
4758-00 · AIP '58 - Rehab Runway Phase 3				
4758-01 · AIP '58 - Rehab Runway Phase 3	-670,612	365,000	-1,035,612	-183.73%
Total 4758-00 · AIP '58 - Rehab Runway Phase 3	-670,612	365,000	-1,035,612	-183.73%
4800-00 · Current Year AIP	0	4,198,000	-4,198,000	0.0%
4850-00 · CFC Pass-through Revenue	11,183	210,000	-198,818	5.33%
Total Income	-210,171	15,925,528	-16,135,699	-1.32%
Gross Profit	-210,171	15,925,528	-16,135,699	-1.32%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
5000-01 · Salaries - Airport Director	14,550	166,290	-151,740	8.75%
5010-00 · Salaries - Deputy Director F&A	9,107	101,048	-91,941	9.01%
5010-01 · Salaries - Admin Coordinator	0	122,200	-122,200	0.0%
5010-03 · Salaries - Sr Admin Coordinator	5,666	69,000	-63,334	8.21%
5020-00 · Salaries - Deputy Director O&M	11,130	127,200	-116,070	8.75%
5030-00 · Salaries - ARFF/OPS Specialist	48,406	547,618	-499,212	8.84%
5030-01 · Salaries - Parking Specialists	5,605	107,000	-101,395	5.24%
5040-00 · Salaries- Security Manager	8,413	96,146	-87,733	8.75%
5050-00 · Salaries- Seasonal-Snow Removal	0	70,000	-70,000	0.0%
5050-01 · Salaries - Seasonal - Arpt Host	0	5,000	-5,000	0.0%
5050-02 · Salaries - Merit Increase	0	84,975	-84,975	0.0%
5050-03 · Salaries - One-time Pay	0	5,000	-5,000	0.0%
5050-04 · Salaries - ARFF Coverage	0	9,600	-9,600	0.0%
5060-01 · Overtime - General	0	2,000	-2,000	0.0%
5060-02 · Overtime - Snow Removal	0	45,000	-45,000	0.0%
5100-00 · Retirement	11,852	169,298	-157,446	7.0%
5110-00 · Social Security/Medicare	7,602	119,249	-111,647	6.38%
5120-00 · Life Insurance	0	2,000	-2,000	0.0%
5130-00 · Medical Insurance	20,100	255,000	-234,900	7.88%
5160-00 · Workman's Compensation	0	20,000	-20,000	0.0%
Total 5000-00 · "A" EXPENSES	142,432	2,123,624	-1,981,192	6.71%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				

	Oct 22	Budget	\$ Over Budget	% of Budget
6000-01 · Travel	3,063	40,000	-36,937	7.66%
Total 6000-00 · TRAVEL EXPENSE	3,063	40,000	-36,937	7.66%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	922	8,000	-7,078	11.53%
6010-02 · Supplies/Equipment - Parking	0	1,000	-1,000	0.0%
6010-03 · Supplies/Equipment - Computer	3,629	25,000	-21,371	14.52%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	4,552	34,000	-29,448	13.39%
6020-00 · INSURANCE				
6020-01 · Insurance	27,515	55,100	-27,586	49.94%
Total 6020-00 · INSURANCE	27,515	55,100	-27,586	49.94%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	1,298	14,000	-12,702	9.27%
6030-02 · Utilities - Gas/AOB & Cold Stor	617	5,500	-4,883	11.22%
6030-03 · Utilities - Elect./Runway&PAPI	427	6,000	-5,573	7.12%
6030-04 · Utilities - Elec./AOB & Cold St	626	8,100	-7,474	7.73%
6030-05 · Utilities - Electric/Terminal	3,276	56,000	-52,724	5.85%
6030-06 · Utilities - Telephone	2,494	17,200	-14,706	14.5%
6030-07 · Utilities - Water	2,519	11,000	-8,481	22.9%
6030-08 · Utilities - Garbage Removal	1,304	14,500	-13,196	8.99%
6030-09 · Utilities - Sewer	500	4,800	-4,300	10.41%
6030-11 · Utilities - Electric/Tower	396	7,000	-6,604	5.66%
6030-12 · Utilities - Elec./Brdfrd.Hghl	67	500	-433	13.33%
6030-13 · Utilities - Elec. Exit Booth	62	2,200	-2,138	2.83%
6030-15 · Utilities - Elec/AWOS	168	3,800	-3,632	4.42%
6030-16 · Utilities - Elec. Wind Cone	6	150	-144	4.21%
6030-17 · Utilities - Elec./Gas- Hangar	291	5,000	-4,709	5.81%
6030-18 · Utilities - Lubricant Wst. Dspl	0	300	-300	0.0%
Total 6030-00 · UTILITIES	14,052	156,050	-141,998	9.01%
6040-00 · SERVICE PROVIDER				
6040-02 · Service Provider - Term. Serv.	129	8,900	-8,771	1.45%
6040-03 · Service Provider - AOB Services	11,137	52,000	-40,863	21.42%
6040-04 · Service Provider-Ops./Airfield	14,740	16,000	-1,260	92.13%
6040-13 · Service Provider-Parking Lot	44	8,100	-8,056	0.54%
Total 6040-00 · SERVICE PROVIDER	26,050	85,000	-58,950	30.65%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	7,490	100,000	-92,510	7.49%
6050-02 · Professional Serv. - Audit/Fina	10,105	93,200	-83,095	10.84%
6050-03 · Professional Services - Enginee	0	26,500	-26,500	0.0%
6050-04 · Professional Services - HR	333	15,000	-14,668	2.22%
6050-05 · Professional Services - Gen.	938	20,000	-19,063	4.69%
6050-10 · Prof. Svcs.-IT/Comp. Support	7,956	132,000	-124,044	6.03%
6050-12 · Prof. Serv.- Planning Air Serv.	410	8,000	-7,590	5.13%
6050-13 · Prof. Serv.-Website Hosting	60	10,000	-9,940	0.6%
6050-15 · Prof. Serv.-Web Maint-Outreach	2,333	25,000	-22,667	9.33%
6050-17 · Prof. Serv. - Airspace Consult.	0	35,000	-35,000	0.0%
6050-18 · Prof. Services - Approach Maint	0	35,000	-35,000	0.0%
6050-19 · Prof. Serv.-ATCT Relocation	2,970	60,000	-57,030	4.95%
6050-21 · Professional Services - Other	0	35,000	-35,000	0.0%
Total 6050-00 · PROFESSIONAL SERVICES	32,593	594,700	-562,107	5.48%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	0	0	0	0.0%
6060-04 · Maintenance - Copier	40	2,000	-1,960	1.98%
6060-05 · Maintenance - Phone	0	1,215	-1,215	0.0%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	40	3,215	-3,175	1.23%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	0	1,171	-1,171	0.0%

