



CAPITAL FINANCIAL PLAN

The analyses completed in previous chapters evaluated development needs at the Airport over the next 20 years and beyond, based on forecast activity and operational efficiency. Next, basic economic, financial, and management rationale is applied to each development item so that the feasibility of each item contained in the plan can be assessed.

The presentation of the capital improvement program (CIP) has been organized into two sections. First, the airport development schedule and CIP cost estimate is presented in narrative and graphic form. Second, capital improvement funding sources on the federal, state, and local levels are identified and discussed.

AIRPORT DEVELOPMENT SCHEDULES AND COST SUMMARIES

Now that the recommended development concept has been presented and specific needs and improvements for the Airport have been established, the next step is to determine a realistic schedule (implementation timeline) and associated cost estimates for the plan. The recommended improvements are grouped by planning horizon: short term, intermediate term, and long term. The short-term planning horizon is further subdivided into yearly increments.

As a master plan is a conceptual document, implementation of the capital projects should only be undertaken after further refinement of their design and costs through architectural and engineering analyses. Moreover, some projects may require additional infrastructure improvements (i.e., drainage improvements, extension of utilities, etc.) that may take more than one year to complete. In addition, on an annual basis, the airport capital improvement plan (ACIP) is updated in coordination with FAA.

At this juncture, it is difficult to know, precisely, what the cost of individual projects will be; however, preparing order-of-magnitude cost estimates is an effective way to get a feel for the current costs. Many federal agencies utilize a system of five classes of estimates, as presented in **Table 6A**.

TABLE 6A | Cost Estimate Classification

Estimate Class	Name	Purpose	Project Definition Level
Class 5	Order of Magnitude	Screening or Feasibility	0% to 2%
Class 4	Intermediate	Concept Study or Feasibility	1% to 15%
Class 3	Preliminary	Budget, Authorization, or Control	10% to 40%
Class 2	Substantive	Control or Bid/Tender	30% to 70%
Class 1	Definitive	Check Estimate or Bid/Tender	50% to 100%

Source: U.S. Department of Energy

Once the list of recommended projects was identified and refined, project-specific cost estimates were developed. The cost estimates include environmental documentation, design, engineering, construction administration, and contingencies that may arise on the project. Capital costs presented here should be viewed only as estimates subject to further refinement during design. Nevertheless, these estimates are considered sufficient for planning purposes. Cost estimates were developed based on recent airport construction costs in the region. Cost estimates for each of the development projects in the CIP are in current (2021) dollars. **Exhibit 6A** presents the proposed CIP for the Treasure Valley Executive Airport.

FAA utilizes a priority ranking system to help objectively evaluate potential airport projects. Projects are weighted toward safety, infrastructure preservation, standards, and capacity enhancement. FAA will participate in the highest priority projects before considering lower priority projects, even if a lower priority project is considered a more urgent need by the local sponsor. Nonetheless, the project should remain a priority for the airport, and funding support should continue to be requested in subsequent years.

An important goal of the CIP is that future projects for which the Airport may request FAA funding are included on the list. On an annual basis, the CIP is updated and reviewed with FAA and Idaho Transportation Department (ITD) – Division of Aeronautics. Projects on the CIP will be moved up and down, depending on priority and funding availability. Periodically, new projects will arise that can then be added to the annual CIP presented to the FAA.

Often hangar construction is left to the private sector. It is typical for private hangar development to include a portion of the ramp area in front of the hangar. Taxilanes providing access to/from hangar areas are generally eligible for FAA grant funding unless they are exclusive use taxilanes.

The following sections will describe in greater detail the projects identified for the Airport over the next 20 years. The short-term projects cover the first five years and are presented in yearly increments. The intermediate term covers years 6-10 and long-term projects cover years 11-20. All projects are ranked according to their priority at the time of developing the list.

SHORT-TERM IMPROVEMENTS (YEARS 1-5)

The projects identified for the short-term planning period have been prioritized based on Airport need and potential to be funded. If any of these projects cannot be funded in the timeframe indicated, the Airport sponsor should move the project to a more appropriate timeframe. **Exhibit 6B** presents the short-term CIP phasing plan.

