

LEMHI COUNTY AIRPORT BOARD MINUTES
SPECIAL MEETING

August 9, 2023

Meeting was called to order at 18:07 by Vice Chairman, Jim Crawford. Other Board members in attendance were treasurer, Charles Lamoure, Richard Natelson, secretary, Jeff Sheets, and Dean Shiner. Wade Ayada was present by phone.

Other people in attendance were Nathan Cuvala and Morgan Driever from T O Engineers (Ardurra), James Carroll, Tim Vernell, and Dave Schroeder from Gem Air, and Lenny Skunberg .

CAPITAL IMPROVEMENT PLAN

Nathan Cuvala gave a presentation:

The **Capital Improvement Plan** is performed every year. It is turned into the State and then the State works with the FAA to come up with what projects they will fund.

The airport gets a **non-primary entitlement** every year. That is \$150,000. Right now this program expires this year. The Congress will have to vote to extend it. This program was passed in 2018. It most likely will not pass in September so there will be a continuing resolution. Nathan thinks that things will stay the same for the next 5 years. It has been proposed that and states that have a large amount of public land, instead of the 90% match we have today, the match would go to 95%. (States like Idaho Nevada Utah). Most grants that the Airport gets are typically 90% federal and 10% local. Typically Idaho transportation department matches 5% so the local airport is responsible for the other 5%.

That \$150,000 received yearly can be rolled up for 3 years. After 3 years, it expires if it is not used. The FAA will absorb those funds back into another pot of money that they call "discretionary". In other words, the airport can have \$450,000 and have up to \$600,000 in non primary entitlements.

There are 2 other sources of revenue available to a general aviation airport: **State apportionment**: That is \$3.4 million a year spread among the 44 general aviation airports within the State. It is slated for a higher priority projects. (In other words, the highest priority would be from the runway, followed by taxiways, to the surrounding areas).

The other source of revenue is "**discretionary**". Every airport in the United States competes for that. In order to access those funds it must be a very important project such as a runway project. The money in this discretionary fund varies year to year. Typically it is approximately \$900 million spread amongst all airports in the United States.

In order to access these funds the Board must plan approximately 5 years advance.

What is unique for 2023 through 2026 they have the "**Bipartisan infrastructure law**" that is an additional \$110,000 a year to the Airport in addition to the \$150,000 that the Airport is already receiving. So another words that is approximately \$260,000 a year for the next 5 years. Again, it can be rolled up for 3 years and in the fourth year it expires if it is not used. This is referred to as "**BIL**" funding

It can be used for any eligible project regardless of priority. For example fuel systems, building hangars, etc. There are 2 tiers to this funding based upon how many aircraft are based at the

airport. Being that the number of aircraft at the Airport has increased, the funding may be increased as well. It may be increased from \$110,000 to \$150,000 a year.

On the airport CIP is the snow removal equipment building.

This year the Airport has a grant to redo the access gate and add a new gate with an access road on the south side of the Airport.

On the CIP for next year the board can either acquire or build a snow equipment building.

In 2025, there is pavement maintenance on the entire Airport.

A year after that is the design of taxi ways at the north end of the Airport with potential construction a year after that. The Airport can use what it has in entitlements and BIL funding to fund the present proposed projects. We do not have to ask the State for the apportionment funds or the discretionary funds. For the new taxi lanes, it will not be possible to reach the amount necessary. For that, the Board would have to ask for the State Apportionment. The funding would still be at the 90:10 ratio.

The state has \$110,000 that can be used by the Airport with a 50-50 match-for example to move the power and water lines at the south end of the Airport. This would open up 9, 50x 50 hangar sites at the south end of the Airport.

There are also CARES grants that were issued during COVID. These funds can be used for any airport expense. (e.g. buying fuel, paying power bills, etc.). There is roughly \$61,000 in funding. Approximately \$13,000 have been reimbursed to date. So any expenses from January 2021 can be reimbursed.

Discussion ensued. Different proposed projects were discussed such as open hangars, and increasing the parking for fuel trucks.

A possible run up area near runway 35 was discussed.

Rich asked Nathan about the possibility of obtaining a different frequency for the AWOS. Presently, the same frequency is used by Rexburg. Nathan said he would get the number to call to see about possibly of changing the frequency.

It was asked whether a Prist injection system can be installed on the single point fueling. He stated that this can be researched. BIL funding could be used for this.

Wade asked if we are not eligible for an ILS are we eligible for a precision RNAV approach? Nathan stated that to try and accomplish this that it would be best to look at private companies to see if it would be feasible.

Board Comments: Charles stated that the State has taken on Leadore airport to study and to make improvements.

The meeting was adjourned at 18:58.