

**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, March 7, 2023 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  
March 7, 2023**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. February 7, 2023 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 February
  - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #2 – #4**
  - C. Airport Commercial Flight Interruptions (unofficial)
  - D. Review Correspondence – **Attachment #5**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
  - A. NEW BUSINESS
    - 1. Idaho Airport Aid Program Grant Offer – Consideration of Recommendation of Acceptance – **Attachment #6 - #7 ACTION ITEM**
  - B. CONTINUING BUSINESS
    - 1. None
- VII. DISCUSSION AND UPDATES**
  - A. NEW BUSINESS
    - 1. Review of Voluntary Noise Abatement Program – Update and Discussion
    - 2. Spring/Summer Construction – Update and Discussion
  - B. CONTINUING BUSINESS
    - 1. Miscellaneous
      - i. Future Aeronautical Development – Update and Discussion
      - ii. Air Traffic Control Replacement Project – Update
    - 2. Construction and Capital Projects
      - i. None
    - 3. Airport Planning Projects
      - i. None
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION I.C. §74-206(1),(f) To communicate with legal counsel regarding legal ramifications for controversies imminently likely to be litigated**
- X. ADJOURNMENT**

## FMAA Meeting Brief 03-07-23

### III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. February 7, 2023 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 February

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Della View Hailey, ID	2/8/2023	745am	Jet	Resident walking dog near Della Mountain stated he couldn't breathe due to jet fumes from idling billionaire's jet.	Deputy Director, Ops looked at flight schedules and determined that the only aircraft operating near this time was the Delta Airlines 730am morning departure.  Ops Director called and left message to advise
Mother Lode Loop, Hailey, ID	2/15/2023	900am	Prop	Hailey resident complained of aircraft performing touch and goes. Resident acknowledges he is aware that the airport is worthless to do anything to restrict this activity. Resident requested airport pass along complaint to the flight school operator. Resident ended message by stating he looks forward to the airport relocating itself away from Hailey.	No call back requested

## FMAA Meeting Brief 03-07-23

### 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:

#### January 2023

Total Non-Federal Revenue	January, 2023	\$740,268
Total Non-Federal Revenue	January, 2022	\$700,144
Total Non-Federal Revenue	FY '23 thru January	\$1,981,703
Total Non-Federal Revenue	FY '22 thru January	\$1,793,958
Total Non-Federal Expenses	January, 2023	\$351,010
Total Non-Federal Expenses	January, 2022	\$385,820
Total Non-Federal Expenses	FY '23 thru January	\$1,475,631
Total Non-Federal Expenses	FY '22 thru January	\$1,373,236
Net Income excluding Federal Programs	FY '23 thru January	\$506,073
Net Income excluding Federal Programs	FY '22 thru January	\$420,722
Net Income to include Federal Programs	FY '23 thru January	\$232,830
Net Income to include Federal Programs	FY '22 thru January	-\$1,900,177

### C. Airport Commercial Inbound Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	February 2023	February 2023
Alaska Airlines	0	0
Delta	2	1
United	8	1

### D. Review Correspondence – **Attachment #5**

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

**A. NEW BUSINESS**

1. Idaho Airport Aid Program Grant Agreement – Consideration of Recommendation of Acceptance – **Attachment #6 - #7 ACTION ITEM**

The Idaho Transportation Department Division of Aeronautics announced a grant to airports under the Idaho Airport Aid Program to assist in financing improvements to airports during State fiscal year 2023. SUN's grant amount is \$15,000.

The \$15,000 of grant funds will be forthcoming upon acceptance of the grant agreement (**Attachments #6 - #7**), which will be used to help reimburse SUN for the land purchased in September of 2022.

**ACTION: Recommend acceptance of the ITD Division of Aeronautics Grant Offer by the City of Hailey and Blaine County as airport co-sponsors. The action will further direct Staff and Legal Counsel to develop the appropriate City and County Resolutions to support acceptance of the ITD Division of Aeronautics Grant Offer.**

**B. CONTINUING BUSINESS**

1. None

**VII. DISCUSSION AND UPDATES**

**A. NEW BUSINESS**

1. Review of Voluntary Noise Abatement Program – Update and Discussion

Our voluntary noise abatement program continues to be an effective tool in reducing some noise impacts on the community. After review and recent feedback, staff believes a few minor revisions to the written descriptions of a few elements of the program are warranted to reduce confusion. This is mainly applicable to the preferred noise abatement hours in the morning. Staff would like to discuss suggested edits at the meeting and provide an opportunity for Board input.

2. Spring/Summer Construction – Update and Discussion

As the final phase of the runway, taxiway, and apron project, from last spring, we are planning to apply final markings to the runway and reapply markings on the taxiway this late spring/early summer.

The final runway markings were not completed last fall due to a shortage of white paint. Permanent runway markings will be applied to the entire runway as part of this work.



## FMAA Meeting Brief 03-07-23

Permanent taxiway markings were applied in the fall, however the markings did not bond properly to the new seal coat in multiple areas of the taxiways. These markings will need to be partially removed and replaced.

We are tentatively planning for this work to take place in early June and will be completed over approximately five days. Additional information will be provided to the Board and airport users in the near future as the project planning continues to evolve.

### B. CONTINUING BUSINESS

#### 1. Miscellaneous

##### i. Future Aeronautical Development – Update and Discussion

The last RFP committee meeting was held Feb 1<sup>st</sup>. At that meeting, the committee discussed various ideas and elements to consider in a new draft document. A revised draft based on that meeting was provided to the committee toward the end of the week February 27. Due to timing, the committee was unable to meet to discuss the new draft before this Board meeting. A committee meeting to review a revised draft is expected in the next few weeks. No substantial discussion of the process is anticipated at this meeting.

##### ii. Air Traffic Control Replacement – Update

A final Reimbursable Agreement has been agreed to with the FAA for the formal site selection phase of the project. The cost of the work effort is approximately \$86,000.

The cost for this site selection study was budgeted in the current FY2023 budget. Based on the Board's current contract/purchasing policy, approval of this expense resides with Airport Board Chair. Once signed, the airport will be entered into the queue by the FAA to start the study. At this point, schedule appears to be anywhere between October 2023 to January 2024.

Staff will brief the Board on further details at the meeting.

#### 2. Construction and Capital Projects

##### i. None

#### 3. Airport Planning Projects

##### i. None

### VIII. PUBLIC COMMENT

### IX. EXECUTIVE SESSION I.C. §74-206 (1),(f) To communicate with legal counsel regarding legal ramifications for controversies imminently likely to be litigated

### X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING  
OF THE  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY  
February 7, 2023  
5:30 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:**

Board Chair – Martha Burke, Secretary – Angenie McCleary, Board Members - Muffy Davis, John Strauss, Sam Linnet, 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, Administrative Coordinator II – Janice Hicks

**AIRPORT LEGAL COUNSEL:**

Lawson Laski Clark, PLLC – Jim Laski

**CALL TO ORDER:** The meeting was called to order at 5:33 p.m. by Board Chair Burke

*\*\*\*Agenda items were discussed out of the order listed below to accommodate schedule of board members. Please note appropriate time stamps listed per section.*

**I. APPROVE AGENDA (00:15)**

A motion to amend the agenda was presented.

**MOTION:** *Made by Board Member Greenberg to approve the agenda as amended.  
Seconded by Board Member Linnet.*

**PASSED UNANIMOUSLY**

**II. PUBLIC COMMENT (6:20)**

Ketchum resident, Perry Boyle, commented that this is a community owned airport and should be run for the benefit of the county. He stated with expansion of private plane capacity, the airport appears to be “tone deaf” in this county and is lacking workforce housing. He asked the Board if housing could be a priority of FMA and be provided for employees that need it. He asked there be cooperation with the county sustainability commissioner to help report its emissions.

Chairperson Burke and Airport Director Pomeroy stated that the [www.iflysun.com](http://www.iflysun.com) website contains a report that lists out a greenhouse gas emissions inventory and climate action plan for the airport.

Chairperson Burke stated that of Hailey housing, 15% is workforce housing deed or rent restricted. She expressed it would be reviewed during budget reviews.

**III. APPROVE FMAA MEETING MINUTES (1:38)**

A. January 3, 2023 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 (10:40)**

A. Chair Report

No report given.

B. Blaine County Report

No report given.

C. City of Hailey Report

No report given.

D. Fly Sun Valley Report

(11:12)

Carol Waller of Fly Sun Valley Alliance stated they are pleased that Board Member Greenberg will rejoin the Fly Sun Valley Alliance Board. They are monitoring winter performance and it has been a strong performance on both enplanements and load factors. She reiterated the new approach has allowed significant improvements in flight completions. They are working on trying to confirm the summer and fall schedules.

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

(13:55)

Airport Director Pomeroy reported December 2022 Passenger Enplanements were up 17% from December 2021, and 2022 year-to-date Passenger Enplanements were up 7% from 2021. January 2023 Operations were down 12% from January 2022. He stated there was a record number of enplanements last year at 102,500. The previous record was 95,801 enplanements.

At the time of the meeting, the terminal recarpeting project was underway and was scheduled to be completed by end of business day, 2/9/2023.

The USCTA Policy Board Meeting was February 1<sup>st</sup> - 3<sup>rd</sup>. The local contract tower has wide bipartisan support.

The Blaine County Land Use Overlay District process is back underway.

Airport Director Pomeroy addressed the Idaho Aeronautics Advisory Board Duties/small community air service concerns and stated FMA is fortunate to have the air service it has, with other smaller markets around us losing service.

The Airport is to host the April ITD Board Meeting, possibly in one of the hangars at Atlantic Aviation.

Staff Updates - Deputy Director, Finance & Administration, Jenna Elliott is currently attending an airport finance conference. Deputy Director, Operations & Maintenance, Tim Burke is working on setting up the next triennial emergency response drill. One of the TSA priorities is Cyber Security and the FMA IT team of consultants is working on this.

**V. AIRPORT STAFF BRIEF**

A. Noise Complaints in January

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

(04:50)

1. Consideration of New Day for Monthly FMAA Meeting **ACTION ITEM**

***NO MOTION OR ACTION: Chairperson Burke stated she polled Staff and hesitated to change the day when it is working for Staff.***

2. Consideration of Notice to Award to M-B Companies for Procurement of New Snow Removal Equipment (MB5) – **Attachment #5 – #6 ACTION ITEM**

**MOTION:** *Made by Board Member Greenberg to approve Notice of Award to M-B Companies in the amount of \$1,076,790.04 and execution of the Procurement Agreement with the Minnesota State CPV for the order and acquisition of a new MB5 multi-task SRE. Seconded by Board Member Linnet.*

**PASSED UNANIMOUSLY**

## VII. DISCUSSION AND UPDATES

### A. NEW BUSINESS

1. None (23:26)

### B. CONTINUING BUSINESS

1. Miscellaneous (23:28)

- i. Future Aeronautical Development – Update and Discussion

Chairperson Burke stated the first committee meeting with Attorney Peter Kirsch to develop the RFP was held to get initial thoughts and ideas. The next steps are to work with legal counsel regarding a first draft of the RFP. She anticipates this process will move slowly.

- ii. Air Traffic Control Replacement Project – Update

Airport Director Pomeroy stated the next steps are the siting study, environmental analysis, and design. Regarding the siting, there is a meeting with the FAA siting team later this week. The FAA had a “discovery meeting” on January 4, 2023. Development of a Reimbursement Agreement (RA) with Board review and approval will occur and they will work to develop a schedule and kick-off.

2. Construction and Capital Projects

- i. None

3. Airport Planning Projects

- i. None

## VIII. PUBLIC COMMENT (28:33)

Ketchum resident, Perry Boyle, stated he understands the Airport’s desire to continue the 1% for air service but doesn’t feel as though Pocatello and Twin Falls are good comparables.

## IX. ADJOURNMENT (31:31)

The February 7, 2023 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:05 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.*

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

5:06 PM

02/23/2023

Accrual Basis

## Ordinary Income/Expense

## Income

## 4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space	164,950.80	474,004.00	-309,053.20	34.8%
4000-02 · Aircarrier - Landing Fees	76,058.24	260,000.00	-183,941.76	29.25%
4000-04 · Aircarrier - Utility Fees	120.00	360.00	-240.00	33.33%
4010-07 · Aircarrier - '14 PFC App	131,833.68	447,780.00	-315,946.32	29.44%

## Total 4000-00 · AIRCARRIER

372,962.72 1,182,144.00 -809,181.28 31.55%

## 4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	259,903.00	576,250.00	-316,347.00	45.1%
4020-02 · Automobile Parking - Passes	280.00	250.00	30.00	112.0%

## Total 4020-00 · TERMINAL AUTO PARKING REVENUE

260,183.00 576,500.00 -316,317.00 45.13%

## 4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	256,137.11	654,000.00	-397,862.89	39.17%
4030-02 · Automobile Rental - Lease Space	11,057.28	29,000.00	-17,942.72	38.13%
4030-03 · Automobile Rental - Auto Prkng	28,300.80	65,000.00	-36,699.20	43.54%
4030-04 · Automobile Rental - Utilities	576.59	2,000.00	-1,423.41	28.83%

## Total 4030-00 · AUTO RENTAL REVENUE

296,071.78 750,000.00 -453,928.22 39.48%

## 4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	6,404.40	12,000.00	-5,595.60	53.37%
4040-03 · Terminal Shops - Utility Fees	576.40	2,000.00	-1,423.60	28.82%
4040-10 · Advertising - Commission	17,488.15	45,000.00	-27,511.85	38.86%
4040-11 · Vending Machines - Commission	2,608.78	7,350.00	-4,741.22	35.49%
4040-12 · Terminal ATM	200.00	600.00	-400.00	33.33%

## Total 4040-00 · TERMINAL CONCESSION REVENUE

27,277.73 66,950.00 -39,672.27 40.74%

## 4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	93,967.86	168,998.00	-75,030.14	55.6%
4050-02 · FBO - Overnight Parking Fees	50,296.50	417,000.00	-366,703.50	12.06%
4050-04 · FBO - Commission	13,602.32	34,002.00	-20,399.68	40.0%

## Total 4050-00 · FBO REVENUE

157,866.68 620,000.00 -462,133.32 25.46%

## 4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	125,733.66	440,000.00	-314,266.34	28.58%
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## Total 4060-00 · FUEL FLOWAGE REVENUE

125,733.66 440,000.00 -314,266.34 28.58%

## 4070-00 · TRANSIENT LANDING FEES REVENUE

4070-02 · Landing Fees - Non-Comm./Gov't	166,022.10	669,500.00	-503,477.90	24.8%
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## Total 4070-00 · TRANSIENT LANDING FEES REVENUE

166,022.10 669,500.00 -503,477.90 24.8%

## 4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	345,696.08	658,837.00	-313,140.92	52.47%
4080-02 · Land Lease - Hangar/Trans. Fee	83,555.00	23,345.00	60,210.00	357.91%
4080-03 · Hangar/Utilities (E8,11,24)	325.89			
4080-05 · Land Lease - FMA Hangar Rentals	16,848.76	33,454.00	-16,605.24	50.36%

## Total 4080-00 · HANGAR REVENUE

446,425.73 715,636.00 -269,210.27 62.38%

## 4090-00 · TIEDOWN PERMIT FEES REVENUE

4090-01 · Tiedown Permit Fees (FMA)	37,018.00	31,465.00	5,553.00	117.65%
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## Total 4090-00 · TIEDOWN PERMIT FEES REVENUE

37,018.00 31,465.00 5,553.00 117.65%

## 4100-00 · CARGO CARRIERS REVENUE

4100-02 · Cargo Carriers - Tiedown	5,472.00	5,500.00	-28.00	99.49%
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## Total 4100-00 · CARGO CARRIERS REVENUE

5,472.00 5,500.00 -28.00 99.49%

## 4110-00 · MISCELLANEOUS REVENUE

4110-01 · Misc. Revenue	706.87	5,000.00	-4,293.13	14.14%
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## Total 4110-00 · MISCELLANEOUS REVENUE