#	PROJECT DESCRIPTION	NPR ¹	COST/FUNDING SOURCE			TOTAL
			LOCAL (5%)	STATE (5%)	FAA (90%)	
Short Term Projects 2022-2026						
1	Extend Taxiway B	61	\$88,400	\$88,400	\$1,591,200	\$1,768,000
2	Terminal Apron Construction - Northside (Ph 1)	56	\$110,150	\$110,150	\$1,982,700	\$2,203,000
3	Terminal Apron Construction - Northside (Ph 2)	56	\$107,150	\$107,150	\$1,928,700	\$2,143,000
4	Terminal Apron Construction - Northside (Ph 3)	56	\$75,000	\$75,000	\$1,350,000	\$1,500,000
5	Install Wash Rack (South)	26	\$6,700	\$6,700	\$120,600	\$134,000
6	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twys A, B, C, Terminal Apron)	76	\$35,000	\$35,000	\$630,000	\$700,000
7	Pavement Rehabilitation (GA Apron/All South Taxilanes/No-Taxi Island)	72	\$15,850	\$15,850	\$285,300	\$317,000
8	Reimbursement for Property Acquisition of Parcels K, L	25	\$75,450	\$75,450	\$1,358,100	\$1,509,000
9	Perimeter Fencing on North and West Sides	83	\$15,600	\$15,600	\$280,800	\$312,000
Projects 2022-2026 Total Cost			\$529,300	\$529,300	\$9,527,400	\$10,586,000
Intermediate Term Projects 2027-2032						
10	Farm/Fuel Island and Access Road	20	\$73,500	\$73,500	\$1,323,000	\$1,470,000
11	Install REILs (both ends)	97	\$5,200	\$5,200	\$93,600	\$104,000
12	North Property Acquisition (27 acres)	25	\$68,600	\$68,600	\$1,234,800	\$1,372,000
13	Airport Access Road to T-hangars (North)	26	\$29,350	\$29,350	\$528,300	\$587,000
14	Taxiway B Extension to Rwy 30	61	\$255,200	\$255,200	\$4,593,600	\$5,104,000
15	Install Wash Rack (North)	26	\$12,500	\$12,500	\$225,000	\$250,000
16	Medium Intensity Approach Lighting System (MALSR)	94	\$63,600	\$63,600	\$1,144,800	\$1,272,000
17	Rehabilitate/Reconstruct Taxiway C	72	\$159,500	\$159,500	\$2,871,000	\$3,190,000
Projects 2027-2032 Total Cost			\$667,450	\$667,450	\$12,014,100	\$13,349,000
Long Term Projects 2033-2042						
18	West Property Acquisition (13 acres)	25	\$33,050	\$33,050	\$594,900	\$661,000
19	EA Runway Extension	68	\$8,350	\$8,350	\$150,300	\$167,000
20	Runway Extension	64	\$126,550	\$126,550	\$2,277,900	\$2,531,000
21	Taxiway A and B Extension	61	\$142,800	\$142,800	\$2,570,400	\$2,856,000
22	Master Plan Update	68	\$41,650	\$41,650	\$749,700	\$833,000
23	Reconstruction GA Apron (Tie-Down Area)	66	\$48,500	\$48,500	\$873,000	\$970,000
24	North Property Acquisition (13 Acres)	25	\$33,050	\$33,050	\$594,900	\$661,000
25	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twys A, B, C, Terminal Apron)	76	\$43,550	\$43,550	\$783,900	\$871,000
26	Pavement Rehabilitation (GA Apron/All South Taxilanes/No-Taxi Island)	72	\$15,850	\$15,850	\$285,300	\$317,000
27	Airport Traffic Control Tower	85	\$277,750	\$277,750	\$4,999,500	\$5,555,000
28	Northeast Taxilanes	61	\$103,200	\$103,200	\$1,857,600	\$2,064,000
29	Northeast Apron	56	\$111,900	\$111,900	\$2,014,200	\$2,238,000
Projects 2033-2042 Total Cost			\$986,200	\$986,200	\$17,751,600	\$19,724,000
20 YEAR PROJECT TOTALS			\$2,182,950	\$2,182,950	\$39,293,100	\$43,659,000

¹National Priority Rating value estimate to be validated by FAA.