	Oct 22	Budget	\$ Over Budget	% of Budget
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	0	1,171	-1,171	0.0%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships	715	6,000	-5,285	11.92%
6080-04 · Publications	0	3,500	-3,500	0.0%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	715	9,500	-8,785	7.53%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	84	1,000	-916	8.43%
Total 6090-00 · POSTAGE	84	1,000	-916	8.43%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,145	10,000	-7,855	21.45%
6100-02 · Education/Training - OPS	0	14,000	-14,000	0.0%
6100-03 · Education/Training - ARFF	463	20,000	-19,537	2.32%
6100-04 · Ed/Train. - ARFF Trienn. Drill	0	4,000	-4,000	0.0%
6100-06 · Education - Security	648	2,500	-1,852	25.92%
6100-08 · Education/Training - HFD	0	0	0	0.0%
Total 6100-00 · EDUCATION/TRAINING	3,256	50,500	-47,244	6.45%
6101-00 · PUBLIC OUTREACH/COMMUNICATIONS				
6101-01 · Advertising/Social Media/Sponso	500	35,000	-34,500	1.43%
6101-02 · Public Outr/Comm - Noise Abatem	0	500	-500	0.0%
6101-03 · Public Outr/Comm - SAAC	1,408	10,000	-8,592	14.08%
Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS	1,908	45,500	-43,592	4.19%
6110-00 · CONTRACTS				
6110-02 · Contracts - FMAA	4,000	42,000	-38,000	9.52%
6110-16 · Contracts - Prkg Mngt Fee/Ops	0	50,000	-50,000	0.0%
6110-17 · Contracts - Landing Fee Equip.	13,261	16,000	-2,739	82.88%
6110-18 · Contracts - Vector Commissions	5,012	100,000	-94,988	5.01%
Total 6110-00 · CONTRACTS	22,273	208,000	-185,727	10.71%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	71	15,000	-14,929	0.48%
6140-01 · Merchant Fees	22	22,000	-21,978	0.1%
Total 6130-00 · MISCELLANEOUS EXPENSES	93	37,000	-36,907	0.25%
Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE	136,193	1,320,736	-1,184,543	10.31%
6001 · "B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	28	13,500	-13,472	0.21%
6500-02 · Supplies/Equipment - Tools	755	20,000	-19,245	3.78%
6500-03 · Supplies/Equipment-ClothingOps	110	4,000	-3,890	2.75%
6500-04 · Supplies/Equipment - Janitorial	2,246	22,000	-19,754	10.21%
6500-07 · Supplies/Equipment-ClothingPark	300	2,000	-1,700	15.02%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	3,439	61,500	-58,061	5.59%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	77,800	88,000	-10,200	88.41%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	77,800	88,000	-10,200	88.41%
6510-00 · FUEL/LUBRICANTS				
6510-02 · Fuel	81	50,000	-49,919	0.16%
6510-03 · Lubricants	0	8,000	-8,000	0.0%
Total 6510-00 · FUEL/LUBRICANTS	81	58,000	-57,919	0.14%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	3,396	50,000	-46,604	6.79%
6520-06 · R/M Equip. - '85 Ford Dump	0	6,000	-6,000	0.0%
6520-08 · R/M Equip. - '96 Tiger Tractor	0	1,000	-1,000	0.0%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	0	0	0	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0	500	-500	0.0%
6520-20 · R/M Equip. - '02 Kodiak Blower	0	750	-750	0.0%
6520-25 · R/M Equip. - '04 Batts De-Ice	0	500	-500	0.0%