706.87 5,000.00 -4,293.13 14.14%

## 4120-00 · GROUND TRANSP. PERMIT REVENUE

	Oct '22 - Jan 23	Budget	\$ Over Budget	% of Budget
4120-01 · Ground Transportation Permit	18,050.00	24,000.00	-5,950.00	75.21%
4120-02 · GTSP - Trip Fee	1,900.00	5,000.00	-3,100.00	38.0%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	<b>19,950.00</b>	<b>29,000.00</b>	<b>-9,050.00</b>	<b>68.79%</b>
<b>4400-00 · TSA/SECURITY</b>				
4400-02 · Terminal Lease	14,141.68	41,910.00	-27,768.32	33.74%
4400-03 · Security Prox. Cards	21,380.00	33,540.00	-12,160.00	63.75%
<b>Total 4400-00 · TSA/SECURITY</b>	<b>35,521.68</b>	<b>75,450.00</b>	<b>-39,928.32</b>	<b>47.08%</b>
<b>4520-00 · INTEREST REVENUE</b>				
4520-01 · Interest Revenue - General	30,433.29	15,000.00	15,433.29	202.89%
4520-07 · Interest Revenue - '14 PFC	57.91			
<b>Total 4520-00 · INTEREST REVENUE</b>	<b>30,491.20</b>	<b>15,000.00</b>	<b>15,491.20</b>	<b>203.28%</b>
<b>4600-00 · CARES Act Grant Operational</b>				
4600-01 · CARES Act Grant Operational	0.00	2,000,000.00	-2,000,000.00	0.0%
<b>Total 4600-00 · CARES Act Grant Operational</b>	<b>0.00</b>	<b>2,000,000.00</b>	<b>-2,000,000.00</b>	<b>0.0%</b>
<b>4749-00 · AIP '49 - Acq. SRE/Pavement Mai</b>				
4749-01 · AIP '49 - Acq. SRE/Pavement Mai	3,484.13			
<b>Total 4749-00 · AIP '49 - Acq. SRE/Pavement Mai</b>	<b>3,484.13</b>			
<b>4752-00 · CARES Act</b>				
4752-01 · CARES Act	-39,197.93	3,905,383.00	-3,944,580.93	-1.0%
<b>Total 4752-00 · CARES Act</b>	<b>-39,197.93</b>	<b>3,905,383.00</b>	<b>-3,944,580.93</b>	<b>-1.0%</b>
<b>4753-00 · AIP '53 - Rehabilitate Runway</b>				
4753-01 · AIP '53 - Rehabilitate Runway	-84,602.36	65,000.00	-149,602.36	-130.16%
<b>Total 4753-00 · AIP '53 - Rehabilitate Runway</b>	<b>-84,602.36</b>	<b>65,000.00</b>	<b>-149,602.36</b>	<b>-130.16%</b>
<b>4756-00 · AIP '56 - Rehab Runway Phase 2</b>				
4756-01 · AIP '56 - Rehab Runway Phase 2	17,635.74			
<b>Total 4756-00 · AIP '56 - Rehab Runway Phase 2</b>	<b>17,635.74</b>			
<b>4758-00 · AIP '58 - Rehab Runway Phase 3</b>				
4758-01 · AIP '58 - Rehab Runway Phase 3	55,137.55	365,000.00	-309,862.45	15.11%
<b>Total 4758-00 · AIP '58 - Rehab Runway Phase 3</b>	<b>55,137.55</b>	<b>365,000.00</b>	<b>-309,862.45</b>	<b>15.11%</b>
<b>4800-00 · Current Year AIP</b>	<b>0.00</b>	<b>4,198,000.00</b>	<b>-4,198,000.00</b>	<b>0.0%</b>
<b>4850-00 · CFC Pass-through Revenue</b>	<b>71,358.00</b>	<b>210,000.00</b>	<b>-138,642.00</b>	<b>33.98%</b>
<b>Total Income</b>	<b>2,005,518.28</b>	<b>15,925,528.00</b>	<b>-13,920,009.72</b>	<b>12.59%</b>
<b>Gross Profit</b>	<b>2,005,518.28</b>	<b>15,925,528.00</b>	<b>-13,920,009.72</b>	<b>12.59%</b>
<b>Expense</b>				
<b>5000 · EXPENDITURES</b>				
<b>5000-00 · "A" EXPENSES</b>				
5000-01 · Salaries - Airport Director	58,201.44	166,290.00	-108,088.56	35.0%
5010-00 · Salaries - Deputy Director F&A	36,427.68	101,048.00	-64,620.32	36.05%
5010-01 · Salaries - Admin Coordinator	5,886.55	122,200.00	-116,313.45	4.82%
5010-03 · Salaries - Sr Admin Coordinator	22,665.92	69,000.00	-46,334.08	32.85%
5020-00 · Salaries - Deputy Director O&M	44,520.00	127,200.00	-82,680.00	35.0%
5030-00 · Salaries - ARFF/OPS Specialist	197,992.04	547,618.00	-349,625.96	36.16%
5030-01 · Salaries - Parking Specialists	30,542.38	107,000.00	-76,457.62	28.54%
5040-00 · Salaries- Security Manager	33,651.28	96,146.00	-62,494.72	35.0%
5050-00 · Salaries- Seasonal-Snow Removal	25,677.75	70,000.00	-44,322.25	36.68%
5050-01 · Salaries - Seasonal - Arpt Host	2,707.25	5,000.00	-2,292.75	54.15%
5050-02 · Salaries - Merit Increase	21,250.00	84,975.00	-63,725.00	25.01%
5050-03 · Salaries - One-time Pay	1,500.00	5,000.00	-3,500.00	30.0%
5050-04 · Salaries - ARFF Coverage	0.00	9,600.00	-9,600.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	11,507.63	45,000.00	-33,492.37	25.57%
5100-00 · Retirement	51,983.14	169,298.00	-117,314.86	30.71%
5110-00 · Social Security/Medicare	35,283.48	119,249.00	-83,965.52	29.59%
5120-00 · Life Insurance	0.00	2,000.00	-2,000.00	0.0%
5130-00 · Medical Insurance	88,878.85	255,000.00	-166,121.15	34.85%

	Oct '22 - Jan 23	Budget	\$ Over Budget	% of Budget
5160-00 · Workman's Compensation	20,801.00	20,000.00	801.00	104.01%
Total 5000-00 · "A" EXPENSES	689,476.39	2,123,624.00	-1,434,147.61	32.47%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	10,241.91	40,000.00	-29,758.09	25.61%
Total 6000-00 · TRAVEL EXPENSE	10,241.91	40,000.00	-29,758.09	25.61%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	3,650.41	8,000.00	-4,349.59	45.63%
6010-02 · Supplies/Equipment - Parking	256.88	1,000.00	-743.12	25.69%
6010-03 · Supplies/Equipment - Computer	6,909.08	25,000.00	-18,090.92	27.64%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	10,816.37	34,000.00	-23,183.63	31.81%
6020-00 · INSURANCE				
6020-01 · Insurance	27,514.50	55,100.00	-27,585.50	49.94%
Total 6020-00 · INSURANCE	27,514.50	55,100.00	-27,585.50	49.94%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,192.00	14,000.00	-8,808.00	37.09%
6030-02 · Utilities - Gas/AOB & Cold Stor	2,468.00	5,500.00	-3,032.00	44.87%
6030-03 · Utilities - Elect./Runway&PAPI	1,904.75	6,000.00	-4,095.25	31.75%
6030-04 · Utilities - Elec./AOB & Cold St	3,481.14	8,100.00	-4,618.86	42.98%
6030-05 · Utilities - Electric/Terminal	26,353.01	56,000.00	-29,646.99	47.06%
6030-06 · Utilities - Telephone	6,337.34	17,200.00	-10,862.66	36.85%
6030-07 · Utilities - Water	2,888.36	11,000.00	-8,111.64	26.26%
6030-08 · Utilities - Garbage Removal	5,450.90	14,500.00	-9,049.10	37.59%
6030-09 · Utilities - Sewer	1,998.04	4,800.00	-2,801.96	41.63%
6030-11 · Utilities - Electric/Tower	2,812.19	7,000.00	-4,187.81	40.17%
6030-12 · Utilities - Elec./Brdfrd.Hghl	360.42	500.00	-139.58	72.08%
6030-13 · Utilities - Elec. Exit Booth	672.08	2,200.00	-1,527.92	30.55%
6030-15 · Utilities - Elec/AWOS	1,322.84	3,800.00	-2,477.16	34.81%
6030-16 · Utilities - Elec. Wind Cone	25.79	150.00	-124.21	17.19%
6030-17 · Utilities - Elec./Gas- Hangar	2,482.90	5,000.00	-2,517.10	49.66%
6030-18 · Utilities - Lubricant Wst. Dspl	0.00	300.00	-300.00	0.0%
6030-20 · Utilities - Eccles Ranch	3,033.58			
Total 6030-00 · UTILITIES	66,783.34	156,050.00	-89,266.66	42.8%
6040-00 · SERVICE PROVIDER				
6040-02 · Service Provider - Term. Serv.	2,898.22	8,900.00	-6,001.78	32.56%
6040-03 · Service Provider - AOB Services	23,411.12	52,000.00	-28,588.88	45.02%
6040-04 · Service Provider-Ops./Airfield	14,740.00	16,000.00	-1,260.00	92.13%
6040-13 · Service Provider-Parking Lot	2,108.00	8,100.00	-5,992.00	26.03%
Total 6040-00 · SERVICE PROVIDER	43,157.34	85,000.00	-41,842.66	50.77%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	29,063.66	100,000.00	-70,936.34	29.06%
6050-02 · Professional Serv. - Audit/Fina	51,617.83	93,200.00	-41,582.17	55.38%
6050-03 · Professional Services - Engineer	3,757.12	26,500.00	-22,742.88	14.18%
6050-04 · Professional Services - HR	3,847.50	15,000.00	-11,152.50	25.65%
6050-05 · Professional Services - Gen.	4,537.50	20,000.00	-15,462.50	22.69%
6050-10 · Prof. Svcs.-IT/Comp. Support	37,406.66	132,000.00	-94,593.34	28.34%
6050-12 · Prof. Serv.- Planning Air Serv.	410.00	8,000.00	-7,590.00	5.13%
6050-13 · Prof. Serv.-Website Hosting	419.00	10,000.00	-9,581.00	4.19%
6050-15 · Prof. Serv.-Web Maint-Outreach	7,966.93	25,000.00	-17,033.07	31.87%
6050-17 · Prof. Serv. - Airspace Consult.	0.00	35,000.00	-35,000.00	0.0%
6050-18 · Prof. Services - Approach Maint	3,535.00	35,000.00	-31,465.00	10.1%
6050-19 · Prof. Serv.-ATCT Relocation	3,960.00	60,000.00	-56,040.00	6.6%
6050-20 · Prof Services - New Approach	4,466.50	0.00	4,466.50	100.0%
6050-21 · Professional Services - Other	6,460.00	35,000.00	-28,540.00	18.46%
Total 6050-00 · PROFESSIONAL SERVICES	157,447.70	594,700.00	-437,252.30	26.48%

	Oct '22 - Jan 23	Budget	\$ Over Budget	% of Budget
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-04 · Maintenance - Copier	196.61	2,000.00	-1,803.39	9.83%
6060-05 · Maintenance - Phone	1,249.00	1,215.00	34.00	102.8%
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>1,445.61</b>	<b>3,215.00</b>	<b>-1,769.39</b>	<b>44.97%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-02 · Rent/Lease - Postage Meter	292.65	1,171.00	-878.35	24.99%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>292.65</b>	<b>1,171.00</b>	<b>-878.35</b>	<b>24.99%</b>
<b>6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>				
6080-01 · Dues/Memberships	1,803.50	6,000.00	-4,196.50	30.06%
6080-04 · Publications	0.00	3,500.00	-3,500.00	0.0%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>1,803.50</b>	<b>9,500.00</b>	<b>-7,696.50</b>	<b>18.98%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	279.22	1,000.00	-720.78	27.92%
<b>Total 6090-00 · POSTAGE</b>	<b>279.22</b>	<b>1,000.00</b>	<b>-720.78</b>	<b>27.92%</b>
<b>6100-00 · EDUCATION/TRAINING</b>				
6100-01 · Education/Training - Admin.	2,544.00	10,000.00	-7,456.00	25.44%
6100-02 · Education/Training - OPS	510.00	14,000.00	-13,490.00	3.64%
6100-03 · Education/Training - ARFF	462.90	20,000.00	-19,537.10	2.32%
6100-04 · Ed/Train. - ARFF Trienn. Drill	1,881.58	4,000.00	-2,118.42	47.04%
6100-06 · Education - Security	648.00	2,500.00	-1,852.00	25.92%
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>6,046.48</b>	<b>50,500.00</b>	<b>-44,453.52</b>	<b>11.97%</b>
<b>6101-00 · PUBLIC OUTREACH/COMMUNICATIONS</b>				
6101-01 · Advertising/Social Media/Sponso	8,425.57	35,000.00	-26,574.43	24.07%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	500.00	-500.00	0.0%
6101-03 · Public Outr/Comm - SAAC	5,875.21	10,000.00	-4,124.79	58.75%
<b>Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS</b>	<b>14,300.78</b>	<b>45,500.00</b>	<b>-31,199.22</b>	<b>31.43%</b>
<b>6110-00 · CONTRACTS</b>				
6110-02 · Contracts - FMAA	16,000.00	42,000.00	-26,000.00	38.1%
6110-16 · Contracts - Prkg Mngt Fee/Ops	1,260.00	50,000.00	-48,740.00	2.52%
6110-17 · Contracts - Landing Fee Equip.	13,261.00	16,000.00	-2,739.00	82.88%
6110-18 · Contracts - Vector Commissions	21,582.85	100,000.00	-78,417.15	21.58%
<b>Total 6110-00 · CONTRACTS</b>	<b>52,103.85</b>	<b>208,000.00</b>	<b>-155,896.15</b>	<b>25.05%</b>
<b>6130-00 · MISCELLANEOUS EXPENSES</b>				
6130-01 · Misc. - General	6,504.38	15,000.00	-8,495.62	43.36%
6140-01 · Merchant Fees	14,832.71	22,000.00	-7,167.29	67.42%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>21,337.09</b>	<b>37,000.00</b>	<b>-15,662.91</b>	<b>57.67%</b>
<b>Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>	<b>413,570.34</b>	<b>1,320,736.00</b>	<b>-907,165.66</b>	<b>31.31%</b>
<b>6001 · "B" EXPENSES - OPERATIONAL</b>				
<b>6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>				
6500-01 · Supplies/Equipment - General	5,281.09	13,500.00	-8,218.91	39.12%
6500-02 · Supplies/Equipment - Tools	2,773.31	20,000.00	-17,226.69	13.87%
6500-03 · Supplies/Equipment-ClothingOps	1,404.06	4,000.00	-2,595.94	35.1%
6500-04 · Supplies/Equipment - Janitorial	9,250.02	22,000.00	-12,749.98	42.05%
6500-07 · Supplies/Equipment-ClothingPark	300.32	2,000.00	-1,699.68	15.02%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>	<b>19,008.80</b>	<b>61,500.00</b>	<b>-42,491.20</b>	<b>30.91%</b>
<b>6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>				
6505-01 · Eq./Vehi Lease/Rental - General	77,800.32	88,000.00	-10,199.68	88.41%
<b>Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>	<b>77,800.32</b>	<b>88,000.00</b>	<b>-10,199.68</b>	<b>88.41%</b>
<b>6510-00 · FUEL/LUBRICANTS</b>				
6510-02 · Fuel	54,218.71	50,000.00	4,218.71	108.44%
6510-03 · Lubricants	4,836.46	8,000.00	-3,163.54	60.46%
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>59,055.17</b>	<b>58,000.00</b>	<b>1,055.17</b>	<b>101.82%</b>
<b>6520-00 · VEHICLES/MAINTENANCE</b>				
6520-01 · R/M Equipment - General	18,725.06	50,000.00	-31,274.94	37.45%
6520-06 · R/M Equip. -'85 Ford Dump	242.63	6,000.00	-5,757.37	4.04%



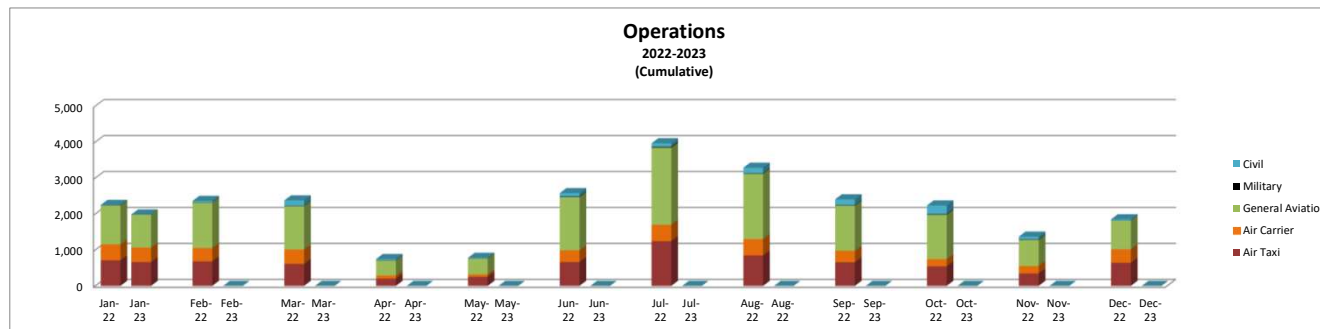
	Oct '22 - Jan 23	Budget	\$ Over Budget	% of Budget
6520-08 · R/M Equip. - '96 Tiger Tractor	0.00	1,000.00	-1,000.00	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0.00	500.00	-500.00	0.0%
6520-20 · R/M Equip. - '02 Kodiak Blower	392.90	750.00	-357.10	52.39%
6520-25 · R/M Equip. - '04 Batts De-Ice	0.00	500.00	-500.00	0.0%
6520-28 · R/M Equip.-'06 Case 621 Loader	0.00	1,000.00	-1,000.00	0.0%
6520-29 · R/M Equip.- '10 Waus Broom/Plow	0.00	1,100.00	-1,100.00	0.0%
6520-30 · R/M Equip.-'05 Ford F-350	538.19	500.00	38.19	107.64%
6520-31 · R/M Equip. - '10 Oshkosh Blower	0.00	9,000.00	-9,000.00	0.0%
6520-32 · R/M Equip. - '09 Mini Truck	14.98	350.00	-335.02	4.28%
6520-34 · R/M Equip. - '12 Case 921F Load	0.00	1,000.00	-1,000.00	0.0%
6520-35 · R/M Equip. - '14 Ford Explorer	0.00	500.00	-500.00	0.0%
6520-36 · R/M Equip. - '10 Toyota Forklif	68.25	250.00	-181.75	27.3%
6520-37 · R/M Equip. - '15 Tool Cat	4,744.42	3,000.00	1,744.42	158.15%
6520-38 · R/M Equip. - '15 Wausau Broom	0.00	6,000.00	-6,000.00	0.0%
6520-39 · R/M Equip. - Boss Spreader	0.00	250.00	-250.00	0.0%
6520-40 · R/M Equip. - '17 Ford-350 Super	23.76	1,000.00	-976.24	2.38%
6520-41 · R/M Equip. - '17 Kodiak Blower	392.90	1,500.00	-1,107.10	26.19%
6520-43 · R/M Equip. - '18 279D Skid St.	327.09	4,500.00	-4,172.91	7.27%
6520-44 · R/M Equip. - '18 Cat 972M Ldr	0.00	1,000.00	-1,000.00	0.0%
6520-45 · R/M Equip. - '19 Oshkosh Broom	0.00	6,000.00	-6,000.00	0.0%
6520-46 · R/M Equip. - '20 Chev. 1500 PU	2,148.57	1,900.00	248.57	113.08%
6520-47 · R/M Equip. - '19 Cat 972M Ldr	3,006.98	1,000.00	2,006.98	300.7%
6520-48 · R/M Equip.-'18 New Holland Trac	0.00	1,000.00	-1,000.00	0.0%
6520-49 · R/M Equip. - '21 MB Combo	1,318.41	14,000.00	-12,681.59	9.42%
6520-50 · R/M Equip. - '22 MB Combo	3,640.00	14,000.00	-10,360.00	26.0%
6520-51 · R/M Equip. - '22 MB Deice Truck	3,444.13	3,000.00	444.13	114.8%
6520-52 · R/M Equip. - '22 MB4 Blower	246.35	2,000.00	-1,753.65	12.32%
6520-53 · R/M Equip. - '22 F-350	1,656.24	3,500.00	-1,843.76	47.32%
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>40,930.86</b>	<b>136,100.00</b>	<b>-95,169.14</b>	<b>30.07%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. Gen/Supplies	3,451.58	10,000.00	-6,548.42	34.52%
6530-04 · ARFF Maint. - Radios	6,199.42	6,000.00	199.42	103.32%
6530-05 · ARFF MAint. - '03 E-One	0.00	2,500.00	-2,500.00	0.0%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0.00	1,000.00	-1,000.00	0.0%
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>9,651.00</b>	<b>19,500.00</b>	<b>-9,849.00</b>	<b>49.49%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	104.06	1,500.00	-1,395.94	6.94%
6540-02 · R/M Bldg. - Terminal	29,172.30	120,000.00	-90,827.70	24.31%
6540-03 · R/M Bldg. - Terminal Concession	0.00	6,000.00	-6,000.00	0.0%
6540-04 · R/M Bldg. - Cold Storage	0.00	1,500.00	-1,500.00	0.0%
6540-05 · R/M Bldg. - AOB/SHOP	7,590.89	29,300.00	-21,709.11	25.91%
6540-06 · R/M Bldg. - Hangars	27.98	5,000.00	-4,972.02	0.56%
6540-07 · R/M Bldg. - Tower	5,875.60	7,000.00	-1,124.40	83.94%
6540-08 · R/M Bldg. - Parking Booth	0.00	1,000.00	-1,000.00	0.0%
6540-10 · R/M Bldg. - Eccles Ranch	975.00			
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>43,745.83</b>	<b>171,300.00</b>	<b>-127,554.17</b>	<b>25.54%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	735.72	8,000.00	-7,264.28	9.2%
6550-02 · R/M - Airfield/Runway	3,726.34	60,000.00	-56,273.66	6.21%
6550-03 · R/M - Airfield/Runway - Deice	51,805.29	120,000.00	-68,194.71	43.17%
6550-04 · R/M - Lights	7,953.94	15,000.00	-7,046.06	53.03%
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>64,221.29</b>	<b>203,000.00</b>	<b>-138,778.71</b>	<b>31.64%</b>
<b>6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>				
6551-01 · RM - General	199.99	1,000.00	-800.01	20.0%
6551-02 · R/M - Parking Lot	6,121.48	10,000.00	-3,878.52	61.22%
6551-03 · R/M - Landscaping	922.03	10,000.00	-9,077.97	9.22%