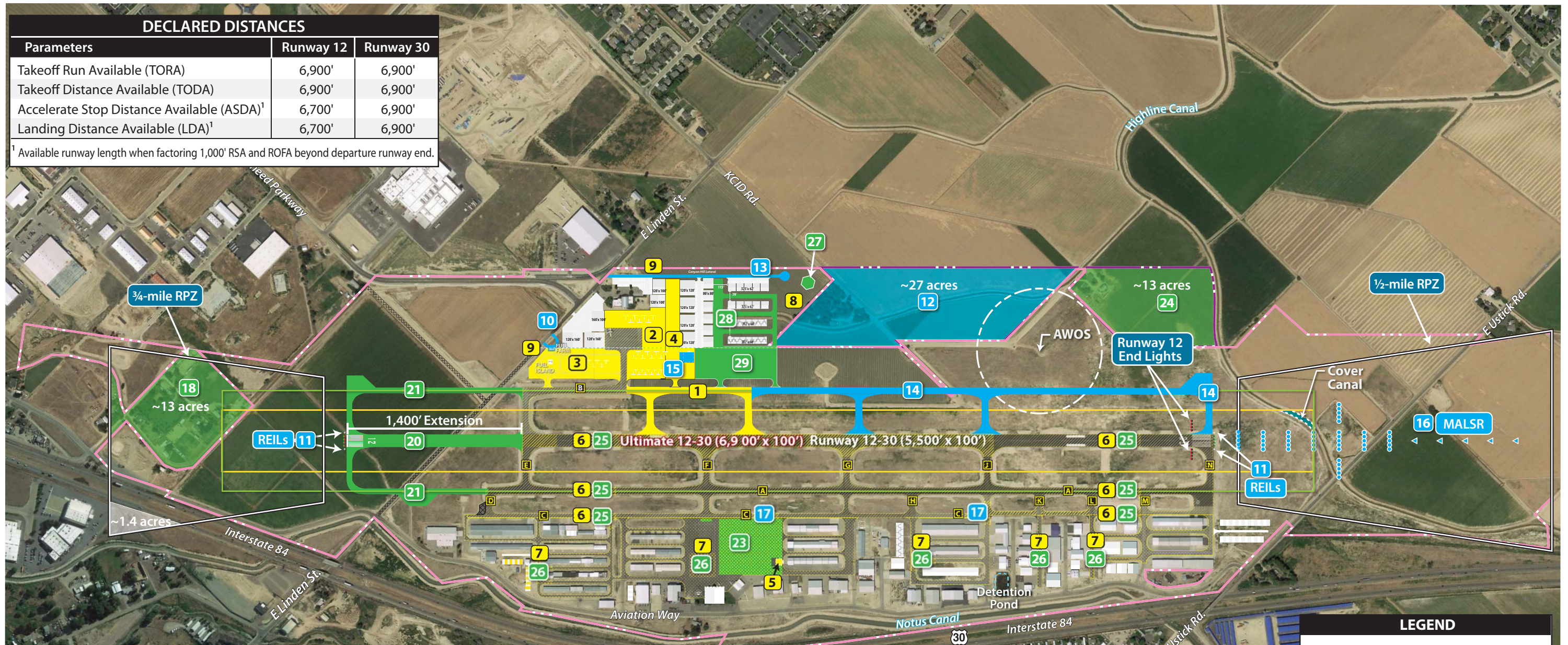
Note: The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

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DECLARED DISTANCES

Parameters	Runway 12	Runway 30
Takeoff Run Available (TORA)	6,900'	6,900'
Takeoff Distance Available (TODA)	6,900'	6,900'
Accelerate Stop Distance Available (ASDA) ¹	6,700'	6,900'
Landing Distance Available (LDA) ¹	6,700'	6,900'

¹ Available runway length when factoring 1,000' RSA and ROFA beyond departure runway end.