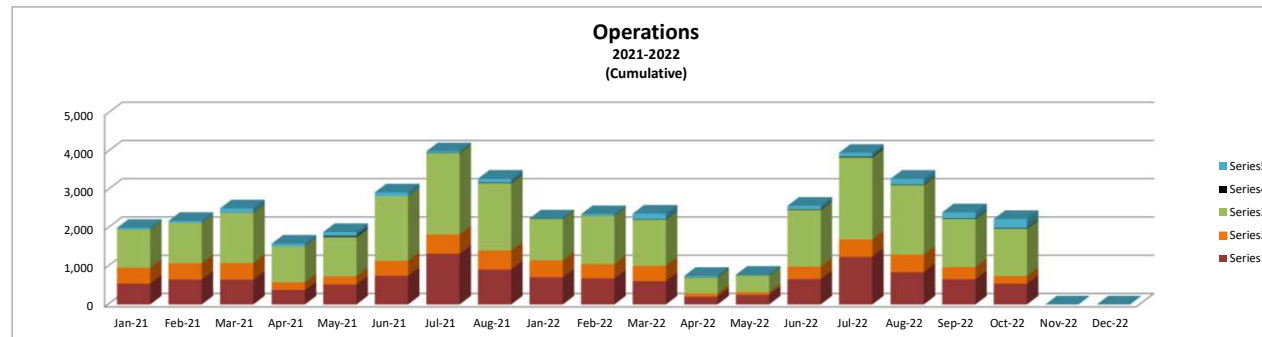
	Oct 22	Budget	\$ Over Budget	% of Budget
6520-28 · R/M Equip.-'06 Case 621 Loader	0	1,000	-1,000	0.0%
6520-29 · R/M Equip.- '10 Waus Broom/Plow	0	1,100	-1,100	0.0%
6520-30 · R/M Equip.-'05 Ford F-350	0	500	-500	0.0%
6520-31 · R/M Equip. -'10 Oshkosh Blower	0	9,000	-9,000	0.0%
6520-32 · R/M Equip. - '09 Mini Truck	15	350	-335	4.28%
6520-34 · R/M Equip. - '12 Case 921F Load	0	1,000	-1,000	0.0%
6520-35 · R/M Equip. - '14 Ford Explorer	0	500	-500	0.0%
6520-36 · R/M Equip. - '10 Toyota Forklif	0	250	-250	0.0%
6520-37 · R/M Equip. - '15 Tool Cat	0	3,000	-3,000	0.0%
6520-38 · R/M Equip. - '15 Wausau Broom	0	6,000	-6,000	0.0%
6520-39 · R/M Equip. - Boss Spreader	0	250	-250	0.0%
6520-40 · R/M Equip. - '17 Ford-350 Super	0	1,000	-1,000	0.0%
6520-41 · R/M Equip. - '17 Kodiak Blower	0	1,500	-1,500	0.0%
6520-43 · R/M Equip. - '18 279D Skid St.	0	4,500	-4,500	0.0%
6520-44 · R/M Equip. - '18 Cat 972M Ldr	0	1,000	-1,000	0.0%
6520-45 · R/M Equip. - '19 Oshkosh Broom	0	6,000	-6,000	0.0%
6520-46 · R/M Equip. - '20 Chev. 1500 PU	648	1,900	-1,252	34.1%
6520-47 · R/M Equip. - '19 Cat 972M Ldr	0	1,000	-1,000	0.0%
6520-48 · R/M Equip.-'18 New Holland Trac	0	1,000	-1,000	0.0%
6520-49 · R/M Equip. - '21 MB Combo	0	14,000	-14,000	0.0%
6520-50 · R/M Equip. - '22 MB Combo	0	14,000	-14,000	0.0%
6520-51 · R/M Equip. - '22 MB Deice Truck	0	3,000	-3,000	0.0%
6520-52 · R/M Equip. - '22 MB4 Blower	0	2,000	-2,000	0.0%
6520-53 · R/M Equip. - '22 F-350	0	3,500	-3,500	0.0%
Total 6520-00 · VEHICLES/MAINTENANCE	4,059	136,100	-132,041	2.98%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	3,143	10,000	-6,857	31.43%
6530-03 · ARFF Maint. - '87 Oshkosh	0	0	0	0.0%
6530-04 · ARFF Maint. - Radios	0	6,000	-6,000	0.0%
6530-05 · ARFF MAint. - '03 E-One	0	2,500	-2,500	0.0%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0	1,000	-1,000	0.0%
Total 6530-00 · ARFF MAINTENANCE	3,143	19,500	-16,357	16.12%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	82	1,500	-1,418	5.47%
6540-02 · R/M Bldg. - Terminal	7,575	120,000	-112,425	6.31%
6540-03 · R/M Bldg. - Terminal Concession	0	6,000	-6,000	0.0%
6540-04 · R/M Bldg. - Cold Storage	0	1,500	-1,500	0.0%
6540-05 · R/M Bldg. - AOB/SHOP	1,227	29,300	-28,073	4.19%
6540-06 · R/M Bldg. - Hangars	0	5,000	-5,000	0.0%
6540-07 · R/M Bldg. - Tower	3,516	7,000	-3,484	50.22%
6540-08 · R/M Bldg. - Parking Booth	0	1,000	-1,000	0.0%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	12,400	171,300	-158,900	7.24%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	1,662	8,000	-6,338	20.77%
6550-02 · R/M - Airfield/Runway	65	60,000	-59,935	0.11%
6550-03 · R/M - Airfield/Runway - Deice	0	120,000	-120,000	0.0%
6550-04 · R/M - Lights	0	15,000	-15,000	0.0%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	1,726	203,000	-201,274	0.85%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	200	1,000	-800	20.0%
6551-02 · R/M - Parking Lot	109	10,000	-9,891	1.09%
6551-03 · R/M - Landscaping	572	10,000	-9,428	5.72%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	881	21,000	-20,119	4.2%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	17	12,000	-11,983	0.14%
6560-02 · Security - Law Enf. Offi. (LEO)	0	10,000	-10,000	0.0%

	Oct 22	Budget	\$ Over Budget	% of Budget
6560-03 · Security - Subscription Licen.	8,179	62,565	-54,386	13.07%
6560-04 · Security - Perim./Access/CCTV	0	25,500	-25,500	0.0%
6560-05 · Security - Professional Serv.	0	19,000	-19,000	0.0%
6560-06 · Security - Prof. Services/IT	0	0	0	0.0%
Total 6560-00 · SECURITY EXPENSE	8,196	129,065	-120,869	6.35%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	2,129	10,000	-7,871	21.29%
6570-02 · R/M Aeronautical Equip. - Tower	1,065	8,000	-6,935	13.31%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	2,129	8,500	-6,371	25.05%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	5,323	26,500	-21,177	20.09%
Total 6001 · "B" EXPENSES - OPERATIONAL	117,049	913,965	-796,916	12.81%
Total 6000 · "B" EXPENDITURES	253,242	2,234,701	-1,981,459	11.33%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	102			
7001-02 · Buildings and Improvements	0	15,468,952	-15,468,952	0.0%
7001-03 · Airfield & General Improvements	0	425,000	-425,000	0.0%
7001-04 · Office Equipment	0	12,000	-12,000	0.0%
7001-05 · Maintenance Equipment /Vehicle	0	80,000	-80,000	0.0%
7001-06 · Assessments/Plans/Studies	0	75,000	-75,000	0.0%
7001-09 · Security Equipment	0	40,000	-40,000	0.0%
7001-10 · SRE Aquisition Non-AIP	72,925	80,000	-7,075	91.16%
7001-12 · Network Equipment	5,043	47,300	-42,257	10.66%
7001-99 · CONTINGENCY	0	1,000,000	-1,000,000	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	78,071	17,228,252	-17,150,181	0.45%
7559-00 · AIP '59 - Acquire Land				
7559-01 · AIP '59 - Eligible	1,938			
Total 7559-00 · AIP '59 - Acquire Land	1,938			
8500-00 · Capital Imp. Program (CIP)				
8501-00 · CIP - General				
8501-01 · General	0	430,000	-430,000	0.0%
Total 8501-00 · CIP - General	0	430,000	-430,000	0.0%
Total 8500-00 · Capital Imp. Program (CIP)	0	430,000	-430,000	0.0%
Total 7000 · "C" EXPENSES	80,009	17,658,252	-17,578,243	0.45%
Total 5000 · EXPENDITURES	475,683	22,016,577	-21,540,894	2.16%
Total Expense	475,683	22,016,577	-21,540,894	2.16%
Net Ordinary Income	-685,854	-6,091,049	5,405,195	11.26%
Net Income	-685,854	-6,091,049	5,405,195	11.26%

**Friedman Memorial Airport
October 2022**

ATTACHMENT 3

ATCT Traffic Operations Record																						
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842	1,665	2,019	2,172	1,987	2,001	2,250
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533	1,629	1,914	1,187	2,253	2,185	2,362
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917	1,895	1,860	2,016	1,480	2,512	2,376
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380	1,426	1,257	1,116	616	1,590	748
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501	1,802	1,442	1,174	1,127	1,894	779
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475	2,502	2,552	2,292	2,069	2,931	2,580
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,573	5,033	4,266	3,356	4,005	3,965
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719	3,873	3,175	3,260	2,859	3,289	3,286
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379	2,036	2,224	2,235	2,692	2,884	2,408
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	1,939	1,670	1,571	2,212	2,128	2,236
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	1,314	1,135	1,392	1,328	1,365	1,665	0
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	1,717	2,217	2,033	1,960	2,051	2,018	0
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	26,716	26,692	26,571	24,577	24,067	29,102	22,990