	Oct '22 - Jan 23	Budget	\$ Over Budget	% of Budget
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	7,243.50	21,000.00	-13,756.50	34.49%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	6,872.81	12,000.00	-5,127.19	57.27%
6560-02 · Security - Law Enf. Offi. (LEO)	0.00	10,000.00	-10,000.00	0.0%
6560-03 · Security - Subscription Licen.	20,436.80	62,565.00	-42,128.20	32.67%
6560-04 · Security - Perim./Access/CCTV	12,971.39	25,500.00	-12,528.61	50.87%
6560-05 · Security - Professional Serv.	0.00	19,000.00	-19,000.00	0.0%
Total 6560-00 · SECURITY EXPENSE	40,281.00	129,065.00	-88,784.00	31.21%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,258.40	10,000.00	-5,741.60	42.58%
6570-02 · R/M Aeronautical Equip. - Tower	2,129.20	8,000.00	-5,870.80	26.62%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	4,258.40	8,500.00	-4,241.60	50.1%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	10,646.00	26,500.00	-15,854.00	40.17%
Total 6001 · "B" EXPENSES - OPERATIONAL	372,583.77	913,965.00	-541,381.23	40.77%
Total 6000 · "B" EXPENDITURES	786,154.11	2,234,701.00	-1,448,546.89	35.18%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	102.25			
7001-02 · Buildings and Improvements	23,805.91	15,468,952.00	-15,445,146.09	0.15%
7001-03 · Airfield & General Improvements	6,708.82	425,000.00	-418,291.18	1.58%
7001-04 · Office Equipment	6,092.88	12,000.00	-5,907.12	50.77%
7001-05 · Maintenance Equipment /Vehicle	21,754.00	80,000.00	-58,246.00	27.19%
7001-06 · Assessments/Plans/Studies	0.00	75,000.00	-75,000.00	0.0%
7001-09 · Security Equipment	39,161.98	40,000.00	-838.02	97.91%
7001-10 · SRE Aquisition Non-AIP	79,723.78	80,000.00	-276.22	99.66%
7001-12 · Network Equipment	10,143.26	47,300.00	-37,156.74	21.45%
7001-99 · CONTINGENCY	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	187,492.88	17,228,252.00	-17,040,759.12	1.09%
7549-00 · AIP '49 - SRE Aqu., Pavement Ma				
7549-01 · AIP '49 - Eligible	4,940.26			
Total 7549-00 · AIP '49 - SRE Aqu., Pavement Ma	4,940.26			
7553-00 · AIP '53 - Rehab RW, TW & Apron				
7553-01 · AIP '53 - Eligible	5,918.91			
Total 7553-00 · AIP '53 - Rehab RW, TW & Apron	5,918.91			
7556-00 · AIP '56 - Rehab Runway Phase 2				
7556-01 · AIP '56 - Eligible	28,898.19			
Total 7556-00 · AIP '56 - Rehab Runway Phase 2	28,898.19			
7558-00 · AIP '58 - Rehab Runway Phase 3				
7558-01 · AIP '58 - Eligible	55,137.55			
Total 7558-00 · AIP '58 - Rehab Runway Phase 3	55,137.55			
7559-00 · AIP '59 - Acquire Land				
7559-01 · AIP '59 - Eligible	14,669.36			
Total 7559-00 · AIP '59 - Acquire Land	14,669.36			
8500-00 · Capital Imp. Program (CIP)				
8501-00 · CIP - General				
8501-01 · General	0.00	430,000.00	-430,000.00	0.0%
Total 8501-00 · CIP - General	0.00	430,000.00	-430,000.00	0.0%
Total 8500-00 · Capital Imp. Program (CIP)	0.00	430,000.00	-430,000.00	0.0%
Total 7000 · "C" EXPENSES	297,057.15	17,658,252.00	-17,361,194.85	1.68%
Total 5000 · EXPENDITURES	1,772,687.65	22,016,577.00	-20,243,889.35	8.05%
Total Expense	1,772,687.65	22,016,577.00	-20,243,889.35	8.05%
Net Ordinary Income	232,830.63	-6,091,049.00	6,323,879.63	-3.82%
Net Income	232,830.63	-6,091,049.00	6,323,879.63	-3.82%

**Friedman Memorial Airport  
January 2023**

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	2023
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	1,986
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	1,370	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	1,851	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	26,211	1,986

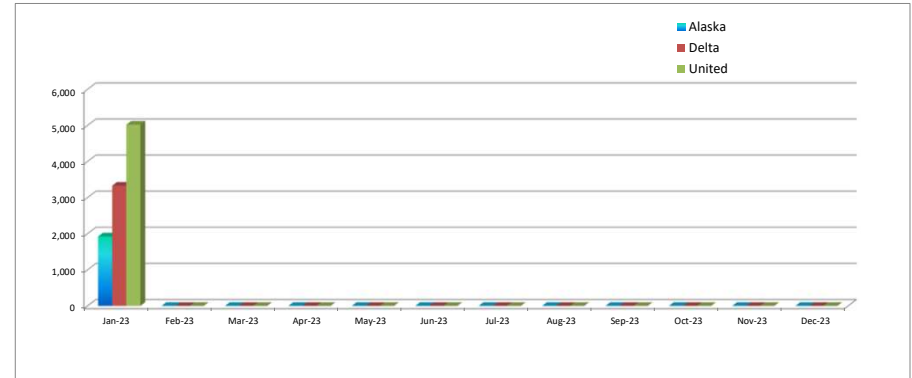
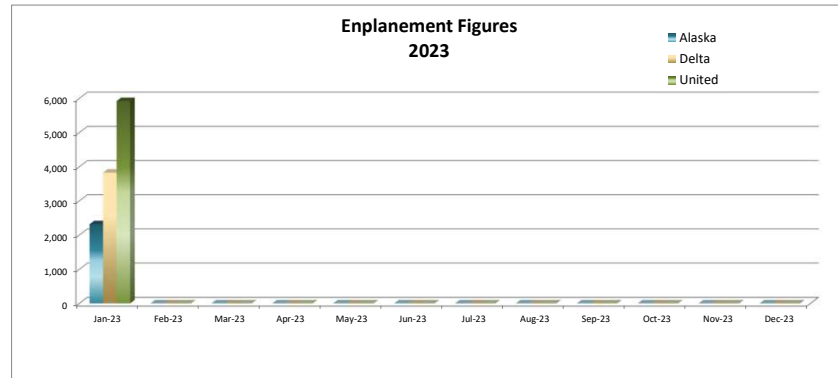


ATCT Operations Change (January 2023 vs. January 2022)			
	2023	2022	% Change
Air Taxi	663	712	-6.9%
Air Carrier	402	442	-9.0%
General Aviation	919	1,082	-15.1%
Military	2	6	-66.7%
Civil	0	8	-100.0%
Total	1,986	2,250	-11.7%
YTD Total	1,986	2,250	-11.7%

**Friedman Memorial Airport  
January 2023**

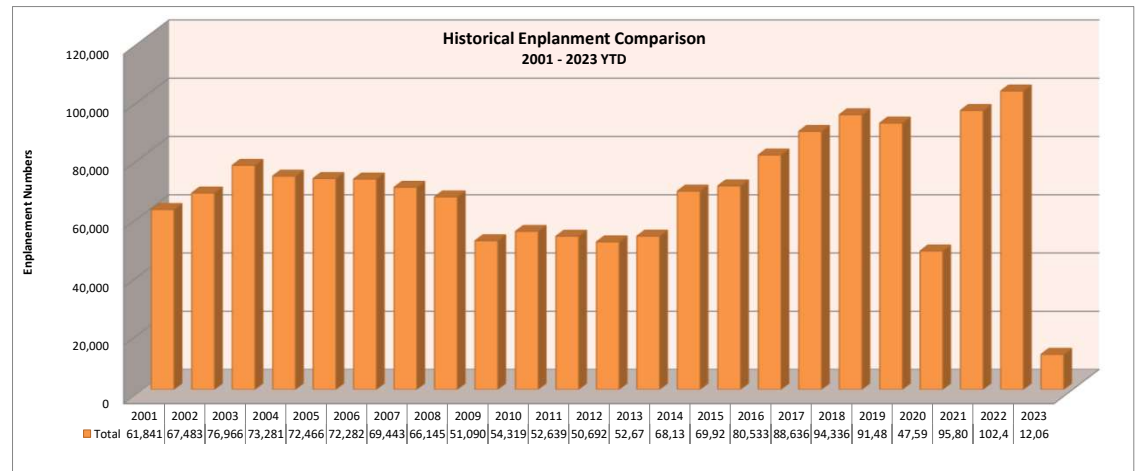
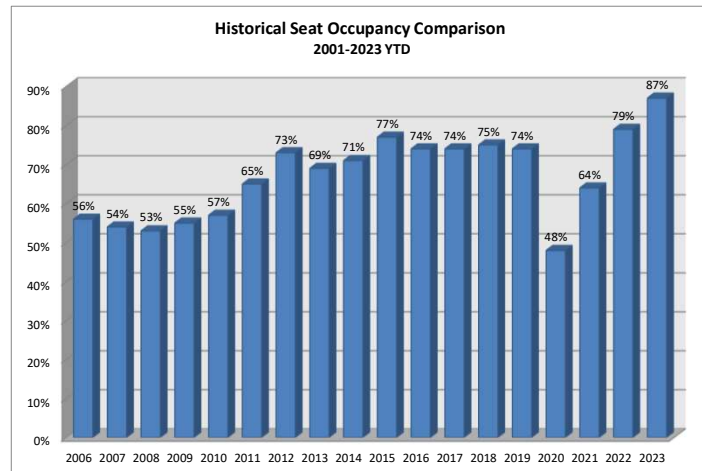
2023 Enplanements																		
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Enp.	Prior Year Total Enp.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change			
Jan-23	2,248	68	2,316	1,696	37%	3,782	43	3,825	4,836	-21%	5,856	63	5,919	5,413	9%	12,060	11,945	1.0%
Totals	2,248	68	2,316	1,696	37%	3,782	43	3,825	4,836	-21%	5,856	63	5,919	5,413	9%	12,060	11,945	1.0%

2023 Deplanements																		
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.	Total % Change
	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-23	1,874	49	1,923	1,457	32%	3,278	52	3,330	4,188	-20%	4,950	70	5,020	4,589	9%	10,273	10,234	0.4%
Totals	1,874	49	1,923	1,457	32%	3,278	52	3,330	4,188	-20%	4,950	70	5,020	4,589	9%	10,273	10,234	0.4%



**Friedman Memorial Airport  
January 2023**

2023 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-23	38	2,888	2,316	80%	59	4,136	3,825	92%	97	6,790	5,919	87%	13,814	12,060	87%	-11%	1%	10%
Totals	38	2,888	2,316	80%	59	4,136	3,825	92%	97	6,790	5,919	87%	13,814	12,060	87%	-11%	1%	10%
Note:      *Preliminary available seat calculations based on scheduled flights. Actual available seat calculations will be updated periodically when official DOT numbers are obtained.																		



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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Tuesday, February 07, 2023 1:39 PM  
**To:** Rep. Mike Simpson; sara.cannon@mail.house.gov ;  
correspondence\_reply@crapo.senate.gov; samantha\_marshall@crapo.senate.gov; Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; keri@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy

**Subject:** peace and quiet!

To whom might be concerned,

Yesterday, Monday 2/6/2023, was the first time in recent memory I can recall a day of peace and quiet without a single low-flying, single-engine aircraft buzzing loudly a couple of hundred feet over my head.

I could hear the wind chimes, the small birds talking, even the light breeze flowing over the snow-pack and through the spruce, pine, and now leafless deciduous trees. Of course the brilliant sunshine illuminating it all is the natural component for which the area is named, SUV. Part of the reason this area has been my home for well over four decades now after having visited often as a child from Twin when all I ever needed was a river and fishing pole.

That peace ended today at 10:20 AM. Not a big deal you say? That is what those whose lives are not seriously impacted by an airport established in 1930 which has clearly outgrown its current location or those with big fat paychecks attached to their blind support of poisoning and terrorizing working citizens of Hailey and Bellevue. I predict growing objections to having their lives disrupted and their

health, safety, and welfare severely compromised by airport operations will grow much louder in a few months. All just for the *convenience* of the economic aristocracy.

The self-serving and self-dealing of various special interest agendas in our fair valley which casually and repeatedly throw the silent majority under the bus in service of the wealthy and powerful, is "*frankly disgusting*". It is identical to the contamination of democratic principles employed by fascist oligarchs with unlimited resources financing an authoritarian movement in an attempt to perpetuate half a century of *conservative corruption* of the institutions of government to aggressively promote the upward redistribution of wealth. For the local weekly to continually suggest Blaine County is a "blue island" in the reddest of states is patently *absurd*, and technically *propaganda* as it quite obviously has nothing to do with the *truth*.

Whether it is the *malignant growth agenda* producing a ***sleazy rezone*** concocted by a cabal of *connected* planners to enable the stuffing of nine trophy homes onto Schlunegger's Beaver Creek property as the *urbanization* of the south end of Sawtooth Valley is now officially underway, or airport expansion in an aggressive attempt to perpetuate the poisoning and terrorizing of citizens simply for the *convenience* of those owning private jets and aircraft after the decision to move the airport was made in 2006 by honest and ethical officials, the authoritarian paradigm is thriving and firmly entrenched in our fair valley, now a simply suburb of SLC (Marriott).

I find some solace that after five decades the authoritarian (R) Business Roundtable movement aggressively institutionalizing massive systemic structural inequity appears to be crumbling at the federal level, but unfortunately we are always a decade or two behind. At least the community managed to move BCSD past this vertically integrated pile of shit paradigm. Thank you to the officials most responsible for leveraging this outcome and the requisite cultural shift accomplished through a complete overhaul of administrative personnel.

Selling out citizens to special interests and a *malignant growth agenda* may be politically expedient in the moment, but some citizens will still be around to very accurately point the finger at those responsible for why things are so completely *F'ed*, and the specific decisions representing *the corruption of process, rendering of public participation to irrelevancy by the stacking of P&Z Commissions, and the systematic abandonment of detailed analysis of development impacts and their costs* which has made it that way. The FMAA Board reflecting that unyielding commitment to an *expansion agenda* for an airport which desperately needs to be *relocated*.