SHORT TERM

- 1 2022 Extend Taxiway B
- 2 2022 Terminal Apron Construction - Northside (Phase 1)
- 3 2022 Terminal Apron Construction - Northside (Phase 2)
- 4 2022 Terminal Apron Construction - Northside (Phase 3)
- 5 2023 Install Wash Rack (South)
- 6 2023 Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twys A, B, C, Terminal Apron)
- 7 2024 Pavement Rehabilitation (GA Apron/All South Taxilanes/No-Taxi Island)
- 8 2025 Reimbursement for Property Acquisition of parcels K, L
- 9 2025 Perimeter Fencing North and West Sides

INTERMEDIATE TERM

- 10 Fuel Farm/Fuel Island and Access Road
- 11 Install REILs (both ends)
- 12 North Property Acquisition (27 acres)
- 13 Airport Access Road to T-hangars (North)
- 14 Taxiway B Extension to Rwy 30
- 15 Wash Rack (North)
- 16 MALSR
- 17 Rehabilitate/Reconstruct Taxiway C

LONG TERM

- 18 West Property Acquisition (13 acres)
- 19 EA Runway Extension - NP

LONG TERM

- 20 Runway Extension (1,400')
- 21 Taxiway A and B Extension (1,400')
- 22 Master Plan Update - NP
- 23 Reconstruction GA Apron (Tie-Down Area)
- 24 North Property Acquisition (13 acres)
- 25 Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twys A, B, C, Terminal Apron)
- 26 Pavement Rehabilitation (GA Apron/All South Taxilanes/No-Taxi Island)
- 27 ATCT
- 28 Northeast Taxilanes
- 29 Northeast Apron

NP - Not Pictured White - Private Development or Beyond Planning Period

LEGEND

- Airport Property Line
- Ultimate Airport Property Line
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Protection Zone (RPZ)
- Short-Term Project
- Intermediate-Term Project
- Long-Term Project
- REIL - Runway End Identifier Lights
- MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
- ATCT - Airport Traffic Control Tower



Photo: Google Earth 07/2018

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Project #1: Extend Taxiway B

Description: Taxiway B is the existing partial parallel on the terminal building side of the runway. It provides access to the terminal apron from the Runway 12 threshold. The existing parallel segment is approximately 800 feet long and is separated from the runway by 400 feet. Ultimately, Taxiway B is planned to extend to the Runway 30 threshold as well. This project is the first of two phases to extend the taxiway. This initial phase will extend Taxiway B approximately 1,000 feet. Two runway connecting taxiways are part of the project to improve circulation. The total taxiway pavement is estimated at 12,100 square yards. This taxiway extension will facilitate aircraft ground movements to and from the runway to the terminal apron and to additional taxilanes leading to hangar development areas.

Cost Estimate: \$1,768,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #2: Terminal Apron Construction (Phase 1)

Description: To facilitate development on the terminal side of the runway, a large apron area is planned. While it would be ideal to construct the apron all at once, financially that may be difficult. Therefore, the apron construction has been split into three short-term phases. This Phase 1 apron construction project would encompass approximately 18,700 square yards. This portion would expand the existing terminal apron on three sides. The north side would extend to within ten feet of the terminal building. The new apron would facilitate some initial hangar development and local and itinerant apron parking.

Cost Estimate: \$2,203,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #3: Terminal Apron Construction (Phase 2)

Description: This second phase of the apron construction encompasses approximately 19,000 square yards of pavement. Additional hangars are planned to face this apron. The fuel farm and self-serve fuel system is also planned on this apron. Conduit to support the self-serve fuel island should be installed when this apron is constructed. This apron segment will also have a connecting taxilane to Taxiway B to improve circulation.