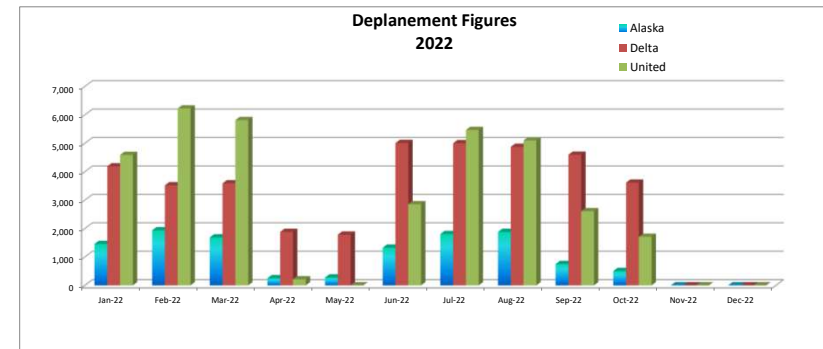
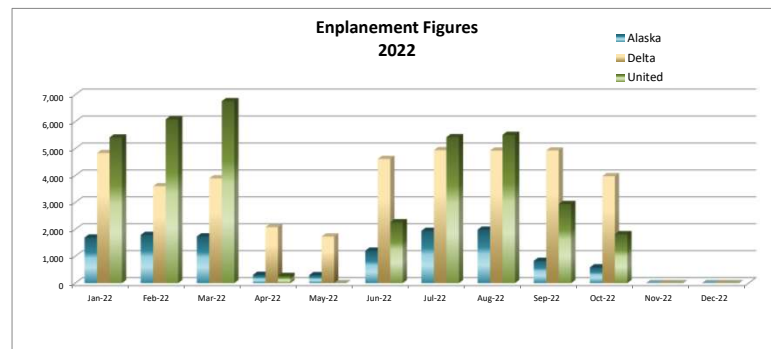
ATCT Operations Change (October 2021 vs. October 2022)			
	2022	2021	% Change
Air Taxi	543	552	-1.6%
Air Carrier	200	271	-26.2%
General Aviation	1,237	1,235	0.2%
Military	14	6	133.3%
Civil	242	64	278.1%
Total	2,236	2,128	5.1%
YTD Total	22,990	25,419	-9.6%

**Friedman Memorial Airport
October 2022**

ATTACHMENT 4

2022 Enplanements																	
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Enp.	Prior Year Total Enp.
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-22	1,650	46	1,696	1,416	20%	4,771	65	4,836	3,168	53%	5,365	48	5,413	1,953	177%	11,945	6,537
Feb-22	1,769	24	1,793	1,907	-6%	3,571	34	3,605	3,859	-7%	6,040	45	6,085	2,081	192%	11,483	7,847
Mar-22	1,696	42	1,738	2,038	-15%	3,850	47	3,897	4,918	-21%	6,708	53	6,761	2,576	162%	12,396	9,532
Apr-22	298	11	309	127	143%	2,055	27	2,082	3,960	-47%	267	1	268	0	100%	2,659	4,087
May-22	281	15	296	554	-47%	1,708	26	1,734	4,207	-59%	0	0	0	0	100%	2,030	4,761
Jun-22	1,159	49	1,208	1,650	-27%	4,551	65	4,616	5,445	-15%	2,232	34	2,266	1,693	34%	8,090	8,788
Jul-22	1,888	59	1,947	2,004	-3%	4,880	62	4,942	6,602	-25%	5,356	67	5,423	4,266	27%	12,312	12,872
Aug-22	1,936	53	1,989	2,069	-4%	4,869	59	4,928	6,694	-26%	5,434	77	5,511	4,200	31%	12,428	12,963
Sep-22	809	20	829	838	-1%	4,859	73	4,932	5,471	-10%	2,891	54	2,945	1,870	57%	8,706	8,179
Oct-22	566	21	587	594	-1%	3,918	60	3,978	4,959	-20%	1,790	30	1,820	1,250	46%	6,385	6,803
Totals	12,052	340	12,392	13,197	-6%	39,032	518	39,550	49,283	-20%	36,083	409	36,492	19,889	83%	88,434	82,369