Karma will represent the righteous, those who believe in following the rules and doing the right thing because it is the right thing to do, while the reliably faithful servants of privilege, greed, classism, and corruption will carry the dark stains of their malfeasance on their conscience for eternity. Of course as we have often seen, servants of greed and an economic aristocracy consumed with the obsession of *self* and controlling the agenda with money, are commonly entirely absent of conscience.

The following paragraph from a recent email exchange:

*In yet another example of unethical valley establishment **deceit**, these reliably faithful servants of privilege, greed, classism, and corruption have simply employed another buzz-word du jour conflating "vibrancy" and "congestion." This reveals just how **superficial** consideration of impacts has now become in service of real estate development interests. "Vibrancy" sounds good, "congestion" sounds bad, but in this case they are one and the same. Past officials engaged in thorough and detailed analysis of traffic and other concerns over the carrying capacities of municipal infrastructure. Certainly not the case anymore!*

Respect is earned, so is contempt!

William F. Hughes  
Hailey, Idaho

P.S. Most of you have seen the following, perhaps a few times! There are some new contacts who have not. *AGAIN*, the individual with the most comprehensive knowledge of associated airport 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."*



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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Thursday, January 26, 2023 3:59 PM  
**To:** tours@risch.senate.gov ; senator@risch.senate.gov; Rep. Mike Simpson; sara.cannon@mail.house.gov ; correspondence\_reply@crapo.senate.gov; samantha\_marshall@crapo.senate.gov; Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerri@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; Chris Pomeroy; Angenie McCleary; dfosbury@co.blaine.id.us  
**Subject:** meeting

Blaine County Board of Commissioners,

Thank you for this opportunity to further explain to anyone reading these emails the full extent of the depth of deceit practiced by members of the local establishment in suggesting a public meeting with 24 hours notice in a local weekly no one reads has any relevancy whatsoever with regards to the airport relocation issue. The thousands of Hispanics severely impacted by airport operations certainly don't read the paper. No one knows about the meeting and no one or only a few will attend, and the BC Board will cravenly represent yet another establishment *farce* as concern over the lives of those poisoned and terrorized by operations at Friedman Memorial Airport.

For those impacted by airport operations and punching a time clock measuring forty and often many more hours of work a week, the likelihood of them attending a meeting none of them are aware of late January in a big snow year (!) finding them in survival mode just to get to and from work, is *absolute zero*. With the inversion down valley also often the temperature outside these days.

All these good folks grinding it out this winter desire is to get home, eat a hot meal, grab a blanket, and lie down. No *epic* powder days or caviar for them. Some struggle, their mood affected by much more darkness than daylight, with children and household responsibilities requiring more energy than they may feel they have, but they carry on with their lives, grateful to have food and shelter, much more fortunate than many back in the place they once called home. Why a number of them showed up on our doorstep mid-winter in a housing desert, lured by unfulfilled promises of opportunity by an economic aristocracy demanding more servants.

Quite a number of private jets split recently as oceanside trophy homes and flip-flops now perhaps appear both a more appealing domicile and wardrobe. Besides, they can return for a powder day or two if we get a big dump, not like associated disproportionate climate change impacts are going to interrupt any spontaneous travel plans. "*A little too ironic don't you think?*" if huge dividends from Big Oil price-gouging are paying for them to travel to a resort purchased with fossil fuel dollars, a former BP Executive (SVED) and his wife who was a fossil fuel commodities trader having more influence over local officials than all the working citizens put together. Perhaps like most members of the economic aristocracy living in an elitist bubble they believe a weak community housing effort (ARCH) is somehow compensating for the severe damage inflicted on the community by unlimited money, a condition completely contaminating this country's political process.

*"Philanthropy is commendable, but it must not cause the philanthropist to overlook the circumstances of economic injustice which make philanthropy necessary. - MLK*

This *farce* airport meeting is yet another example of the pro forma establishment bullshit constructed around a special-interest, malignant growth agenda in a valley serving exclusively real estate development and resort interests and the economic aristocracy. Hailey and Bellevue are now just convenient *sacrifice areas*, both cities victims of a corrupt agenda where the private jets of *privilege* take precedent over the health, safety, and welfare of citizens inhabiting the south valley.

In 2021, I spent five weekends from Memorial Weekend to the Fourth of July, which fell on a Sunday, distributing in Woodside between Woodside Blvd and HWY 75 comments I had composed regarding the imperative of airport relocation to protect the health, safety, and welfare of residents severely impacted by airport operations. Of the hundreds of doors I knocked on and the people I talked to in the streets every single resident agreed that they would like the airport to be moved, along with the fumes and screeching of jet aircraft.

I ran into a dude about my age from Bellevue visiting a friend in North Woodside who was very enthusiastic about my efforts. I gave him a pile of the information I had paid to have printed to distribute in Bellevue and still don't know whether or not he did. Worked on this project weekends from between 9 and 10 AM until two or three in the afternoons of a scorching hot early summer.

A gentleman with his back yard a short distance from both the highway and runway wasn't interested in copies of the comments I was handing out, expressing a great deal of respect and appreciation for what I was doing, but believing the airport would *never* be moved. He was a member of management staff for SVCO. This thinking reflects the beat-down corporations and the oligarchs have put on

Working Americans for half a century, aggressive conservative corruption of government institutions through *the merging of state and business leadership* motivated by rapacious greed (please google *italics*, I insist!). Not only the national paradigm, but the local as well.

Much of the virtue-signaling by elected officials over the interests of the Hispanic community is disingenuously performative, yet politically expedient as these folks now vote in increasing numbers, their adult children having grown up in this valley attending Dual Immersion schools now an integral part of service and business employment in a community where multi-lingual aptitudes are a huge asset.

I do not speak Spanish, but having worked construction and landscape have no problem communicating. Of the over sixty Hispanic household contacts I made, *every single one of them wanted the airport to be moved*. A few residences had some inhabitants peeking out a window and not answering the door. Easy to assess which of these small, single family residences perhaps housed eight to a dozen people. Leave them alone and they will integrate. Many of them answered the door reluctantly, exhibiting some fear over a "white guy" knocking at the door, so I developed an approach which seemed to work to break the ice.

"Hola! Hey, loco white guy aqui. Good guy, no ICE. Me llamo es Maria Teresa Kumar, (raise of my right fist then) Voto Latino!" This seemed to relax things considerably. Scrunching my face and holding my nose while pointing at the airport, "Si?" Response, "Si!" Scrunching my face while holding my hands over my ears while looking toward the airport, "Si?" More energy in this response, "Si, si, si!!!" The noise apparently a more existential disruption of their lives than the Jet-A exhaust fumes from aircraft. I concluded with an aggressive wave of my arm to the south, "airport vamonos! Si?" Response, "Si, si, si!"

Living just on the east side of the bike path north of Elm and south of Croy, I am far less impacted by airport operations, but still have a complaint on noise which is also reflects a much larger issue regarding equity. I even called and left a voicemail with the Manager one day when the loud and incessant buzzing of a light, private aircraft a couple of hundred feet overhead continued through the morning into the afternoon. Chris Pomeroy who lives perhaps a half a mile north of me was decent enough to return my call and said this situation had been bothering him as well, and he would talk to the flight instructor giving lessons. Nothing at all ever changed.

Chris Pomeroy's online comment (IME) regarding the denied defamation lawsuit against members of the BC Board opposing Michael Boren's private airstrip in Sawtooth Valley on the Custer side of the county line are glaringly hypocritical. "Mike just stop. You have your airport in a beautiful place, enough is enough." Yes Chris "enough is enough" of the bullshit, Boren's airstrip in Sawtooth Valley identical to a presumption of *entitlement* and *privilege* by the economic aristocracy on this side of the hill, allowing them to poison and terrorize residents of Hailey and Bellevue without conscience. "Chris just stop selling your soul and integrity for a fat paycheck."

As most are aware there is much more lift for aircraft in the cool of the early morning when the heat of summer inhibits the flying of single-engine planes. I have a window air-conditioner but open the

house at night to try and get cooler air into the house. I have a box fan on medium pointed at my bed each night which makes considerable noise, but not enough to drown out the loud droning of light planes flying low over the residential neighborhoods of Hailey at 6:45 in the morning. Undocumented immigrants certainly aren't going to complain about this reality.

So, the extremely wealthy parents of some teenager who wants his Pilot's License buy him flight lessons for his Birthday or Christmas. He and the Instructor are apparently *entitled* to play alarm clock all summer long for thousands of residents inhabiting Hailey neighborhoods without their consent, this permission granted by a FMAA Board only concerned with the *convenience* of the economic aristocracy, reliably faithful servants of privilege, greed, classism, and corruption. I guess twenty minutes of additional ground travel to protect the health, safety, and welfare of fellow citizens would be the end of the *entitled* and *privileged* world of self-absorbed members of the economic aristocracy for whom any request for modest sacrifice is an insult.

Historically, most members of the FMAA Board have lived outside the *zone of terror*, the current Board apparently way too lazy and incompetent to even consider the huge undertaking of relocating an airport established in 1930 that has clearly outgrown its Hailey location. It remains there as simply another toxic manifestation of *entitlement* and *privilege*. With a couple of dozen individuals having palaces in this valley who could write a check to move the airport without noticing any diminution in their mountains of wealth, the sniveling we will hear in response to the community's request to move the airport, "*We don't have the money.*" FU

Respect is earned, so is *contempt*.

Most of you have seen the following, perhaps a few times! There are some new contacts who have not. *AGAIN*, the individual with the most comprehensive knowledge of associated airport 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."*

Good luck with your unattended meeting tonight!

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zgmvmogrfQNWHrg==&ch=FEDcUqasZXCJWftg6JiqtyHnaARLYnefZOAKy-qYyX3sP0WHInO\\_yg==](https://r20.rs6.net/tn.jsp?f=001FCk2SdBD8wCwTQDuWwCJi28BfhEVm0ABwU0JwKtb9YZoSGadX1UKo<br/>h2m0vgkqwxYWsfbnJFWl2qOOtPk8MFE5mkZryvdfdZAGyYNjEh8RC3oWfom-<br/>ghz9Tw5XltHczelVmc ITL-0VaEt3XwW u-Rpli3IAi8MQz-<br/>ECJn3m6zeyS9BMTKJH4xZhqnDSfcFqPCVb1fLPFij2R0HY2T-rkxWHLiA91ZIDVw4IVth-<br/>1CGBx67VpLL1DONRuk0I6XC6MBBYOahxTg5A4fvjzAQJke83X0msUifXnlE Db6vYruUzhVIC-<br/>Acx6iEk2XctbsZ56lqLrKWIUiXUj-c47h4TSxqBjTa2kgpA7lugHuQtykFt K3sv-1cqPYe7-<br/>uuPld8c94fG1PL1Vle4kx-<br/>srAChiMatms8oHxNd8avf1Xxhr56yIVWWCB04sxHy1TGyt4zOrQ8rUC2 OnRiW8iaclyY6sSdrYcH5ditPXY<br/>2N5Nz6OJP9ZHGDWTo6uS2qMGlga-<br/>Jji6vyc7qdMxwdBffE18FL67EU7vRotty98vztebJw=&c=D7hBWSGi7A96rXmUY1JEx6SDhxxo31Zf1ovlxLk<br/>zgmvmogrfQNWHrg==&ch=FEDcUqasZXCJWftg6JiqtyHnaARLYnefZOAKy-qYyX3sP0WHInO_yg==)

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Tuesday, February 07, 2023 9:49 PM  
**To:** Rep. Mike Simpson; sara.cannon@mail.house.gov ;  
correspondence\_reply@crapo.senate.gov; samantha\_marshall@crapo.senate.gov; Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com  
**Subject:** toxic gentrification and aggressive airport expansion  
**Attachments:** meeting.eml

*From an email exchange about recent airport meetings.*

\*\*\*\*\*,

Really?! Another meaningless airport meeting immediately following the meaningless airport meeting last Thursday? Below, please find part of an email exchange including impressions from someone who attended at the bottom.

\*\*\*\*\*, this second meeting apparently provides another lame opportunity for the establishment to construct more false narratives around airport retention and expansion, *applying as much lipstick to the pig* as is humanly possible after completely dismissing and ignoring concerns expressed at a meeting last summer. A clear message was sent by the FMAA Board and duly received. They don't give a rat's rear end about working residents living in Hailey and Bellevue, just the *convenience* of members of the economic aristocracy owning private aircraft and a Texas Corporation, Atlantic Aviation, providing them service as well as fractional air service corporations (NetJets, Flexjets) along with wealthy second home-owners enjoying taxpayer-subsidized commercial flights.

North valley interests are quite content in transforming the south valley into a *sacrifice area* to absorb the impacts and costs of their enterprises, profit privatized, risk socialized. Moving the airport and adding twenty minutes of ground travel would have zero impact on the local tourist industry.

The abject failure of the FMAA Board to prepare grant requests and a plan for airport relocation in front of H.R.3684, The Infrastructure Investment and Jobs Act, clearly reveals relocation has never been an objective or even a consideration of the special-interest agenda, an aggressive expansion effort confirming this reality.

Some pressure has apparently come from somewhere for them to even bother with these recent *farce* meetings, allowing them to once again engage in the performative hand-wringing and virtue-signaling, the only official action for which they exhibit any proficiency, apparently assuming this provides them a pass for their failure to do the right thing because it is the right thing to do, *moving the airport*. It is non-negotiable, there are no half-measures or amount of *lipstick on the pig* sufficient to alter this reality.

Perhaps predictable will be the suggestion that impacts at Friedman are not that bad, providing intentionally biased statistical evidence collected when all is relatively quiet like it is now. Any measurements evaluating noise and Jet-A fuel exhaust pollution is entirely irrelevant unless collected between June and October and over the Christmas Holidays. Any *averages* possibly presented to support arguments for retention also entirely irrelevant. Please move the airport.

I remember in a meeting reviewing one of the Quigley Canyon annexation applications long ago, a hydrological study offered representing an abundance of water year around from an ephemeral creek which has now been dry for years, like Croy Creek in Croy Canyon to the west. Stream flow was measured in May and data projected throughout the year. Even elected officials with a vested interest (title company) in real estate development found this attempted deceit laughable. Now a rubber-stamp is applied without even requiring any studies of anything, or associated impacts, or the costs of their mitigation. This systematic corruption of process glaringly evident in our fair valley.

Running an aggressive *malignant growth agenda* just like running an aggressive *airport expansion* agenda in service of special interests is the much easier path, just sitting back and approving everything that special interests propose, which is whatever outcome is most expedient and profitable for themselves, attaching most associated costs and suffering to the silent majority.

Maybe it is a question of competence, detailed review and analysis of development applications is really hard work, easier to butcher the annexation ordinance or simply apply a rubber stamp. The hard work that would be required to move the airport an undertaking current officials probably lack the experience and expertise to engage.

There was always a little friction between Larry and Len, a consequence of competition between the two smartest kids in the class and for the G.O.A.T. of BC Commissioners. Len's work on the Hillside Ordinance and Larry's work on TDRs, the type of dedication and administrative aptitude along with a

lot of hard work moving the airport would require. Such quality of character absent in today's officials, just doing what special interests tell them to do, instead of doing the right thing because it is the right thing to do.

billy

P.S. If someone knows whether or not the recent significant runway improvements las year were to accommodate larger aircraft, ***please let me know***. A promise was made to the south valley community by a former Airport Manager and FMAA Board members at the time, that *larger aircraft* would never land at Friedman Memorial Airport.

"A promise made is a debt unpaid." - Robert Service, from the Ballad of Sam McGee.

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Hah! The establishment BS narratives continue!

*"Included in the proposal is a fair disclosure notification for new or substantial redevelopment of lots, buildings, structures, and certain activities near the airports notifying of the potential of low overhead flights, noise, dust, fumes and other potential aviation impacts to residents near the airport's overlay district." - IME 1/25/2023.*

"and certain activities near the airports notifying of the potential of low overhead flights" I assume such incoherent language is assembled from a press release. Perhaps making *airports* possessive, *airport's*, might make more sense. I will assume the intent is referencing the *posting* of notification, not clear.

***Way too late*** on this. Perhaps better to take these concerns under consideration *after* the airport is relocated south of Timmerman Hill. Another *abject failure* identified in the linked article clearly representing the systematic corruption of various government processes locally to accommodate special interests in our fair valley.

In this instance not real estate development and resort interests, but instead the economic aristocracy hopping from trophy home to trophy home in their private jets, writing off all the costs on their tax returns if they even bother to file, along with the molly-coddling of a corporation, Atlantic Aviation, headquartered in Texas where they probably don't pay anything much in taxes as the fascist oligarchs (R) extracting wealth in that state are not even interested in a power grid that works, just accumulating personal wealth. This while local working citizens in Woodside and Bellevue suffer with an airport established in 1930 located their back yards, dutifully paying their taxes for the privilege of being poisoned and terrorized by airport operations which have clearly outgrown this Friedman-Hailey location.

Remember, this is the same Blaine County P&Z that thought it was a good idea to stuff nine trophy homes onto the Schlunegger, Beaver Creek property in Sawtooth Valley using a ***sleazy rezone*** from



Remote Rural to Recreation Development District as well as a **sleazy Condominium Plat** application to accommodate this abomination as the *urbanization* of the south end of Sawtooth Valley in Blaine County is officially underway as cabins there will be converted to large trophy homes, many inhabited year-around rather than seasonally, with wells and septic systems near the Salmon River headwaters threatening endangered salmon whether or not the dams are eventually removed.

Oh goody, another public meeting few will attend as the reliably faithful servants of privilege, greed, classism, and corruption, have rendered public participation functionally irrelevant. At least there is now some awareness of the meeting in the article, unlike the **sleazy rezone** which with only one day's notice in the IME received eight comment letters objecting to this proposal and none in support, the *fixin* place courtesy of a cozy cabal of planners inhabiting the same bubble of privilege as the applicants, which included a former Planning Director for the City of Ketchum.