Cost Estimate: \$2,143,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #4: Terminal Apron Construction (Phase 3)

Description: Phase three of the apron construction project would provide access to planned hangar development areas. It also has a connecting taxilane to Taxiway B. This apron segment encompasses approximately 13,700 square yards of pavement.

Cost Estimate: \$1,500,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #5: Install Aircraft Wash Rack (South)

Description: The Airport does not currently have an aircraft wash rack. A wash rack can be as simple as providing a water source and hose. More environmentally friendly wash racks have a built-in drainage system and mechanism to capture cleaning fluids. This wash rack is envisioned as the more sophisticated version. The wash rack is planned to be situated on the southeast end of the general aviation tie-down apron. This is a central location that is easily accessible by the FBO and tenants alike. The wash rack is planned to be 50 feet by 50 feet and is intended to accommodate smaller aircraft.

Cost Estimate: \$134,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #6: Pavement Rehabilitation – Crack Fill/Seal Coat: Runway, Taxiways A, B, C, Terminal Apron

Description: Airports are required to maintain their pavement surfaces through periodic maintenance and repair. This is a crack fill and slurry seal for the runway, Taxiways A, B, and C, and the existing terminal apron.

Cost Estimate: \$700,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #7: Pavement Rehabilitation – Crack Fill/Seal Coat: GA Apron, All South Taxilanes/Add No-Taxi Island

Description: This is a crack fill and slurry seal for all the taxilanes south of Taxiway C and the west half of the general aviation apron. In addition, a no-taxi island is planned on the apron edge across from Taxiway F to prevent aircraft from inadvertently moving directly from the apron to the runway.

Cost Estimate: \$317,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #8: Reimbursement for Property Acquisition of Parcels K and L

Description: The Airport purchased approximately 13 acres to the immediate east of the terminal building. This land is critical to facilitating aeronautical development on the north side of the runway. As is typical with land purchases, the City of Caldwell acquired the land when it became available and is now asking for reimbursement through the Airport Improvement Program (AIP) because the aeronautical need for the land is maturing.

Cost Estimate: \$1,509,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #9: Perimeter Fencing North and West

Description: The south side of the Airport has security fencing and electronic gates which provide for enhanced security. There is limited fencing on the west (along Linden Street). There is no fencing on the north side of the Airport, which includes the newly acquired property. This project is to install security fencing in those areas where there is no fencing.

Cost Estimate: \$312,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Short-Term Summary

The short-term improvements focus development of the terminal building side of the Airport. All development parcels on the south side of the runway are currently leased and most are under construction. It is now time to facilitate terminal area development. Apron construction on the terminal building side should be a priority as is construction of a new segment of parallel Taxiway B. Ongoing pavement preservation is also critical in the short term as all pavements are slated for rehabilitation.

The short-term projects total approximately \$10.59 million. The share eligible for FAA funding is estimated at \$9.53 million. The portion eligible for ITD funding is estimated at \$529,300 and the remaining local share is \$529,300.

INTERMEDIATE-TERM PROJECTS (YEARS 6-10)

Project #10: Fuel Farm/Fuel Island and Access Road

Description: Currently, the north side of the airfield does not have any fuel available. As the terminal area is developed, it will be important to have fuel on both the north and south sides. This project is the installation of a static, above-ground fuel farm and self-serve fuel island. Four 12,000-gallon static tanks are planned. With four tanks, the Airport will be able to provide alternative fuels as those become more common.

Cost Estimate: \$1,470,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #11: Install REILs on Both Runway Ends

Description: As a busy general aviation reliever airport supporting a significant level of business jet operations and because the runway supports instrument approaches, runway end identification lights are planned for both runway ends. REILs provide pilots with rapid identification of the runway ends. It should be noted that when an approach lighting system is in place, REILs are not required. A subsequent project includes the installation of a MALSR on the approach to Runway 30. More analysis should be undertaken to determine if the REILs for Runway 30 should be installed based on the timeframe for the MALSR installation.