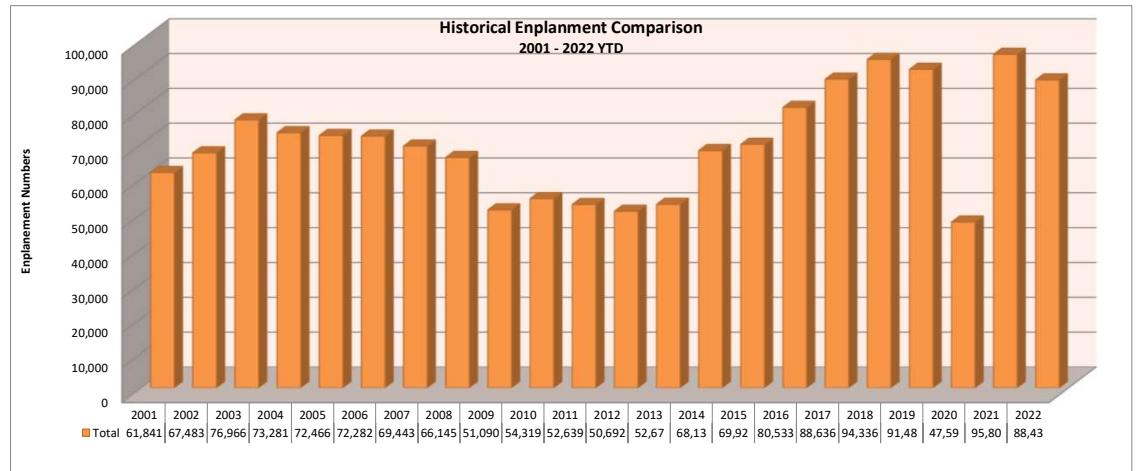
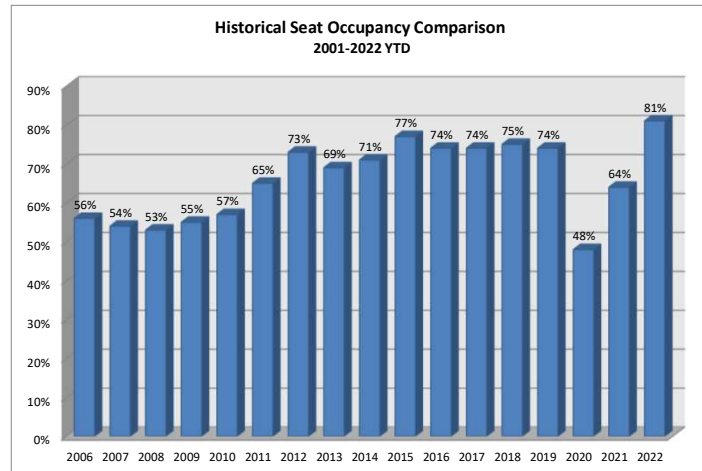
2022 Deplanements																	
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-22	1,426	31	1,457	969	50%	4,117	71	4,188	2,557	64%	4,542	47	4,589	1,147	300%	10,234	4,673
Feb-22	1,908	29	1,937	1,986	-2%	3,487	34	3,521	3,967	-11%	6,195	31	6,226	2,215	181%	11,684	8,168
Mar-22	1,632	56	1,688	1,805	-6%	3,539	51	3,590	4,870	-26%	5,761	55	5,816	2,247	159%	11,094	8,922
Apr-22	246	6	252	96	100%	1,844	37	1,881	3,270	-42%	211	3	214	0	100%	2,347	3,366
May-22	266	11	277	565	-51%	1,761	24	1,785	4,682	-62%	0	0	0	0	100%	2,062	5,247
Jun-22	1,273	53	1,326	1,558	-15%	4,960	49	5,009	6,460	-22%	2,808	47	2,855	2,005	42%	9,190	10,023
Jul-22	1,749	57	1,806	1,727	5%	4,940	61	5,001	7,015	-29%	5,419	49	5,468	4,468	22%	12,275	13,210
Aug-22	1,821	59	1,880	1,756	7%	4,799	75	4,874	6,188	-21%	5,021	77	5,098	3,701	38%	11,852	11,645
Sep-22	723	28	751	750	0%	4,516	81	4,597	5,013	-8%	2,565	44	2,609	1,733	51%	7,957	7,496
Oct-22	489	16	505	459	10%	3,547	67	3,614	4,532	-20%	1,678	32	1,710	1,218	40%	5,829	6,209
Totals	11,533	346	11,879	11,671	2%	37,510	550	38,060	48,554	-22%	34,200	385	34,585	18,734	85%	84,524	78,959



**Friedman Memorial Airport
October 2022**

2022 Seat Occupancy																		
Date	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals			Seat Occupancy Totals Prior Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	% Change Total Seats Available	% Change Total Seats Occupied	Change in Load Factor %
Jan-22	29	2,204	1,696	77%	85	5,968	4,836	81%	104	7,280	5,413	74%	15,452	11,945	77%	3%	83%	34%
Feb-22	28	2,128	1,793	84%	56	3,932	3,605	92%	102	7,176	6,085	85%	13,236	11,483	87%	-11%	46%	34%
Mar-22	27	2,052	1,738	85%	62	4,352	3,897	90%	109	7,660	6,761	88%	14,064	12,396	88%	-9%	30%	26%
Apr-22	5	380	309	81%	35	2,450	2,082	85%	4	280	268	96%	3,110	2,659	85%	-55%	-35%	26%
May-22	7	532	296	56%	28	1,966	1,734	88%	0	0	0	0%	2,498	2,030	81%	-67%	-57%	19%
Jun-22	23	1,748	1,208	69%	84	5,886	4,616	78%	53	3,722	2,266	61%	11,356	8,090	71%	-16%	-8%	6%
Jul-22	31	2,356	1,947	83%	93	6,522	4,942	76%	101	7,082	5,423	77%	15,960	12,312	77%	-9%	-4%	3%
Aug-22	31	2,356	1,989	84%	93	6,516	4,928	76%	101	7,076	5,511	78%	15,948	12,428	78%	-9%	-4%	4%
Sep-22	13	988	829	84%	87	6,090	4,932	81%	53	3,716	2,945	79%	10,794	8,706	81%	-1%	6%	6%
Oct-22	9	684	587	86%	62	4,346	3,978	92%	31	2,170	1,820	84%	7,200	6,385	89%	-21%	-6%	15%
Totals	203	15,428	12,392	80%	685	48,028	39,550	82%	658	46,162	36,492	79%	109,618	88,434	81%	-15%	7%	17%

Note: *Preliminary available seat calculations based on scheduled flights. Actual available seat calculations will be updated periodically when official DOT numbers are obtained.



From: Billy <wilfrahug@cox.net>
Sent: Thursday, November 17, 2022 6:54 PM
To: heidi.husbands@haileycityhall.org; ALPINE TREE SERVICE, INC.; Keith Roark; Jim Foudy; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; John Whipple; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; jonathan@hcn.org; reglorn@cox.net; jvos@uidaho.edu; kisis@cox.net; ms.sarahmichael@gmail.com; NBurns@house.idaho.gov; rontaylorforsenate@gmail.com; nick.p.gilman@gmail.com; Elizabeth lili simpson; sboettger@wooddriverlandtrust.org; keri@wooddriverlandtrust.org; kriswirth@gmail.com; Byron Meador; Jack Van Valkenburgh; Andrew Guckes; hymy1@q.com; gordo44@cox.net; ivanbeanny@gmail.com; Chris Pomeroy; chiefcaballero@gmail.com; proutyjp@gmail.com; faa-air21@faa.gov; Charlene (FAA); fafairfax@aol.com; macker@svskylan.net; kurtandersenemail@gmail.com; gstinnett@co.blaine.id.us; jimasv@cox.net; Dr. Wendy Pabich; bobclosser@gmail.com; kenneth.l.quigley@usps.gov; skrutzig@idahostatesman.com; smcintosh@idahostatesman.com; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; info@idahocapitalsun.com; betsy@writersontherange.com; oprah@oprah.com; feedback@own.tv
Subject: "tiny homes on wheels"

Heidi,

Such foolishness is not sustainable and would create massive, additional unfunded liabilities for the city as well as endless complications from attempted monitoring and enforcement of associated ordinances, potentially creating sources of intense conflict with perhaps very unfortunate outcomes. Sheer stupidity on the level of the proposed Municipal Campground aggressively promoted by clueless SVED elitists not even living in Hailey.

This is what happens when a corrupt local establishment sells out completely to the real estate industry and north valley resort interests, both aggressively promoting a malignant growth agenda motivated exclusively by greed. These special interests owning local officials are obviously intent on making Hailey and Bellevue *sacrifice* areas to accommodate an effete and helpless economic aristocracy now, ironically, completely reliant on a slave class resulting from half a century of conservative corruption of the political economy promoting exclusively the financial interests of wealthy investors and billionaire oligarchs, with \$50 trillion in wealth transferred from the middle class to the one percent over the last fifty years.