Stay tuned, more comment on rampant local corruption to come!

billy

<https://r20.rs6.net/tn.jsp?f=001FCK2SdBD8wCwTQDuWwCJi28BfhEVm0ABwU0JwKtb9YZoSGadX1UKo h2m0vgkqwxYWsfbnJFWl2qOOtPk8MFE5mkZryvdfdZAGyYNjEh8RC3oWfom-ghz9Tw5XltHczelVmc ITL-0VaEt3XwW u-Rpli3IAi8MQz-ECJn3m6zeyS9BMTKJH4xZhqnDSfcFqPCVb1fLPfj2R0HY2T-rkxWHLiA91ZIDVw4IVth-1CGBx67VpLL1DONRuk0I6XC6MBBYOahxTg5A4fvjzAQJke83X0msUifXnIE Db6vYruUzhVIC-Acx6iEk2XctbsZ56lqLrKWUUiXUj-c47h4TSxqBjTa2kgpA7lugHuQtykFt K3sv-1cqPYe7-uuPld8c94fG1PL1Vle4kx-srAChiMatms8oHxNd8avf1Xxhr56yIvWWCB04sxHy1TGyt4zOrQ8rUC2 OnRiW8iaclyY6sSdrYcH5ditPXY2N5Nz6OJP9ZHGDWTo6uS2qMGlqxA-JJi6vyc7qdMxwdBffE18FL67EU7vRotty98vztebJw=&c=D7hBWSGi7A96rXmUY1JEx6SDhxxo31Zf1ovlxLkzgmvmogrfQNWHRg==&ch=FEDcUqasZXCJWftg6JiqtyHnaARLYnefZOAKy-qYyX3sP0WHInO yg==>

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Someone who attended the meeting (1/26/2023) wrote:

"Maybe 10 in the room, about 6 online. Mostly lawyers for the Eccles development. (Friedman can remove and demolish structures in their way) . Problems with FAA code variances in the "northern critical safety zone" were bundled, laughed at, disposed of and conveniently labeled as Hailey's problem.( FAA does not recognize a noise issue at Friedman). Pomeroy quickly referred to a batch of paper and CO2 studies when i asked if air pollution had been considered in the establishment of t"the critical safety zones " at the ends of the airport. I asked if the Hailey (federal) PO , our new gas station, the (county) Elementary school, the (county) assisted living center, and the (county) high density old folks home were in the "northern critical safety zone' and was ignored. (I believe they said 10% of Friedman's traffic is to the north at a steeper rate of climb and descent)."

A very predictable farce!

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Friday, February 17, 2023 2:53 PM  
**To:** Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; jconard@sunvalleyidaho.gov; gretchen stinnett  
**Subject:** an eerily accurate documentary on the TOXIC GENTRIFICATION of our fair valley!

Howdy folks,

<https://southpark.cc.com/video-clips/u7qkru/giving-real-estate-a-try>

An email thread from a friend had me assuming I had some *breaking news* about the continuing dishonesty, absence of transparency, back-room-dirty-dealing, and *corruption of process* that have become so commonplace to government in our fair valley, but apparently I am way behind the curve on this Ellsworth Inn fiasco. Often stuff like this (think **sleazy rezone** of the Schlunegger property at Beaver Creek) happens and is a done deal before the public is even aware.

So apparently the City of Sun Valley has designs on using the Ellsworth Inn property for their affordable housing needs because *heaven forbid* they approve a rezone application for the Sagewillow property from the Community School to accommodate the teachers good enough to instruct their children but not to live amongst them.

It amazes me just how *corrupt* this place has become. Always the same old faces in various, fat public-sector or non-profit administrative positions in alternative jurisdictions, playing the often affluent elected officials and Boards they are accountable to for the fools they have often proven themselves to be in an insidious game of establishment musical chairs. Smooth talkers always aggressively promoting the *malignant growth agenda* that is destroying our fair valley and creating an extensive menu of problems for which they never have any viable solutions, personal job security their only interest to max out their retirement accounts, money always the only variable in the equation.

Is Waldo going to get that million-dollar contract for Festival Meadows now that any conflicts of interest are out of the way...*not?! All* these professional sycophants like him and his replacement and the harpy that replacement has been scheming with on Ellsworth Inn will be gone, leaving others to clean up the huge messes for which they are responsible.

This Ellsworth Inn debacle is yet another example of North Valley interests perceiving Hailey and Bellevue as *sacrifice areas* in an effort to compensate for the *massive failure* of today's now tragically expedited analysis and review processes for real estate development projects, which have been reduced to rubber-stamp approval absent of fees commensurate with the costs of mitigating future impacts related to *malignant growth*. By all means put these costs on the backs of working taxpayers, profit privatized, risk socialized. Officials and staffs are now all *owned* by the real estate industry. The primary characteristic of fascism is THE MERGING OF STATE AND BUSINESS LEADERSHIP. Please Google CAPS! This *malign* influence doesn't just happen in Washington DC! Blue island my ass!

Based on a thread of communication I received from a friend, it appears almost *certain* that violations of Open Meeting and LLUPA statute occurred with this collusion regarding Ellsworth Inn. Maybe the Blaine County Prosecuting Attorney can deliver some *justice* rather than simply another letter weakly admonishing officials violating open meeting laws (BCSD) and in this Ellsworth situation possibly LLUPA statute as well.

Those employees in Hailey and Sun Valley involved in this secretive Ellsworth Inn conspiracy obviously believe they are *above the law*. That attitude and associated violations regarding *transparency* are certainly solid grounds for dismissal. Local government needs to hire people who follow the rules rather than work to systematically subvert them in service of real estate development interests, throwing everyone else not only under the bus, but the toxic stench and screech of private aircraft as well...move the *f'ing* airport, it's a policy objective of the Hailey Comprehensive Plan.

And ***please***, stop the tired "one valley, one community" Pollyanna bullshit. No one with half a brain is buying it. This place has become a clear reflection and ugly representation of the wealth and income inequality which is the source of all the political discord and social dissonance in this country. All the performative virtue-signaling and hand-wringing over the Peruvian asylum-seekers does nothing to alter that reality.

Put up a big sign one mile north of the HWY 75 and HWY 20 Junction announcing, "WELCOME TO SUN VALLEY THE HOME OF TOXIC GENTRIFICATION NOW POPULATED WITH COMPLETE IDIOTS

WHO ASSUME HAVING A LOT OF MONEY SOMEHOW MAKES YOU RIGHT ABOUT EVERYTHING AND ABOVE THE LAW." You know, like Rupert Murdoch, Elon Musk, and TFG!

Have a great weekend!

William F. Hughes

Hailey

**PLEASE DISTRIBUTE WIDELY THROUGHOUT YOUR NETWORKS!!!!!!!!!!**

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Saturday, February 18, 2023 1:46 PM  
**To:** Billy  
**Subject:** smoking gun!

----- Forwarded Message -----

From "Greg Travelstead" <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>  
To "Billy Hughes" <[wilfrahug@cox.net](mailto:wilfrahug@cox.net)>  
Date 2/15/2023 10:45:07 AM  
Subject FW: Ellsworth Estate part II

Here's some red meat Tiger!

Sent from [Mail](#) for Windows

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**From:** [Lisa Horowitz](#)  
**Sent:** Wednesday, February 15, 2023 9:32 AM  
**To:** [Greg Travelstead](#)  
**Cc:** [jkeating@sunvalleyidaho.gov](mailto:jkeating@sunvalleyidaho.gov)  
**Subject:** Re: Ellsworth Estate part II

Hello, Greg.

Since Hailey is not involved yet in this property in any official capacity, I am directing your correspondence to Jim Keating, Sun Valley City Administrator.

Lisa

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**From:** Greg Travelstead <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>  
**Date:** Wednesday, February 15, 2023 at 9:01 AM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** RE: Ellsworth Estate part II

Good morning Lisa,

As you might imagine, I am deeply concerned about what might occur on the site. As a real estate planning and finance professional, I do not think that a market rate housing project makes sense at \$2.3M land cost, with the current GR zoning. I think my opinion is backed by the fact that the private sector seems to agree – two failed, recent transactions.

It follows that creating workforce housing there would require substantial public subsidy or zoning changes or both to become feasible.

If you and Hailey staff were meeting on site with SV officials or its agents or representatives three weeks ago, that would pre-date the Purchase and Sale contract (February 4 I think). Might be some LLUPA and/or open meeting law issues.

I have concerns about the process from the SV standpoint as well. While acquisition of real estate does not require open meetings, development of policy DOES. There is nothing in the record of either the SV finance committee or city council which embraces a policy to undertake a real estate development in a city 10 miles distant, or a policy of acquiring land for development at a price which represents about 25% of its FY2023 budget. Might be some open meeting law issues. I'm not sure that their special meeting of yesterday to approve the Feb. 4 contract will pass muster if challenged on this policy-development, open meeting law requirement.

Finally, the irony of Sun Valley pursuing workforce housing development in Hailey, while its P&Z is resisting that in the pending Community School rezone application, will provide endless fuel for controversy and litigation.

I hope and trust that for these reasons, SV and Hailey intend to stick with existing zoning, without variances or bonuses on the site. I hope to be a constructive member of any design and planning collaborations going forward.

Best wishes, Greg

Sent from [Mail](#) for Windows

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**From:** [Lisa Horowitz](#)  
**Sent:** Wednesday, February 15, 2023 7:15 AM  
**To:** [Greg Travelstead](#)  
**Subject:** Re: Ellsworth Estate part II

Hello, Greg!

The comments from me regarding the tennis court side of the property were first impressions of my self and our city engineer when we first toured the site about 3 weeks ago. Truthfully, we have not yet begun discussions with the City of Sun Valley, but we will in the near future. I plan to suggest a master site planning process.

Lisa

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**From:** Greg Travelstead <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>  
**Date:** Tuesday, February 14, 2023 at 5:43 PM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Ellsworth Estate part II

Hi Lisa,

Further to our chat and my last email, it does seem that some non-public discussions about planning for the site may have taken place (re: your points that they may “start” on the tennis court side, maintain the Inn building for sometime, find a corporate property manager / lessor, and demo the small house nearest me). I do understand that any buyer would approach the City as part of due diligence, as to what is appropriate under present zoning.

For the record, I think redevelopment of the site for housing is appropriate, so long as the design is good and its done under the existing GR zoning that all the neighbors have relied upon.

Cheers, Greg

Sent from [Mail](#) for Windows

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Saturday, February 18, 2023 2:34 PM  
**To:** Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; Rep. Mike Simpson; sara.cannon@mail.house.gov ; tours@risch.senate.gov ; senator@risch.senate.gov; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; Keith Roark; jconard@sunvalleyidaho.gov; gretchen stinnett; GLanting@house.idaho.gov; JNelsen@house.idaho.gov; LClow@house.idaho.gov; NBurns@house.idaho.gov; RTaylor@senate.idaho.gov; AGLabrador@ag.idaho.gov; ksaks@sunvalleyidaho.gov; jacob.strohmeyer@usda.gov; tamifaulhaber@ag.idaho.gov; dminnich@isb.idaho.gov; jcrossland@isb.idaho.gov; mryanbraley@isb.idaho.gov; bandrews@isb.idaho.gov; clambert@isb.idaho.gov; claudia.nally@gov.idaho.gov ; sam.eaton@gov.idaho.gov ; correspondence\_reply@crapo.senate.gov; ccripe@idahostatesman.com; samantha\_marshall@crapo.senate.gov  
**Subject:** corruption endemic in our fair valley  
**Attachments:** smoking gun!.eml

**Andrea,**

***I am sure the BC Magistrate and District Court Judges as well as the BCPA may have seen the appeal below from a local citizen already. Please FWD or print a copy to them. I would ask that they work hard to see these violations are prosecuted to the full extent of the law as this criminal collusion between local governments and real estate interests has been going on for years, unabated. I have often emailed these concerns to the Idaho AG, The Idaho State Bar Association, and the Governor's Office. Apparently no remedy to this pattern of intentional malfeasance is available to them.***



***In our failing criminal "justice" system, said "justice" has become simply a commodity with preferred outcomes delivered to those with the resources to hire attorneys. Only poor people are ever prosecuted and punished.***

***Thank you,***

***William F. Hughes  
Hailey, Idaho***

I'm writing to encourage your office to investigate one or more likely open meeting and/or LLUPA violations.

In today's IME (2/17/23), it's reported that the City of Sun Valley has purchased the Ellsworth Inn for \$2.3M. I realize that Idaho statute exempts cities from open meeting requirements in cases of real estate acquisitions. However, statute does require open meetings in regard to policy formulation. I believe that a city deciding to become a speculative real property developer for land located outside, and ten miles away from its boundaries falls within the aegis of a policy decision.

There is no evidence of a public discussion of this policy position, no record of the SV City's finance committee being aware of this major investment, no capital budgetary item for this endeavor (at a cost of roughly 25% of the FY2023 operating budget).

Furthermore, land use discussions between City of Hailey officials and SV officials (or agents acting on behalf of SV) occurred prior to this acquisition, possibly in violation of both open meeting and LLUPA provisions for transparency. I have an email from Hailey City Administrator Lisa Horowitz confirming these "informal" planning meetings occurred on site prior to the contract execution date.

Thus I believe there are equally egregious open meeting and possible LLUPA violations committed by the City of Hailey.

No private sector developer has pursued this property at the asking price, under current zoning and site specific challenges of historic buildings and trees – despite the property being for sale for many years. Two pending contracts in the past few months failed in due diligence, likely because the development constraints and economics don't pencil.

Thus it seems there may have been some tacit understanding formed between the cities that these constraints for the private sector might somehow be eased for SV.

The Purchase and Sale Agreement for this transaction was executed February 4, 2023, with the short-notice Special Meeting of the City Council held Feb. 14, 2023 to ratify the contract.

Finally, the irony of SV P&Z inertia on the Elkhorn rezone (to create workforce housing) whilst pursuing this deal in secret, and likely pursuant to a plan for Hailey rezoning to make it viable, is breathtaking.

Its my understanding it is the responsibility of the County Prosecuting Attorney's Office to investigate and enforce violations of Idaho Statute, Title 74. I am copying Attorney General Labrador's office.

Please let me know whether your office will look into these matters.

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**From:** Billy <wilfruhug@cox.net>  
**Sent:** Sunday, February 19, 2023 1:44 PM  
**To:** Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; Rep. Mike Simpson; sara.cannon@mail.house.gov ; tours@risch.senate.gov ; senator@risch.senate.gov; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; Keith Roark; jconard@sunvalleyidaho.gov; gretchen stinnett; GLanting@house.idaho.gov; JNelsen@house.idaho.gov; LClow@house.idaho.gov; NBurns@house.idaho.gov; RTaylor@senate.idaho.gov; AGLabrador@ag.idaho.gov; ksaks@sunvalleyidaho.gov; jacob.strohmeyer@usda.gov; tamifaulhaber@ag.idaho.gov; dminnich@isb.idaho.gov; jcrossland@isb.idaho.gov; mryanbraley@isb.idaho.gov; bandrews@isb.idaho.gov; clambert@isb.idaho.gov; claudia.nally@gov.idaho.gov ; sam.eaton@gov.idaho.gov ; correspondence\_reply@crapo.senate.gov; ccripe@idahostatesman.com; samantha\_marshall@crapo.senate.gov; alogan@co.blaine.id.us  
**Subject:** oh what a tangled web of corruption has been woven in our fair valley!

*Self-inflicted "Instant karma's gonna get you. Gonna knock you right on the head!" It is truly wonderful to see that some members of the corrupt local establishment have appropriately provided sufficient rope to themselves to actually hang themselves if "justice" is for once to be served in our fair valley!*

Also a little history Heidi,

Keating was Executive Director of BCRD and very aggressively promoting one of his buddy David Hennessey's Quigley annexation proposals until someone on the Board or maybe Mary Austin Crofts told him to cool his jets because his conduct in advocating fiercely for the project was irritating the shit out of many citizens, back when their opinions and views about the shaping of the community

actually mattered. Before they were systematically and repeatedly run over by the *malignant growth agenda* rammed down the throats of citizens by reliably faithful servants of privilege, greed, classism, and corruption, local officials and staffs *owned* by real estate development interests.

Keating continued to show up at meetings, but now simply lurking in the background. His tired "win, win" special-interest bullshit on behalf BCRD didn't float and the application was denied. Why the *financial analysis requirements* triggering detailed analysis of the impacts of development and the costs of their mitigation were summarily butchered from the Annexation Ordinance to expedite rubber-stamp approval of the Quigley Farms annexation application in a review process the three dozen or more citizens who used to regularly attend meetings labeled a "*farce*." This "*farce*" also accommodating personal relationships between various dues-paying members of the *corrupt* local establishment comprised of various officials, staffs, and developers.

The absurdity of the megalomaniac mayor at the time submitting a Letter to the Editor of the IME inquiring as to why citizens no longer attend meetings, represents the complete absence of self-awareness common to malignant narcissists.

The mayor and council members in Sun Valley are clueless about how easily and completely they have been played for fools by professional sycophants like Waldo and Keating, identical to the Horrorwitch performance in influencing the mayor and council in Hailey. E.G. The Sunbeam approval in a ZOOM meeting no one without the requisite technology could attend, clearly *discriminatory*, at the beginning of the Covid lock-down, with a small \$200K fraction of a water right as a fee. Ignoring the details which might be provided by a *legitimate* review process. The rubber-stamp was quickly applied (Again, in a ZOOM meeting no one could attend a month or two into the Covid lock-down.) to a project *gifted* 45 units of additional density worth many millions by a neophyte council without a clue.

The Hailey City Council were exploited and heavily influenced by the CDD (a leading co-conspirator as City Administrator in this Ellsworth Inn fiasco) and the former mayor who grew up with the Sunbeam developer in the north valley, and eagerly advised the council "*take the water right*," a paltry \$200K, when fair and equitable negotiations between the city and developer would have resulted in the acquisition of the *entire* water right and a few million dollars by the city for the mitigation costs of future impacts which are now on the backs of working taxpayers, profit privatized, risk socialized.

What will DuFur's commission be on this Ellsworth deal? Sorry dude, it ain't going to happen! Idaho's courts are soon going to be very busy sorting through the massive tangled spaghetti bowl of violations this Ellsworth Inn exercise in collusion and conspiracy by a *corrupt* local establishment clearly represents!

Time to call in the *Special Counsel*!

Yippy!

billy

<https://southpark.cc.com/video-clips/u7qkru/giving-real-estate-a-try>

----- Forwarded Message -----

From "Greg Travelstead" <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>

To "Billy Hughes" <[wilfrahug@cox.net](mailto:wilfrahug@cox.net)>

Date 2/15/2023 10:45:07 AM

Subject FW: Ellsworth Estate part II

Here's some red meat Tiger!

Sent from [Mail](#) for Windows

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**From:** [Lisa Horowitz](#)

**Sent:** Wednesday, February 15, 2023 9:32 AM

**To:** [Greg Travelstead](#)

**Cc:** [jkeating@sunvalleyidaho.gov](mailto:jkeating@sunvalleyidaho.gov)

**Subject:** Re: Ellsworth Estate part II

Hello, Greg.

Since Hailey is not involved yet in this property in any official capacity, I am directing your correspondence to Jim Keating, Sun Valley City Administrator.

Lisa

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**From:** Greg Travelstead <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>

**Date:** Wednesday, February 15, 2023 at 9:01 AM

**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>

**Subject:** RE: Ellsworth Estate part II

Good morning Lisa,

As you might imagine, I am deeply concerned about what might occur on the site. As a real estate planning and finance professional, I do not think that a market rate housing project makes sense at \$2.3M land cost, with the current GR zoning. I think my opinion is backed by the fact that the private sector seems to agree – two failed, recent transactions.

It follows that creating workforce housing there would require substantial public subsidy or zoning changes or both to become feasible.

If you and Hailey staff were meeting on site with SV officials or its agents or representatives three weeks ago, that would pre-date the Purchase and Sale contract (February 4 I think). Might be some LLUPA and/or open meeting law issues.

I have concerns about the process from the SV standpoint as well. While acquisition of real estate does not require open meetings, development of policy DOES. There is nothing in the record of either the SV finance committee or city council which embraces a policy to undertake a real estate development in a city 10 miles distant, or a policy of acquiring land for development at a price which represents about 25% of its FY2023 budget. Might be some open meeting law issues. I'm not sure that their special meeting of yesterday to approve the Feb. 4 contract will pass muster if challenged on this policy-development, open meeting law requirement.

Finally, the irony of Sun Valley pursuing workforce housing development in Hailey, while its P&Z is resisting that in the pending Community School rezone application, will provide endless fuel for controversy and litigation.

I hope and trust that for these reasons, SV and Hailey intend to stick with existing zoning, without variances or bonuses on the site. I hope to be a constructive member of any design and planning collaborations going forward.

Best wishes, Greg

Sent from [Mail](#) for Windows

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**From:** [Lisa Horowitz](#)  
**Sent:** Wednesday, February 15, 2023 7:15 AM  
**To:** [Greg Travelstead](#)  
**Subject:** Re: Ellsworth Estate part II

Hello, Greg!

The comments from me regarding the tennis court side of the property were first impressions of my self and our city engineer when we first toured the site about 3 weeks ago. Truthfully, we have not yet begun discussions with the City of Sun Valley, but we will in the near future. I plan to suggest a master site planning process.

Lisa

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**From:** Greg Travelstead <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>  
**Date:** Tuesday, February 14, 2023 at 5:43 PM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Ellsworth Estate part II

Hi Lisa,

Further to our chat and my last email, it does seem that some non-public discussions about planning for the site may have taken place (re: your points that they may “start” on the tennis court side, maintain the Inn building for sometime, find a corporate property manager / lessor, and demo the small house nearest me). I do understand that any buyer would approach the City as part of due diligence, as to what is appropriate under present zoning.

For the record, I think redevelopment of the site for housing is appropriate, so long as the design is good and its done under the existing GR zoning that all the neighbors have relied upon.

Cheers, Greg

Sent from [Mail](#) for Windows

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Tuesday, February 21, 2023 12:15 PM  
**To:** Billy  
**Subject:** Fw: Ellsworth  
**Attachments:** Ltr to cities 022023.pdf; SV FOIA Request 022023.pdf

My reply to Greg.

*"Hulk take beating from bad guys long time, happy Iron Man Stark flies in to help!"*

It is a shame it took a massive pile of shit like this Ellsworth Inn fiasco landing on *your* doorstep to interrupt the systematic corruption of process embraced at Hailey City Hall since Carol Brown left the council and Fritz and his toxic sycophants normalized the attitude observed in the previous WH of being *above the law*. Criminality eagerly embraced and expressed through expedited, hollow review of real estate development applications all immediately receiving a rubber-stamp with de facto waiver of fees.

Added today!

Criminal violations the fallout of an erroneous presumption of *privilege* by often affluent elected officials, and staff with fat, public-sector paychecks, once again clearly reflects the contamination of democratic principles by money. In this case local government serving exclusively real estate development and corporate interests (SVCO) reliant on the unlimited financial resources of the economic aristocracy. Crybabies now whining loudly about the absence of servants as a consequence of the *toxic gentrification* for which they are personally responsible. Infected by the obsession with *self*, clinging desperately to an 11th Century, bourgeoisie, social structure with an economic paradigm providing mountains of lightly-taxed unearned investment wealth. *Welcome to Sun Valley!*

Speaking of toxic, moving the airport is a policy objective identified in the Hailey Comprehensive Plan. A decision to do so was made in 2006 by *honest* officials with *integrity*, and the site selection process actively engaged. *Corruption* to accommodate the private aircraft of the economic aristocracy is the only reason this relocation process was entirely abandoned, like regulation controlling real estate development. Yes, the Great Recession of 2008 contributed, an event ironically precipitated by the identical motivation we have seen contaminating our fair valley, unmitigated *greed*.

William F. Hughes  
Hailey, Idaho



----- Forwarded Message -----

From "greg.travelstead" <[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)>

To "Billy" <[wilfrahug@cox.net](mailto:wilfrahug@cox.net)>

Date 2/20/2023 5:51:38 PM

Subject Ellsworth

Thank you Billy. Apology accepted. I truly admire the energy you put into your activism. I believe it would be more effective if more nuanced, but you and I have disagreed about this previously.

Different strokes for different folks.

I've attached two items: 1) letter just sent to all the elected officials of SV and Hailey, plus its administrators, 2) FOIA request to SV.

Circulate as widely as you wish.

A group is forming (name still being spit-balled) to oppose this. I'll assume you will want to be on the distribution list?

It would be really helpful if there was a strong showing of pitchfork-intensity opposition at the next city of SV council meeting March 2, 4PM. The deal contingency period ends March 3, with closing scheduled March 17. There's still time to run this off the rails before its complete.

Cheers buddy, Greg

"Walk ten thousand miles. Read ten thousand books." - Gu Yanwu (1613 - 1682)

Greg Travelstead  
621 S 4<sup>th</sup> Ave – PO Box 4921  
Hailey, ID 83333  
208-721-7665

February 20, 2023

The Honorable Mayors, Hailey Council President, City Counselors and City Administrators  
representing the Cities of Sun Valley and Hailey,

VIA EMAIL

*Re: Ellsworth Estate*

I am writing to express my grave concerns about, and opposition to the transaction announced by press release Feb. 14, 2023 and reported in the Idaho Mountain Express Feb. 17, 2023.

I am an affected property owner and 16-year resident of the home bordering the subject property to the northeast.

Lack of Government Transparency?

Its clear from the press release and personal conversations/emails with both city administrators that extensive communications occurred between realtors, staff and elected representatives in advance of the announcement, in a vacuum of secrecy. Me, neighbors, and other concerned citizens intend to challenge these proceedings under precepts of open meeting laws and LLUPA.

While real estate acquisitions are not subject to Idaho Code §§ 74-201 to 74-208, policy formation and budgeting certainly are.

*The people of the state of Idaho in creating the instruments of government that serve them, do not yield their sovereignty to the agencies so created. Therefore, the legislature finds and declares that it is the policy of this state that the formation of public policy is public business and shall not be conducted in secret.*

The City of Sun Valley undertaking speculative real estate development, in a city ten miles distant, in competition with known private investors, is a policy matter that should have been publicly noticed and openly discussed - as Councilor Saks correctly mentioned during the surprise SV Council meeting of Feb. 14, 2023. The current Sun Valley workforce housing policy, expressed on the city website:

*To maintain social and economic diversity in the City of Sun Valley (emphasis added), it is important to provide a sufficient quantity and mix of community housing to retain a high-quality workforce and diverse social and economic population of all ages.*

Development of workforce housing in a separate city represents a significant policy shift, subject to the spirit, if not the letter of open meeting statutes.

*"We don't need to get approval first, we are elected to act in the best interest of the community," Conard said. "The city has the right to purchase property, and we are doing that."*

This comment shows imperious contempt for public opinion and due process. It is also at odds with the election platform she published prior to being elected. If the transaction was indeed clearly in the best interest of the community, it would've received a unanimous council vote.

*"I think that having this in a special meeting actually brings it more to the public's attention than having it in as part of an agenda in a normal meeting," Griffith said.*

This comment is disingenuous. I suspect the real reason to hold the vote in a special meeting versus a normal meeting was to take advantage of the shorter notice requirement of the former (24 hours versus 5 days). Since the "fix was in" (property placed into contract Feb. 4, 2023), there was no bona fide intention to engage the public. The special meeting was simply the most direct path to a vote with the least possible public blowback. Not many folks in the valley can drop everything to attend a 3PM weekday meeting on a day's notice.

#### Opaque Finances?

Where is the purchase money being sourced? Allegedly the contract stipulates an "all cash" deal. Yet the City of Sun Valley has no budget provision for this. The Workforce Housing fund balance in the FY2023 Budget is \$263,469. The purchase price reported in the IME is \$2.3M. Where is the balance of funds coming from? Did the SV Finance Committee evaluate this transaction in advance? There is no agenda item in this regard for its January 3, 2023 or January 30, 2023 Meetings.

Per meeting minutes, Councilors Conard and DuFur attended the finance committee meeting on Jan. 3, 2023 yet the minutes do not reflect either open or executive session discussion of this major expenditure. Minutes of the Jan. 30, 2023 meeting are not yet publicly available.

#### Possible Conflicts of Interest?

Councilor DuFur is a realtor and recused himself from the Feb. 14 vote without providing a reason. Did he recuse himself from other discussions or negotiations, for instance in the SV Finance Committee proceedings? Does he or his firm have additional disclosure requirements, ethically or legally?

Councilor Griffith is Executive Director of ARCH Community Housing Trust, which strives to develop affordable housing solutions in Blaine County. Is there any present or expected role for ARCH in this transaction or future development of the parcel? If yes, should such interest have caused her to recuse herself from the Council vote and preliminary deliberations? Was she involved with any discussions or negotiations about this policy change or transaction that require disclosure, ethically or legally?

#### Workforce Housing Feasibility?

The Ellsworth property has been for sale on & off for many years, with the most recent effort commencing Oct. 2021. There have been no private sector developers willing to purchase the place at the current zoning, at the current offer price, with current building costs. This suggests that open market redevelopment at GR density is not feasible for the private sector, even given the background boom in Hailey residential development.

How then did the cities, whose councilors and staff are not professionals in development or business risk analysis - determine that it is feasible for workforce housing, with the conclusion that such housing will be “affordable”?

Is there an explicit or implicit understanding formed through secret and ex parte meetings that large taxpayer subsidies and/or zoning changes for higher density or waivers would be used to bridge this affordability gap?

#### Why Sun Valley workforce housing in Hailey?

Given its stated workforce housing policy, its befuddling why SV would become a housing developer in Hailey:

1. There is a pending rezone application in Elkhorn that is entirely consistent with the SV Comp Plan, which would provide parcels and density for workforce housing within city limits. The Community School has clearly stated that its goal for the rezone is to provide housing for its staff, AS WELL AS for other SV housing needs. SV's \$2.3M would better serve its policy goals deployed in Elkhorn - this amount plus the Ellsworth development costs, plus likely litigation costs and delay could result in more units of housing, within city limits, faster to market than the Ellsworth plan.
2. SV should be allocating its time and funds to solutions within its boundaries, in line with its policy and to reduce vehicle trips, pollution and congestion on HWY 75.
3. Presently, there is only one job vacancy posted on the City of SV website. It would appear that housing issues are not causing a municipal staffing crisis. The city should ensure its own workforce housing security in its own town.
4. Hands-on development of workforce housing, beyond the immediate needs of city staff and first responders, is not the proper business of a municipality.
5. In resort settings, workforce housing (beyond the needs of public sector employees) is simply a subsidy to private sector employers. Market forces should be allowed to work – wages need to rise in response to housing, food, and other costs of living.

#### Why is Hailey devoting staff resources to this?

Its clear from the press release, and from phone conversations with the city administrators, that both elected officials and staff have devoted substantial time to this effort. This is another failure of transparency. The city's role in workforce housing is to encourage the conditions for such development, within the guidelines of the Comprehensive Plan, NOT to become a “development partner”. If the City desires to assume such a role, it must go through a public process – not cloak and dagger, off the record, “informal” involvement to use the words of Administrator Horowitz.

The current Hailey Comp Plan does not even support the existing GR zoning for the site – it is not even designated for “transitional housing” density, much less high density.

#### MacDonald House considerations?

The Ellsworth Inn is one of few remaining historical buildings in the original Hailey townsite. It is listed as an important heritage resource in Hailey's own inventory. The context of the building on its

surrounding grounds is important. Proposed workforce housing development on the surrounding grounds would irretrievably impair its value to the community. Just because GR zoning exists on the site, does not mean it can or should be developed. The supposedly “affordable” housing developments along River Street are without soul and adequate parking. It would be a travesty and crime against future Hailey residents to sacrifice this treasure in service to the needs of the City of Sun Valley.

#### Government competition with the private sector?

It has come to light through discussions with my neighbors, that there was an offer/counter-offer process underway with another party – a local couple hoping to buy the estate and continue to operate it as a bed and breakfast. This use would be more suitable to the heritage aspect of the property, and to the long term interests of the current and future citizens of Hailey, with no public cost burden or controversy.

#### Summary

I understand the public pressure to create workforce housing. I do not believe government should be building it. It’s a subsidy to private enterprise. Better for local governments to establish local minimum wages that allow workers to live in the community with dignity, rather than in cramped living conditions with limited or no gear storage or parking - a form of modern serfdom.

Market forces need time to adjust – and this is happening. The valley is thriving; packed to the gills with visitors and new residents. Businesses are humming, tax receipts are breaking records. There is no good reason to intervene in real estate markets, except to further line the pockets of business owners.

Huge investments in workforce housing in other ski resort towns have yielded no appreciable difference in those economies, other than creating a housing administration bureaucracy and exploits. Jackson, Aspen, Telluride, etc. have the same problems we do – if not worse – by perpetuating “growth for growth’s sake” real estate development and workforce housing policies. We are and should remain different.

I also understand that me & my neighbors’ opposition may be regarded as “NIMBY-ism”. I’ll risk that characterization. The heritage value of this property and its park-like setting is worth that conflict. And its no worse than SV trying to locate its workforce housing outside its city limits.

Please retain all records, notes, emails, texts, phone logs and other correspondence relating to your meetings, deliberations and discussions between yourselves, your advisors and your realtors for any steps which preceded this announcement. You should anticipate litigation and a robust discovery process should you proceed to closing on this transaction.

In earnest,



Greg Travelstead

cc: Tim Graves Chief Deputy Prosecuting Attorney - Blaine County  
Mark Dee Editor - Idaho Mountain Express

Greg Travelstead  
621 S 4<sup>th</sup> Ave – PO Box 4921  
Hailey, ID 83333  
[greg.travelstead@gmail.com](mailto:greg.travelstead@gmail.com)

February 20, 2023

Jim Keating  
City Administrator – City of Sun Valley  
VIA Email: [jkeating@sunvalleyidaho.gov](mailto:jkeating@sunvalleyidaho.gov)

Dear Jim,

Pursuant to Idaho Code §§ 74-101 et seq., I am requesting an opportunity to inspect or obtain copies of public records that relate to the City Council's recent decision to acquire the property commonly known as the Ellsworth Inn in Hailey. Specifically,

1. the purchase and sale agreement,
2. the financial feasibility analysis you mentioned in the press release dated Feb. 14, 2023,
3. any contracts for consulting, planning, design or management for this project,
4. any contracts for financing arrangements relating to the acquisition,
5. any correspondence between City of Sun Valley officials and City of Hailey officials related to planning for this purchase and development, and
6. any and all materials related to policy or budgetary decisions leading to this acquisition decision.

If there are any fees for searching or copying these records, please inform me if the cost will exceed \$100. However, I would also like to request a waiver of all fees, since the disclosure of the requested information is in the public interest and will contribute significantly to the public's understanding of the city's decision to acquire real property for development in the City of Hailey. This information is not being sought for commercial purposes.

The Idaho Public Records Act requires a response time within three business days. If access to the records I am requesting will take longer than three days, please contact me with information about when I might expect copies or the ability to inspect the requested records.

If you deny any or all of this request, please cite each specific exemption you feel justifies the refusal to release the information and notify me of the appeal procedures available to me under the law.

Thank you for considering my request.