Funny how you end up with exactly the housing disaster you intentionally engineered by ignoring, abandoning, or eliminating any statute/code inhibiting the rapid extraction of wealth by real estate developers. Instead applying accelerated, rubber-stamp approval of development applications with the same amount of critical thinking as lemmings exhibit rushing off a cliff, with zero consideration of future demand for water, critical infrastructure upgrades and improvements, and additional protection

personnel and resources. All issues receiving detailed scrutiny by officials and staff prior to the contamination of City Hall by Fritz and his sycophants.

In recent years officials and staff (Horowitz) have worked exclusively for development interests rather than the best interests of Hailey and her citizens. They have mindlessly engaged in feckless, willful ignorance of John and Becky Stokes' advice and words of wisdom from comments I remember reading all those years ago, "*Development must pay for itself*," and "*Don't give it away*."

As reliably faithful servants of privilege, greed, classism, corruption, Sun Valley Board of Realtors, and resort interests, valley officials have now piled all the future costs of *massive* unfunded liabilities resulting from the malignant growth agenda demanded of them by the real estate industry, onto the backs of working taxpayers and many retirees on limited, fixed incomes already experiencing financial insecurity...profit privatized, risk socialized.

Those officials and Samaritans virtue-signaling about the plight of the Hispanic Community are *clueless*, not even exhibiting an awareness that community is anything but a monolith. Oh, and *all* of the Hispanics living in Woodside and Bellevue want the airport moved ASAP, tired of being poisoned and terrorized by increasing air traffic at an airport (circa 1930) which outgrew its Hailey location years ago. Why officials possessing integrity decided it should be moved in 2006 and were actively engaged in the site selection process before the Great Recession of 2008.

Today, various officials comprising the FMAA Board are using aggressive airport expansion in an attempt to permanently anchor the airport in Hailey as directed by narrow, north valley, special interests and the billionaire class with private jets they exclusively serve. If the runway "rehabilitation" this summer was intended to accommodate the weight of larger aircraft without clearly informing the public of those intentions there is going to be some ugly repercussions, as Larry Schoen and Rick Baird both *promised* concerned citizens in Hailey larger aircraft would never land at Friedman.

Moving all airport operations south of Timmerman would allow consideration of workforce housing depending on the title status of the airport property. Perhaps the possibility of \$1/YR leases on lots for public and non-profit organizations (BCSD, St. Luke's, etc.) and businesses willing to build quality, income-adjusted workforce rentals for their employees. A real solution to the housing "crisis" rather than just more performative hand-wringing and half-measures accomplishing nothing.

Any inventory being created by all the added density mindlessly approved in Hailey and now looming in Bellevue, which can barely handle service to existing residential development, will do nothing to mitigate the workforce housing deficit. It will all be purchased by wealthy refugees or as vacation properties for short-term rental, delivering only huge profits for developers and *massive*, unfunded, future liabilities for the rest of us..

Working at Idaho Lumber one year, I had to calm down (tranquillo!) groups of Mexicans and Peruvians getting ready to throw down in the parking lot. The undocumented Mexicans living in garages (IME) and the wave of Peruvians washing into the valley are not working in my neighborhood where we mow our own lawns, shovel the snow, and clean our own houses. I personally do not dine

out as it is too expensive for a retiree on a limited, fixed income. And besides, I am an excellent cook and enjoy my time in the kitchen preparing nice meals.

The Antebellum South exhibited a more compassionate approach to extreme wealth and income inequality than exhibited by north valley interests, as the slaves were allowed to live on the plantations where they worked, though I will concede SVCO does provide dormitories for some of its employees.

The much larger lots and estates in the north valley suggest these "tiny homes on wheels" should be parked on those mountain resort plantations whose needy inhabitants and their mansions are driving the insatiable demand for both workers and housing. Festival Meadows is the perfect location to park dozens of "tiny homes on wheels." They do not belong in the working neighborhoods of Hailey or anywhere south of the Valley Club. Besides, it is obviously just someone's get rich quick scheme in an effort to further transform Hailey and Bellevue into *sacrifice* areas for north valley interests.

Yes, Heidi, plenty of "*disgusting*" to consider in our fair valley. But I guess nothing some holiday baskets for the slaves can't cure!

Happy Thanksgiving!

William F. Hughes
Hailey

https://www.mtexpress.com/news/health/hailey-p-z-considers-legalizing-tiny-homes-on-wheels/article_408f4aa6-613a-11ed-9170-bb7f3746d29d.html

P.S. ATTN: Andrew Guckes, the IME has my permission to print this without any editing for either content or length!

From: Billy <wilfrahug@cox.net>
Sent: Friday, November 18, 2022 10:19 AM
To: heidi.husbands@haileycityhall.org; ALPINE TREE SERVICE, INC.; Keith Roark; Jim Foudy; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; John Whipple; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; jonathan@hcn.org; reglorn@cox.net; jvos@uidaho.edu; kisis@cox.net; ms.sarahmichael@gmail.com; NBurns@house.idaho.gov; rontaylorforsenate@gmail.com; nick.p.gilman@gmail.com; Elizabeth lili simpson; sboettger@wooddriverlandtrust.org; keri@wooddriverlandtrust.org; kriswirth@gmail.com; Byron Meador; Jack Van Valkenburgh; Andrew Guckes; hymy1@q.com; gordo44@cox.net; ivanbeanny@gmail.com; Chris Pomeroy; chieftaballero@gmail.com; proutyjp@gmail.com; faa-air21@faa.gov; Charlene (FAA); fafairfax@aol.com; macker@svskylan.net; kurtandersenemail@gmail.com; gstinnett@co.blaine.id.us; jimasv@cox.net; Dr. Wendy Pabich; bobclosser@gmail.com; kenneth.l.quigley@usps.gov; skrutzig@idahostatesman.com; smcintosh@idahostatesman.com; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; info@idahocapitalsun.com; betsy@writersontherange.com; oprah@oprah.com; feedback@own.tv
Subject: "tiny homes on wheels" guy appointed to P&Z!

Heidi,

Hailey continues to consider various exercises in stupidity. First the aggressively promoted Municipal Campground disaster beaten back by citizens possessing and representing common sense. Now this "tiny homes on wheels" nonsense, with the individual constructing these units just appointed to P&Z to push hard for another proposed disaster for his own personal financial benefit. Another reliably faithful servant of privilege, greed, classism, and corruption, attempting to provide housing for the slave class on which the north valley economic aristocracy is dependent, pressuring Hailey and Bellevue to become *sacrifice* areas for north valley interests.