Sincerely,



Greg Travelstead  
(208) 721-7665

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Tuesday, February 21, 2023 12:30 PM  
**To:** Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; Rep. Mike Simpson; sara.cannon@mail.house.gov; tours@risch.senate.gov; senator@risch.senate.gov; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; Keith Roark; jconard@sunvalleyidaho.gov; gretchen stinnett; Representative Gregory Lanting; Representative Jack Nelsen; Representative Lance W. Clow; Representative Ned Burns; Senator Ron Taylor; AGLabrador@ag.idaho.gov; ksaks@sunvalleyidaho.gov; jacob.strohmeyer@usda.gov; tamifaulhaber@ag.idaho.gov; dminnich@isb.idaho.gov; jcrossland@isb.idaho.gov; mryanbraley@isb.idaho.gov; bandrews@isb.idaho.gov; clambert@isb.idaho.gov; claudia.nally@gov.idaho.gov; sam.eaton@gov.idaho.gov; correspondence\_reply@crapo.senate.gov; ccripe@idahostatesman.com  
**Subject:** Fw: final request  
**Attachments:** Fw: Ellsworth.eml

***Time to take a long hard look in the mirror folks!***

----- Forwarded Message -----

From "Billy" <[wilfrahug@cox.net](mailto:wilfrahug@cox.net)>  
To "[alogan@co.blaine.id.us](mailto:alogan@co.blaine.id.us)" <[alogan@co.blaine.id.us](mailto:alogan@co.blaine.id.us)>  
Date 2/21/2023 12:19:46 PM  
Subject final request

Hi Andrea,

Please FWD or provide copies of this attached email with attachments to the Magistrate and District Court Judges and the BCPA.

Thank you for your service,

William F. Hughes  
Hailey



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**From:** Billy <wilfruhug@cox.net>  
**Sent:** Wednesday, February 22, 2023 12:48 PM  
**To:** Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; Rep. Mike Simpson; sara.cannon@mail.house.gov; tours@risch.senate.gov; senator@risch.senate.gov; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; Keith Roark; jconard@sunvalleyidaho.gov; gretchen stinnett; Representative Gregory Lanting; Representative Jack Nelsen; Representative Lance W. Clow; Representative Ned Burns; Senator Ron Taylor; AGLabrador@ag.idaho.gov; ksaks@sunvalleyidaho.gov; jacob.strohmeyer@usda.gov; tamifaulhaber@ag.idaho.gov; dminnich@isb.idaho.gov; jcrossland@isb.idaho.gov; mryanbraley@isb.idaho.gov; bandrews@isb.idaho.gov; clambert@isb.idaho.gov; claudia.nally@gov.idaho.gov; sam.eaton@gov.idaho.gov; correspondence\_reply@crapo.senate.gov; ccripe@idahostatesman.com; samantha\_marshall@crapo.senate.gov; Neil Jessen; marcroftrob@earthlink.net  
**Subject:** Fw: Idaho Mountain Express Checkout Confirmation

The excerpt below from a recent email:

"Speaking of toxic, moving the airport is a policy objective identified in the Hailey Comprehensive Plan. A decision to do so was made in 2006 by *honest* officials with *integrity*, and the site selection process actively engaged. *Corruption* to accommodate the private aircraft of the economic aristocracy is the only reason this relocation process was entirely abandoned, like regulation controlling real estate development. Yes, the Great Recession of 2008 contributed, an event ironically precipitated by the identical motivation we have seen contaminating our fair valley, unmitigated *greed*."

Below a Miscellany II submission the IME deemed inappropriate for publication.

----- Forwarded Message -----

From [classifieds@mtexpress.com](mailto:classifieds@mtexpress.com)

To [wilfrahug@cox.net](mailto:wilfrahug@cox.net)

Date 2/19/2023 5:35:59 PM

Subject Idaho Mountain Express Checkout Confirmation

Thank you for placing your ad with the Idaho Mountain Express. Your order has been submitted. Unless you receive notification of a problem, your ad has been approved. Misc II ads are subject to extra review, and publication is never guaranteed. You will not receive further contact about Misc II ads. Idaho Mountain Express, PO Box 1013, 591 First Ave N., Ketchum, ID 83340. (208)726-8060.

**Order Completed. Details of your order are shown below:**

**Order Number: 12660133**

**Section: Classified**

**Category: 604 Miscellany II**

Publication	Start Date	End Date	Days
Idaho Mountain Express	02/22/2023	02/22/2023	1
Express Internet	02/22/2023	02/22/2023	1

Total Price: \$0.00

**Total Lines: 6**

List Of Charges

Product / Service	Charge
Idaho Mountain Express Advertising Charge	\$0.00
Express Internet Advertising Charge	\$0.00
<b>Total</b>	<b>\$0.00</b>

**Ad Preview:**

**Move the airport.** It is a policy objective identified in Hailey's Comprehensive Plan. It has clearly outgrown the Friedman location, and it is poisoning and terrorizing residents of Hailey and Bellevue.

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Monday, February 27, 2023 5:48 PM  
**To:** joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; jconard@sunvalleyidaho.gov; gretchen stinnett  
**Subject:** Dear President Carter

[https://open.substack.com/pub/michaelmoore/p/dear-president-carter?r=911ln&utm\\_campaign=post&utm\\_medium=email](https://open.substack.com/pub/michaelmoore/p/dear-president-carter?r=911ln&utm_campaign=post&utm_medium=email)

*"One of our most urgent projects is to develop a national energy policy. The United States is the only major industrial country without a comprehensive, long-range energy policy. Our program will emphasize conservation ... solar energy and other renewable energy sources ... We must face the fact that the energy shortage is permanent. There is no way we can solve it quickly. But if we all cooperate and make modest sacrifices ... we can find ways to adjust."*

*"If we wait, and do not act, then ... we will feel a mounting pressure to plunder the environment. We will have a crash program to build more nuclear plants, strip-mine and burn more coal, and drill more (oil and gas) wells."*

*"If you will join me so that we can work together with patriotism and courage, we will again prove that our great nation can lead the world into an age of peace, independence and freedom."*

*"This difficult effort will be the moral equivalent of war --- except that we will be uniting our efforts to build and not destroy."*

- Jimmy Carter, late 70s

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**From:** Angenie McCleary <amccleary@co.blaine.id.us>  
**Sent:** Saturday, February 04, 2023 6:15 PM  
**To:** Chris Pomeroy  
**Cc:** Martha Burke; Jim Laski  
**Subject:** FW: [EXTERNAL]meeting

Hi Chris,  
Bill asked for his email to be part of the record. Best, Angenie

**Angenie McCleary, MSW**  
**Blaine County Commissioner**  
Blaine County Old Courthouse  
206 S. 1<sup>st</sup> Avenue, Suite 305  
Hailey, Idaho 83333  
w- (208) 788-5500  
c- 208-720-7879  
[amccleary@co.blaine.id.us](mailto:amccleary@co.blaine.id.us)

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Thursday, January 26, 2023 3:59 PM  
**To:** tours@risch.senate.gov <tours@risch.senate.gov>; senator@risch.senate.gov; Rep. Mike Simpson <simpson@mail.house.gov>; sara.cannon@mail.house.gov <sara.cannon@mail.house.gov>; correspondence\_reply@crapo.senate.gov; samantha\_marshall@crapo.senate.gov; Byron Meador <meadorbyron@yahoo.com>; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark <keithroark@blaineschools.org>; Jim Foudy <jfoudy@blaineschools.org>; John Whipple <bsawood@gmail.com>; Greg Travelstead <greg.travelstead@gmail.com>; Janet Carter <haileyjanet@gmail.com>; Jenny Emery-Davidson <jdavidson@comlib.org>; Len Harlig <len@lenharlig.com>; Mary Roberson <maryroberson@q.com>; Peter Lobb <plobb@msn.com>; Richard Stopol <rstopol@hotmail.com>; daveyten7@gmail.com; Dr. Wendy Pabich <wendy@drwendypabich.com>; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; keri@woodriverlandtrust.org; kenneth.l. quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst <ben@benworstlaw.com>; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton <alyssap@hcn.org>; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov <ktershel@supremecourt.gov>; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes <aguckes@mtexpress.com>; Elizabeth lili simpson <lilisimpso@aol.com>; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle <Boylehp@yahoo.com>; Muffy Davis <mdavis@co.blaine.id.us>; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho <info@reclaimidaho.org>; Action Network <info+id619646@actionnetworkhelp.zendesk.com>; Luke Mayville <info@email.actionnetwork.org>; Jack Van Valkenburgh <jvanvalkenburgh@gmail.com>; chris@iflysun.com; Angenie McCleary <amccleary@co.blaine.id.us>; Dick Fosbury <dfosbury@co.blaine.id.us>  
**Subject:** [EXTERNAL]meeting

Blaine County Board of Commissioners,

Thank you for this opportunity to further explain to anyone reading these emails the full extent of the depth of deceit practiced by members of the local establishment in suggesting a public meeting with 24 hours notice in a local weekly no one reads has any relevancy whatsoever with regards to the airport relocation issue. The thousands of Hispanics severely impacted by airport operations certainly don't read the paper. No one knows about the meeting and no one or only a few will attend, and the BC Board will cravenly represent yet another establishment *farce* as concern over the lives of those poisoned and terrorized by operations at Friedman Memorial Airport.

For those impacted by airport operations and punching a time clock measuring forty and often many more hours of work a week, the likelihood of them attending a meeting none of them are aware of late January in a big snow year (!) finding them in survival mode just to get to and from work, is *absolute zero*. With the inversion down valley also often the temperature outside these days.

All these good folks grinding it out this winter desire is to get home, eat a hot meal, grab a blanket, and lie down. No *epic* powder days or caviar for them. Some struggle, their mood affected by much more darkness than daylight, with children and household responsibilities requiring more energy than they may feel they have, but they carry on with their lives, grateful to have food and shelter, much more fortunate than many back in the place they once called home. Why a number of them showed up on our doorstep mid-winter in a housing desert, lured by unfulfilled promises of opportunity by an economic aristocracy demanding more servants.

Quite a number of private jets split recently as oceanside trophy homes and flip-flops now perhaps appear both a more appealing domicile and wardrobe. Besides, they can return for a powder day or two if we get a big dump, not like associated disproportionate climate change impacts are going to interrupt any spontaneous travel plans. "*A little too ironic don't you think?*" if huge dividends from Big Oil price-gouging are paying for them to travel to a resort purchased with fossil fuel dollars, a former BP Executive (SVED) and his wife who was a fossil fuel commodities trader having more influence over local officials than all the working citizens put together. Perhaps like most members of the economic aristocracy living in an elitist bubble they believe a weak community housing effort (ARCH) is somehow compensating for the severe damage inflicted on the community by unlimited money, a condition completely contaminating this country's political process.

*"Philanthropy is commendable, but it must not cause the philanthropist to overlook the circumstances of economic injustice which make philanthropy necessary. - MLK*

This *farce* airport meeting is yet another example of the pro forma establishment bullshit constructed around a special-interest, malignant growth agenda in a valley serving exclusively real estate development and resort interests and the economic aristocracy. Hailey and Bellevue are now just convenient *sacrifice areas*, both cities victims of a corrupt agenda where the private jets of *privilege* take precedent over the health, safety, and welfare of citizens inhabiting the south valley.

In 2021, I spent five weekends from Memorial Weekend to the Fourth of July, which fell on a Sunday, distributing in Woodside between Woodside Blvd and HWY 75 comments I had composed regarding the imperative of airport relocation to protect the health, safety, and welfare of residents severely impacted by airport operations. Of the hundreds of doors I knocked on and the people I talked to in the streets every single resident agreed that they would like the airport to be moved, along with the fumes and screeching of jet aircraft.

I ran into a dude about my age from Bellevue visiting a friend in North Woodside who was very enthusiastic about my efforts. I gave him a pile of the information I had paid to have printed to distribute in Bellevue and still don't know whether or not he did. Worked on this project weekends from between 9 and 10 AM until two or three in the afternoons of a scorching hot early summer.

A gentleman with his back yard a short distance from both the highway and runway wasn't interested in copies of the comments I was handing out, expressing a great deal of respect and appreciation for what I was doing, but believing the airport would *never* be moved. He was a member of management staff for SVCO. This thinking reflects the beat-down corporations and the oligarchs have put on Working Americans for half a century, aggressive conservative corruption of government institutions through *the merging of state and business leadership* motivated by rapacious greed (please google *italics*, I insist!). Not only the national paradigm, but the local as well.

Much of the virtue-signaling by elected officials over the interests of the Hispanic community is disingenuously performative, yet politically expedient as these folks now vote in increasing numbers, their adult children having grown up in this valley attending Dual Immersion schools now an integral part of service and business employment in a community where multi-lingual aptitudes are a huge asset.

I do not speak Spanish, but having worked construction and landscape have no problem communicating. Of the over sixty Hispanic household contacts I made, *every single one of them wanted the airport to be moved*. A few residences had some inhabitants peeking out a window and not answering the door. Easy to assess which of these small, single family residences perhaps housed eight to a dozen people. Leave them alone and they will integrate. Many of them answered the door reluctantly, exhibiting some fear over a "*white guy*" knocking at the door, so I developed an approach which seemed to work to break the ice.

"*Hola! Hey, loco white guy aqui. Good guy, no ICE. Me llamo es Maria Teresa Kumar, (raise of my right fist then) Voto Latino!*" This seemed to relax things considerably. Scrunching my face and holding my nose while pointing at the airport, "*Si?*" Response, "*Si!*" Scrunching my face while holding my hands over my ears while looking toward the airport, "*Si?*" More energy in this response, "*Si, si, si!!!*" The noise apparently a more existential disruption of their lives than the Jet-A exhaust fumes from aircraft. I concluded with an aggressive wave of my arm to the south, "*airport vamonos!*" "*Si?*" Response, "*Si, si, si!*"

Living just on the east side of the bike path north of Elm and south of Croy, I am far less impacted by airport operations, but still have a complaint on noise which is also reflects a much larger issue

regarding equity. I even called and left a voicemail with the Manager one day when the loud and incessant buzzing of a light, private aircraft a couple of hundred feet overhead continued through the morning into the afternoon. Chris Pomeroy who lives perhaps a half a mile north of me was decent enough to return my call and said this situation had been bothering him as well, and he would talk to the flight instructor giving lessons. Nothing at all ever changed.

Chris Pomeroy's online comment (IME) regarding the denied defamation lawsuit against members of the BC Board opposing Michael Boren's private airstrip in Sawtooth Valley on the Custer side of the county line are glaringly hypocritical. "*Mike just stop. You have your airport in a beautiful place, enough is enough.*" Yes Chris "*enough is enough*" of the bullshit, Boren's airstrip in Sawtooth Valley identical to a presumption of *entitlement* and *privilege* by the economic aristocracy on this side of the hill, allowing them to poison and terrorize residents of Hailey and Bellevue without conscience. "*Chris just stop selling your soul and integrity for a fat paycheck.*"

As most are aware there is much more lift for aircraft in the cool of the early morning when the heat of summer inhibits the flying of single-engine planes. I have a window air-conditioner but open the house at night to try and get cooler air into the house. I have a box fan on medium pointed at my bed each night which makes considerable noise, but not enough to drown out the loud droning of light planes flying low over the residential neighborhoods of Hailey at 6:45 in the morning. Undocumented immigrants certainly aren't going to complain about this reality.

So, the extremely wealthy parents of some teenager who wants his Pilot's License buy him flight lessons for his Birthday or Christmas. He and the Instructor are apparently *entitled* to play alarm clock all summer long for thousands of residents inhabiting Hailey neighborhoods without their consent, this permission granted by a FMAA Board only concerned with the *convenience* of the economic aristocracy, reliably faithful servants of privilege, greed, classism, and corruption. I guess twenty minutes of additional ground travel to protect the health, safety, and welfare of fellow citizens would be the end of the *entitled* and *privileged* world of self-absorbed members of the economic aristocracy for whom any request for modest sacrifice is an insult.

Historically, most members of the FMAA Board have lived outside the *zone of terror*, the current Board apparently way too lazy and incompetent to even consider the huge undertaking of relocating an airport established in 1930 that has clearly outgrown its Hailey location. It remains there as simply another toxic manifestation of *entitlement* and *privilege*. With a couple of dozen individuals having palaces in this valley who could write a check to move the airport without noticing any diminution in their mountains of wealth, the sniveling we will hear in response to the community's request to move the airport, "*We don't have the money.*" FU

Respect is earned, so is *contempt*.

Most of you have seen the following, perhaps a few times! There are some new contacts who have not. *AGAIN*, the individual with the most comprehensive knowledge of associated airport 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."*

Good luck with your unattended meeting tonight!

<https://r20.rs6.net/tn.jsp?f=001FCk2SdBD8wCwTQDuWwCJi28BfhEVm0ABwU0JwKtb9YZoSGadX1UKo h2m0vgkqwxysfbnJFWI2qOOtPk8MFE5mkZryvdfdZAGyYNjEh8RC3oWfom-ghz9Tw5XltHczelVmc ITL-0VaEt3XwW u-Rpli3IAi8MQz-ECJn3m6zeyS9BMTKJH4xZhqnDSfcFqPCVb1fLPFij2R0HY2T-rkxWHLiA91ZIDVw4IVth-1CGBx67VpLL1DONRuk0I6XC6MBBYOahxTg5A4fvjzAQJke83X0msUifXnlE Db6vYruUzhVIC-Acx6iEk2XctbsZ56lqLrKWIUiUj-c47h4TSxqBjTa2kgpA7lugHuQtykFt K3sv-1cqPYe7-uuPld8c94fG1PL1Vle4kx-srAChiMatms8oHxNd8avf1XxhR56yIVWWCB04sxHy1TGyt4zOrQ8rUC2 OnRiW8iaclyY6sSdrYcH5ditPXY2N5Nz6OJP9ZHGDWTo6uS2qMGlga-JJi6vyc7qdMxwdBffE18FL67EU7vRotty98vztebJw=&c=D7hBWSGi7A96rXmUY1JEx6SDhxxo31Zf1ovlxLkzgmvmogrfQNWHRg==&ch=FEDcUqasZXCJWftg6JiqtyHnaARLYnefZOAKy-qYyX3sP0WHInO yg==>

**GRANT AGREEMENT**  
**IDAHO AIRPORT AID PROGRAM**  
**STATE FISCAL YEAR-23**

TO: City of Hailey, Idaho  
(Hereinafter referred to as the "SPONSOR")

FROM: The State of Idaho, acting through the IDAHO TRANSPORTATION DEPARTMENT, DIVISION OF  
AERONAUTICS  
(Hereinafter referred to as the "STATE")

WHEREAS, the SPONSOR has submitted to the STATE an application for assistance from the Idaho Airport Aid Program for development of the Hailey-Friedman Memorial Airport, together with the planning proposal or plans and specifications for the project. The STATE approved the application and it is hereby incorporated herein and made a part thereof:

WHEREAS, the Idaho Transportation Board has approved a project for development of the airport consisting of the following described airport development:

Project Description: Land Acquisition for Approaches

FS Program Number: F238SUN

Project Number: AIP059

NOW THEREFORE, for the purpose of carrying out the provisions of the Uniform State Aeronautics Department Act; Title 21 of the Idaho Code, as amended, and in consideration of the SPONSOR acceptance of this offer, as hereinafter provided, the STATE hereby agrees to pay, as its share of the costs incurred in accomplishing the project, not more than a lump sum amount of \$15,000.

This Grant incorporates the following terms and conditions:

1. The STATE affirms that:
  - A. The maximum obligation of the STATE payable under this Grant shall be \$15,000.00.
  - B. This grant expires on June 30, 2027 and the STATE shall have no further obligation after that date.
2. The SPONSOR shall:
  - A. Certify the availability of at least \$885,000.00 to match STATE participation in said project.
  - B. The Airport Sponsor agrees to comply with the regulations relative to non-discrimination in State assisted programs of the Idaho Transportation Department.
  - C. Diligently and expeditiously complete this project by June 30, 2027 and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and the STATE to remedy project delays, including but not limited to litigation or condemnation.

- D. Carry out and complete the project in accordance with the plans, specifications, and property map, incorporated herein, as they may be revised or modified, with approval of the STATE.
- E. Competitively bid all contracts for construction involved in this project in accordance with bidding procedures outlined in Idaho Statute Title 67, Chapter 92 of the Idaho Code and Title 2 CFR part 200 and provide solicitation documentation to the STATE.
- F. In connection with the acquisition of real property for the project, secure at least two written appraisals by licensed appraisers and not pay in excess of the highest appraisal without the written consent of the STATE or except as directed by a court of competent jurisdiction after a contested trial and a judgment not resulting from agreement between the parties.
- G. No State funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available and will spend at least the amount designated for this project in the Grant Agreement, solely for the project in question.
- H. The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities developed under this project.
- I. The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or corporation. Failure to abide by such agreement shall automatically obligate the immediate and full return of all State of Idaho money expended on behalf of the project to the State of Idaho.
- J. Agrees to fulfill the FAA assurances applicable to this project and follow the requirements in 49 USC 471 Airport Development. (Only applies to FAA funded projects)
- K. Agrees to follow and include applicable FAA required contract terms to any associated contracts granted in association with this grant. (Only applies to FAA funded projects)
- L. Submit with this accepted Grant Agreement the full name of the local Project Manager/Inspector along with full contact information including work phone number, cell phone number, fax number, email address, and postal mailing address. Also include a job related contact that will know the whereabouts of and can contact the Project Manager/Inspector quickly for Grant related matters.
- M. Use the provided "Project List and Submittals" form to monitor the project's progress. The SPONSOR will submit the form when submittals are made, and provide the completed form, along with the reports, as part of the closeout documents.
- N. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.
- O. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport.

- P. SPONSOR must develop the airport in accordance with current Idaho Division of Aeronautics design and construction standards.
  - Q. SPONSOR cannot allow any activity or action on the airport that would interfere with its use for airport purposes.
  - R. SPONSOR must allow all types, kinds, and classes of aeronautical activities use the airport. This includes such activities as parachute jumping and ultralight vehicles. One possible reason for not allowing an aeronautical activity on the airport is if it cannot be conducted safely. The final safety determination is the responsibility of the Idaho Division of Aeronautics.
  - S. SPONSOR must allow people to service their own aircraft according to all applicable Federal Aviation Regulations (FARs). IDAPA 39.04.01
  - T. All revenue generated on the airport by the Sponsor will be used for airport purposes only.
  - U. SPONSOR should have a master plan or an airport or heliport layout plan to be eligible for participation in the allocation program. The plan must be accepted by the Division of Aeronautics. IDAPA 39.04.01
  - V. SPONSOR will have proof of ownership or lease of all land upon which any project is proposed in order to protect the investment of public funds.
  - W. SPONSOR will have compatible land use and height zoning for the airport to prevent incompatible land uses and the creation or establishment of structures or objects of natural growth which would constitute hazards or obstructions to aircraft operating to, from, on, or in the vicinity of the subject airport. Idaho Statute 67-6508q
  - X. That any Exclusive Operating or Use Agreement shall Automatically Obligate the Immediate and full Return of all State of Idaho money expended in behalf of the Project to the State of Idaho.
  - Y. SPONSOR will maintain a fee and rental structure for services and facilities at the airport which will make the airport as self-sustaining as possible taking into account such factors as the volume of traffic and economy of collection. The Division of Aeronautics can provide assistance with establishing the structure base.
  - Z. SPONSOR is required to make selection for professional engineering or construction management pursuant to Idaho Code Title 54 and will provide evidence of based selection to the Division of Aeronautics. Idaho Code 67-2320
- 3. The allowable costs of the project shall not include any costs determined by the STATE to be ineligible.
  - 4. The STATE reserves the right to amend or withdraw this offer at any time prior to its acceptance by the SPONSOR.
  - 5. This offer shall expire and the STATE shall not be obligated to pay any part of the costs of the project unless the final agreement has been accepted by the SPONSOR on or before 3/31/2023 or such subsequent date as may be prescribed in writing by the STATE.

**Except** for those projects receiving both State and Federal Aid (submit copies of FAA Application and Agreement), the following inspection schedule, and reporting system is required:


6. Inspection Schedule and Reporting System:

Inspection Schedule and Reporting System will vary for each project. The SPONSOR must make reports and be subject to inspections on the following schedule:

- A. SPONSOR shall report project commencement date.
- B. SPONSOR shall make quarterly reports during construction.
- C. SPONSOR shall receive approval prior to any change in the scope of the project.
- D. SPONSOR shall report project completion date and request final inspection and payment.
- E. STATE may participate in the final inspection and shall sign off the project as completed.
- F. STATE may arrange for audit of account in accordance with regularly scheduled audit program.

The execution of this instrument by the SPONSOR and ratification and adoption of the project application incorporated herein provides proof of the Sponsors commitment, as hereinafter provided. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.

STATE OF IDAHO, ITD  
Division of Aeronautics

By:   
Jeffrey L. Marker, Administrator

### **ACCEPTANCE**

THE SPONSOR DOES HEREBY RATIFY AND ADOPT ALL STATEMENTS, representations, warranties, covenants, and agreements contained in the project application and incorporated materials referred to in the foregoing offer and does hereby accept said offer and by such acceptance agrees to all of the terms and conditions thereof.

Executed this \_\_\_\_ day of \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
Martha Burke, Mayor

## City Resolution

Exact from the minutes of a regular meeting  
of the City Council of City of Hailey, Idaho  
Held on \_\_\_\_\_, 2023.

Mayor \_\_\_\_\_, introduced the following Resolution, was read in full, considered, and adopted:

Resolution number \_\_\_\_\_ of City of Hailey, Idaho accepting the Grant Offer of the State of Idaho through the Idaho Transportation Department, Division of Aeronautics, in the maximum amount of \$15,000.00 to be used under the Idaho Airport Aid Program, FS Program number: F238SUN, Project number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Be it resolved by the Mayor and City Council of the City of Hailey, Idaho (herein referred to as the City) as follows:

Sec. 1. That the City shall accept the Grant Offer of the State of Idaho in the amount of \$15,000.00, for the purpose of obtaining State Aid under FS Program Number: F238SUN, Project Number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Sec. 2. That the Mayor of the City of Hailey is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Acceptance) on behalf of the City, the City Clerk is hereby authorized and directed to attest the signature of the Mayor and to impress the official seal of the City on the aforesaid statement of Acceptance; and

Sec. 3. A true copy of the Grant Agreement referred to herein be attached hereto and made a part thereof.

Passed by the City Council and approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Martha Burke, Mayor

ATTEST:

Mary Cone, City Clerk

## CERTIFICATE

I, Mary Cone, City Clerk do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. \_\_\_\_\_ adopted at a regular meeting of the City Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 2023, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the City, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Mary Cone, City Clerk

**GRANT AGREEMENT**  
**IDAHO AIRPORT AID PROGRAM**  
**STATE FISCAL YEAR-23**

TO: Blaine County, Idaho  
(Hereinafter referred to as the "SPONSOR")

FROM: The State of Idaho, acting through the IDAHO TRANSPORTATION DEPARTMENT, DIVISION OF  
AERONAUTICS  
(Hereinafter referred to as the "STATE")

WHEREAS, the SPONSOR has submitted to the STATE an application for assistance from the Idaho Airport Aid Program for development of the Hailey-Friedman Memorial Airport, together with the planning proposal or plans and specifications for the project. The STATE approved the application and it is hereby incorporated herein and made a part thereof:

WHEREAS, the Idaho Transportation Board has approved a project for development of the airport consisting of the following described airport development:

Project Description: Land Acquisition for Approaches

FS Program Number: F238SUN

Project Number: AIP059

NOW THEREFORE, for the purpose of carrying out the provisions of the Uniform State Aeronautics Department Act; Title 21 of the Idaho Code, as amended, and in consideration of the SPONSOR acceptance of this offer, as hereinafter provided, the STATE hereby agrees to pay, as its share of the costs incurred in accomplishing the project, not more than a lump sum amount of \$15,000.

This Grant incorporates the following terms and conditions:

1. The STATE affirms that:
  - A. The maximum obligation of the STATE payable under this Grant shall be \$15,000.00.
  - B. This grant expires on June 30, 2027 and the STATE shall have no further obligation after that date.
2. The SPONSOR shall:
  - A. Certify the availability of at least \$885,000.00 to match STATE participation in said project.
  - B. The Airport Sponsor agrees to comply with the regulations relative to non-discrimination in State assisted programs of the Idaho Transportation Department.
  - C. Diligently and expeditiously complete this project by June 30, 2027 and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and the STATE to remedy project delays, including but not limited to litigation or condemnation.



- D. Carry out and complete the project in accordance with the plans, specifications, and property map, incorporated herein, as they may be revised or modified, with approval of the STATE.
- E. Competitively bid all contracts for construction involved in this project in accordance with bidding procedures outlined in Idaho Statute Title 67, Chapter 92 of the Idaho Code and Title 2 CFR part 200 and provide solicitation documentation to the STATE.
- F. In connection with the acquisition of real property for the project, secure at least two written appraisals by licensed appraisers and not pay in excess of the highest appraisal without the written consent of the STATE or except as directed by a court of competent jurisdiction after a contested trial and a judgment not resulting from agreement between the parties.
- G. No State funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available and will spend at least the amount designated for this project in the Grant Agreement, solely for the project in question.
- H. The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities developed under this project.
- I. The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or corporation. Failure to abide by such agreement shall automatically obligate the immediate and full return of all State of Idaho money expended on behalf of the project to the State of Idaho.
- J. Agrees to fulfill the FAA assurances applicable to this project and follow the requirements in 49 USC 471 Airport Development. (Only applies to FAA funded projects)
- K. Agrees to follow and include applicable FAA required contract terms to any associated contracts granted in association with this grant. (Only applies to FAA funded projects)
- L. Submit with this accepted Grant Agreement the full name of the local Project Manager/Inspector along with full contact information including work phone number, cell phone number, fax number, email address, and postal mailing address. Also include a job related contact that will know the whereabouts of and can contact the Project Manager/Inspector quickly for Grant related matters.
- M. Use the provided "Project List and Submittals" form to monitor the project's progress. The SPONSOR will submit the form when submittals are made, and provide the completed form, along with the reports, as part of the closeout documents.
- N. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.
- O. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport.

- P. SPONSOR must develop the airport in accordance with current Idaho Division of Aeronautics design and construction standards.
  - Q. SPONSOR cannot allow any activity or action on the airport that would interfere with its use for airport purposes.
  - R. SPONSOR must allow all types, kinds, and classes of aeronautical activities use the airport. This includes such activities as parachute jumping and ultralight vehicles. One possible reason for not allowing an aeronautical activity on the airport is if it cannot be conducted safely. The final safety determination is the responsibility of the Idaho Division of Aeronautics.
  - S. SPONSOR must allow people to service their own aircraft according to all applicable Federal Aviation Regulations (FARs). IDAPA 39.04.01
  - T. All revenue generated on the airport by the Sponsor will be used for airport purposes only.
  - U. SPONSOR should have a master plan or an airport or heliport layout plan to be eligible for participation in the allocation program. The plan must be accepted by the Division of Aeronautics. IDAPA 39.04.01
  - V. SPONSOR will have proof of ownership or lease of all land upon which any project is proposed in order to protect the investment of public funds.
  - W. SPONSOR will have compatible land use and height zoning for the airport to prevent incompatible land uses and the creation or establishment of structures or objects of natural growth which would constitute hazards or obstructions to aircraft operating to, from, on, or in the vicinity of the subject airport. Idaho Statute 67-6508q
  - X. That any Exclusive Operating or Use Agreement shall Automatically Obligate the Immediate and full Return of all State of Idaho money expended in behalf of the Project to the State of Idaho.
  - Y. SPONSOR will maintain a fee and rental structure for services and facilities at the airport which will make the airport as self-sustaining as possible taking into account such factors as the volume of traffic and economy of collection. The Division of Aeronautics can provide assistance with establishing the structure base.
  - Z. SPONSOR is required to make selection for professional engineering or construction management pursuant to Idaho Code Title 54 and will provide evidence of based selection to the Division of Aeronautics. Idaho Code 67-2320
- 3. The allowable costs of the project shall not include any costs determined by the STATE to be ineligible.
  - 4. The STATE reserves the right to amend or withdraw this offer at any time prior to its acceptance by the SPONSOR.
  - 5. This offer shall expire and the STATE shall not be obligated to pay any part of the costs of the project unless the final agreement has been accepted by the SPONSOR on or before 3/31/2023 or such subsequent date as may be prescribed in writing by the STATE.

**Except** for those projects receiving both State and Federal Aid (submit copies of FAA Application and Agreement), the following inspection schedule, and reporting system is required:


6. Inspection Schedule and Reporting System:

Inspection Schedule and Reporting System will vary for each project. The SPONSOR must make reports and be subject to inspections on the following schedule:

- A. SPONSOR shall report project commencement date.
- B. SPONSOR shall make quarterly reports during construction.
- C. SPONSOR shall receive approval prior to any change in the scope of the project.
- D. SPONSOR shall report project completion date and request final inspection and payment.
- E. STATE may participate in the final inspection and shall sign off the project as completed.
- F. STATE may arrange for audit of account in accordance with regularly scheduled audit program.

The execution of this instrument by the SPONSOR and ratification and adoption of the project application incorporated herein provides proof of the Sponsors commitment, as hereinafter provided. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.

STATE OF IDAHO, ITD  
Division of Aeronautics

By:   
Jeffrey L. Marker, Administrator

### **ACCEPTANCE**

THE SPONSOR DOES HEREBY RATIFY AND ADOPT ALL STATEMENTS, representations, warranties, covenants, and agreements contained in the project application and incorporated materials referred to in the foregoing offer and does hereby accept said offer and by such acceptance agrees to all of the terms and conditions thereof.

Executed this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
Dick Fosbury, Chairman  
Blaine County, County Commission

## County Resolution

Exact from the minutes of a regular meeting  
of the Blaine County Commission, Idaho  
Held on \_\_\_\_\_, 2023.

Commissioner \_\_\_\_\_, introduced the following Resolution, was read in full, considered, and adopted:

Resolution number \_\_\_\_\_ of Blaine County, Idaho accepting the Grant Offer of the State of Idaho through the Idaho Transportation Department, Division of Aeronautics, in the maximum amount of \$15,000.00 to be used under the Idaho Airport Aid Program, FS Program number: F238SUN, Project number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Be it resolved by the Chairman and County Commission of Blaine County, Idaho (herein referred to as the County) as follows:

Sec. 1. That the County shall accept the Grant Offer of the State of Idaho in the amount of \$15,000.00, for the purpose of obtaining State Aid under FS Program Number: F238SUN, Project Number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Sec. 2. That the Chairman of the Blaine County Commission is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Acceptance) on behalf of the County, the County Clerk is hereby authorized and directed to attest the signature of the Chairman and to impress the official seal of the County on the aforesaid statement of Acceptance; and

Sec. 3. A true copy of the Grant Agreement referred to herein be attached hereto and made a part thereof.

Passed by the County Commission and approved by the Chairman this \_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Dick Fosbury, Chairman

ATTEST:

Stephen McDougall Graham, County Clerk

## CERTIFICATE

I, Stephen McDougall Graham, County Clerk do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. \_\_\_\_\_ adopted at a regular meeting of the County Commission held on the \_\_\_\_ day of \_\_\_\_\_, 2023, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the County, this \_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
Stephen McDougall Graham, County Clerk