Enforcing any associated ordinances around this "tiny homes on wheels" lunacy is just as unlikely as enforcement of mask mandates which became the primary focus of political conflict manifesting locally for a couple of years, even lawsuits, which the city can anticipate in abundance with these "tiny homes on wheels." I'm sure Sam and the local legal fraternity will approve of this assertive driver of billing for their practices.

Ordinances prohibiting the use of mobile devices while driving are not effectively enforced as I see many citizens including High School kids doing this all the time. Ordinances against idling vehicles not enforced, as massive SUVs run for a half an hour in the winter outside Atkinson's in Alturas Plaza. I see traffic ordinances violated constantly as I ride my bike everywhere, but as long as no one dies it does not much disturb me, as law enforcement has to deal with the more important issues like the serious conflict these "tiny homes on wheels" will generate parked in various Hailey neighborhoods.

The residue of Fritz' contamination of Hailey City Hall continues to attempt to manufacture chaos so the community will perceive them as promoting solutions through thoughtful problem-solving for all the problems they themselves intentionally created with rubber-stamp approval of any and all residential development projects none of which will house workers, entirely abandoning legitimate review of associated impacts on city resources.

This government paradigm of institutionalized chaos failed massively in our Nation's Capitol from which it may take decades to recover, and is failing massively in Hailey and the WRV. When the rapid extraction of wealth for real estate development interests becomes the only variable in the equation of managing growth you end up with proposals endorsing complete foolishness like Municipal Campgrounds and "tiny homes on wheels."

Are Hailey officials so detached from reality they interpret these potential nightmares as worthy of serious consideration?! Please start treating our fair city with the respect she deserves, rather than pimping her out to north valley interests and the pathologically needy billionaire class creating social cannibalism in our fair valley.

Just move the airport which is poisoning, terrorizing, and compromising the health, safety, and welfare of citizens of Hailey and Bellevue. Then plenty of room for "tiny homes on wheels" that obviously don't belong in Hailey neighborhoods, a conclusion easily arrived at by anyone with half a brain, which actually concerns me given past conclusions from City Hall!

Happy Thanksgiving!

William F. Hughes
Hailey

From: Billy <wilfrahug@cox.net>
Sent: Tuesday, November 22, 2022 11:11 AM
To: michelle@hcn.org; Alyssa Pinkerton; heidi.husbands@haileycityhall.org; ALPINE TREE SERVICE, INC.; Keith Roark; Jim Foudy; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; John Whipple; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; jonathan@hcn.org; reglorn@cox.net; jvos@uidaho.edu; kisis@cox.net; ms.sarahmichael@gmail.com; NBurns@house.idaho.gov; rontaylorforsenate@gmail.com; nick.p.gilman@gmail.com; Elizabeth lili simpson; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kriswirth@gmail.com; Byron Meador; Jack Van Valkenburgh; Andrew Guckes; hymy1@q.com; gordo44@cox.net; ivanbeanny@gmail.com; Chris Pomeroy; chiefcaballero@gmail.com; proutyjp@gmail.com; faa-air21@faa.gov; Charlene (FAA); fafairfax@aol.com; macker@svskylan.net; kurtandersenemail@gmail.com; gstinnett@co.blaine.id.us; jimasv@cox.net; Dr. Wendy Pabich; bobclosser@gmail.com; kenneth.l.quigley@usps.gov; skrutzig@idahostatesman.com; smcintosh@idahostatesman.com; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; info@idahocapitalsun.com; betsy@writersontherange.com; oprah@oprah.com; feedback@own.tv; kurtandersenemail@gmail.com
Subject: response to the "who's Heidi?" question from an attorney friend in Boise!

Jack,

Heidi is a teacher at the High School, and perhaps the only elected official remaining in this entire valley who might be something other than the mindless tool of a corrupt establishment serving exclusively the real estate industry and their wealthy clients, as a modest home in a working class subdivision like mine is now assessed at well over half a million dollars. They wring their hands and flail (tiny homes on wheels) like headless chickens over the problems resulting from exactly what they have intentionally engineered through their laissez-faire accommodation of malignant growth and abandonment of any legitimate development review process.

In profound and willing ignorance, some officials hold on desperately to the lie that dramatically increasing supply/density through rubber-stamp approval of every project brought forward by greedy developers will somehow contribute to providing access to affordable workforce housing, and magically solve what they now identify as a "housing crisis." Income-adjusted, affordable rentals is the preferred alternative for workers without the money or resources for purchase. Certainly not the inventory being created during this recent "boom" cycle, because it is not sufficiently profitable, any future return requiring patience, a virtue in short supply when it comes to cultural expectations of instant gratification and money. Wealthy newcomers and investors will gobble up any inventory now being created as vacation properties, any rentals primarily short-term.

"Crisis" - def. *"A time of intense difficulty, trouble, or danger."* I do not believe a market denying access to ridiculously expensive housing in an resort area being intentionally transformed into an

exclusive enclave for the economic aristocracy quite meets that definition, though the adjective "*intense*" is, of course, subjective.

Blaine County (BC) Chamber of Commerce DINO's are simply lobbyists for special interests, so this idea promulgated by the local paper that BC is a "blue island" in a sea of red here in Idaho is complete bullshit, local officials constantly virtue-signaling compassion, simply an act of deceit in an attempt to influence corroding perceptions of local government owned by special interests. The perceived solution locally to massive wealth and income inequality is to virtue-signal philanthropic efforts to provide food for those meeting the government metrics for poverty, which perhaps they believe absolves them of any responsibility as beneficiaries of a system about nothing other than the upward redistribution of wealth delivered through the merging of state and business leadership at every level of government, the primary characteristic of fascism.

After fifty years, the paradigm of *conservative corruption* prioritizing the manufacture of unearned wealth for the economic aristocracy may be shifting in DC (evidence-mid-term elections) the Dems trying to reel back in the corruption they willingly participated in for decades. Certainly not the case in our fair valley. Local officials serving on the FMAA Board refuse to move an airport that threatens the health, safety, and welfare of citizens, which only remains in Hailey for the *convenience* of those owning private jets. Because former officials with integrity understood doing the right thing is the right thing to do, the decision to move the airport was made in 2006, please refer to "P.S." for an explanation of why this never happened.

At the store one day Heidi said she does read my often *long* emails. So my arguments about the corruption attached to abysmal development decisions often influenced by personal relationships and consistently providing concessions giving away millions in value to the local real estate industry are perhaps considered by one, lone elected official in our fair valley, though I believe anything I send to her is automatically copied to the other council members. Often, I send *stuff* to many others who have expressed an interest.

Also Jack, let me know if you would like to read the *stuff* I just sent to a U of I Professor who is examining growth here in Idaho, perhaps unaware his recent visit was primarily for appearances in support of a propaganda event by the local establishment (SVED) who have cravenly circumvented (waivers and variances and a **detestable** rezone in Sawtooth Valley) or destroyed any statute (financial analysis requirements) interfering with the rapid extraction of wealth by real estate development interests.

Now these conceited, self-serving a\$\$hole\$ are attempting to project an appearance of concern about the direct impacts and collateral social consequences of the malignant growth agenda they have aggressively and relentlessly promoted, any legitimate, formerly detailed review processes which would include carefully examining the impacts of growth, summarily abandoned, replaced by a rubber stamp. As you know, it is only ever about money. Public participation has been rendered irrelevant, though some citizens are finally stepping up in an attempt to prevent the erasure by a developer of a treasured amenity in the form of an unpaved easement out Quigley Canyon where so many walk their dogs, an important social gathering for both humans and canines. People finally step up when it is

their particular ox getting gored, but most are simply "*I got mine*" boomers who ignore the many other unfortunate consequences of malignant growth.

You and I are lucky Jack, a benefit of being older in the current social and political maelstrom, having safe refuge with limited needs relative to Maslow's Hierarchy, timing is everything. Three out of four newcomers in Idaho are Republicans, many of them State of Jefferson (CA), MAGA Republicans. During Covid, articles I read about Boise's real estate gold rush identified human *crazy* motivated by greed at levels similar to those experienced here in the WRV.

How did you like that 'Law of the Yukon' poem by Robert Service? It would perhaps be a good idea to purge the soft individuals of low moral character reliant on the labor of others who have extracted and accumulated mountains of unearned wealth in the age of conservative corruption. Three or four Hispanic families could live comfortably in one of the empty palaces around here!

A local establishment aggressively prioritizing real estate development interests is now ironically whining loudly about the shortage of servants. Workers leaving the area simply collateral damage of a malignant growth agenda eagerly accommodating the arrival of so many members of an effete economic aristocracy during Covid, driving the workers their total dependency on the labor of others demand out of the valley. Workers having their shit together and decent jobs have bought homes in nearby towns and are commuting. Trying to staff seasonal, low-paying resort jobs has now become an exercise in futility as there is no place for them to live. You reap *exactly* what you sow.

A local lady won the Realtor of the Year award in Idaho, "*My goal is to continue leading the way for other Realtors wishing to impact the industry, as well as help their communities **with home-ownership for all.***" She probably isn't intelligent enough to understand how completely ABSURD that statement happens to be. A \$375K unit in a multi-residential structure was identified as "affordable" by a devious planner who was thrown out of Ketchum and hired without an HR process as CDD in Hailey by the former mayor to promote the malignant growth agenda of the establishment after he drove competent staff away. Populated by officials incapable of critical thinking, the local establishment is apparently oblivious to the extent of the insanity (Municipal Campground, tiny homes on wheels) this woman's delusional objective (bold italics) and associated statement represent. That totally irrational objective motivated by the unfettered greed of the real estate industry is destroying and dividing the community. You are either a beneficiary or casualty of malignant growth in our fair valley.

A large wave of Peruvians arrived recently in response to representation of the valley as the land of milk and honey, free food and health care, Martha's Vineyard promises out west not as a political stunt, but in an attempt to meet the exponentially increasing demand for more slaves with low expectations. All the billionaires are establishing primary residences here so they don't have to pay any taxes or disclose any financial information, Idaho and Wyoming now the Cayman Islands of the Northern Rockies.

Anyway, Heidi is my last hope that someone in "*power pays tribute to reason.*" What the Rule of Law is supposed to be all about, right Jack, WTF happened to that?! Reason and critical thinking abandoned for systematic manipulation of the law to facilitate corrupt agendas, whether it eviscerating voting and

reproductive rights as well as environmental regulation interfering with the extraction of wealth, or butchering and/or providing endless exceptions to municipal statute governing real estate development. De facto codifying of systemic corruption, another recently announced run at authoritarianism apparently on its way in 2024, primarily as an attempt to avoid criminal liability and prison. They had to lock the small crowd - *hostages* - who all wanted to leave in the room while he announced his candidacy!

Happy Thanksgiving Dinner! Don't stop until you pop!

billy

P.S. If the corrupt local establishment really cared about working citizens in Hailey and Bellevue, *including the Hispanic Community whose mention they reflexively respond to with pathetic virtue-signaling*, they would relocate the airport rather than expand and further develop it in a craven attempt to anchor it permanently in Hailey in service of the billionaire class.

AGAIN, the individual with the most comprehensive knowledge of associated history offers:

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum held prior to the election, that SV Company did not consider FMA (Friedman Memorial Airport) a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction. The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

P.P.S. Guess who is coming to Sun Valley...more obscenely wealthy members of the investment class in their private jets poisoning and terrorizing citizens of Hailey and Bellevue. Rich folks for whom record inflation represents even bigger mountains of lightly-taxed, unearned, FREE MONEY!

Greedy and very profitable corporations, and their allies in Congress, are seeking to renew three huge tax cuts that were originally included in the Trump-GOP tax scam. Two expired this year and another will expire next year.

The one-year cost of these tax breaks would be about \$100 billion and up to \$600 billion over 10 years—the true goal of corporations. *Just think of the ostentatious exercises in pretension and excess (palaces) all that money will build in an exclusive mountain resort enclave, Berchtesgaden in the Northern Rockies!*

Corporations are enjoying record profits from inflated prices while paying historically low tax rates. According to a report from the Economic Policy Institute, **swollen corporate profits are responsible for HALF of the growth in the costs of goods since 2020. GOUGING**, the latest tool of *conservative corruption* for the extraction of wealth for the economic aristocracy. Fifty trillion of wealth transferred from the middle class to the 1% over the past fifty years. Why aging, white, MAGA Republicans are so pissed they will irrationally continue to vote against their own interests until they are in their graves, their racist inclinations easily exploited by the right-wing propaganda machine.

<https://www.nytimes.com/2022/11/19/opinion/musk-trump-bezos-bankman-fried-billionaires.html?smid=em-share>

----- Original Message -----

From "Jack Van Valkenburgh" <jvanvalkenburgh@gmail.com>

To "Billy" <wilfrahug@cox.net>

Date 11/18/2022 4:46:52 PM

Subject Re: "tiny homes on wheels" guy appointed to P&Z!

Bill,
Who is Heidi?
Jack