Cost Estimate: \$104,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #12: Acquire 27 Acres on North Side

Description: The Airport is constrained from future development on the northeast side of the airfield. This project is to acquire approximately 27 acres of land adjacent to the north flight line. Typically, FAA will reimburse airports for property acquisition when that land is needed for aeronautical development.

Cost Estimate: \$1,372,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #13: Airport Access Road to Hangar Area

Description: This project is a planned on-airport roadway extending from Linden Street for approximately 1,400 feet. The roadway is to provide access to the planned hangar development area.

Cost Estimate: \$587,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #14: Taxiway B Extension to Runway 30

Description: Ultimately, Taxiway B needs to be extended to the Runway 30 threshold. This project extends Taxiway B approximately 4,500 feet and includes three connectors to the runway. This project encompasses an area of approximately 35,000 square yards of pavement. The project includes full taxiway edge lighting and centerline markings.

Cost Estimate: \$5,104,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #15: Install Aircraft Wash Rack (North)

Description: As activity increases on the north side of the airfield, a second wash rack may be warranted. This wash rack is planned to measure 80 feet by 80 feet and is intended to accommodate business jets.

Cost Estimate: \$250,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #16: MALSR

Description: As the Airport grows and experiences more activity by larger business jets, it will make sense to pursue lower instrument approach visibility minimums. To obtain visibility minimums of ½-mile, as planned on the Runway 30 end, a medium intensity approach lighting system with runway alignment indicator lights (MALSR) will be required.

Cost Estimate: \$1,272,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #17: Rehabilitate/Reconstruct Taxiway C

Description: This project is the reconstruction of Taxiway C except for the recently constructed segment between Taxiways J and L.

Cost Estimate: \$3,190,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Intermediate-Term Summary

The intermediate-term projects continue to facilitate terminal area (north side) development. A new fuel farm is proposed, and Taxiway B is extended to the Runway 30 threshold. An additional 27 acres of land on the north side is proposed for acquisition to allow for additional aeronautical development in the future. A MALSR is planned for the approach to Runway 30 which will facilitate the acquisition of lower instrument approach visibility minimums. A REIL lighting system is planned for the Runway 12 threshold.

The intermediate-term projects total approximately \$13.35 million. The share eligible for FAA funding is estimated at \$12.01 million. The portion eligible for ITD funding is estimated at \$667,450, and the local share is estimated at \$667,450 million.

LONG-TERM PROJECTS (YEARS 11-20)

Project #18: Acquire 13 Acres West Side of Airport

Description: Acquire 13 acres of land to the west of the Airport. There are several residences on this parcel. This parcel will accommodate the safety areas (RSA, ROFA, and RPZ) for when the runway is extended.

Cost Estimate: \$661,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #19: EA Runway Extension

Description: It is anticipated that an environmental assessment will be required prior to construction of the runway extension. This planning study will examine the justification for the extension and the environmental considerations.

Cost Estimate: \$167,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #20: Runway Extension (1,400' West)

Description: Project to extend the runway 1,400 feet for a total length of 6,900 feet (at least 6,700 feet in both operating directions with declared distances).

Cost Estimate: \$2,531,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #21: Taxiways A & B Extension (1,400' West)

Description: Extension of Taxiways A and B to the new Runway 12 threshold. This project is likely to be undertaken in conjunction with the runway extension project.

Cost Estimate: \$2,856,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #22: Airport Master Plan Update

Description: Planning is an ongoing process. For busy reliever airports like EUL, about every 10 years the master plan should be updated to account for changes at the airport and in the aviation industry.

Cost Estimate: \$833,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #23: Reconstruction of GA Apron (Tie-Down Area)

Description: In the long-term planning period, the tie-down area of the GA apron is planned to be reconstructed.

Cost Estimate: \$970,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #24: Acquire 13 Acres on Northeast Side of Airport

Description: The last property identified for acquisition is approximately 13 acres at the northeast end of the Airport. This is the last property to acquire to secure the entire north side flight line for aeronautical development.

Cost Estimate: \$661,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #25: Pavement Rehabilitation – Crack Fill/Seal Coat: Runway, Taxiways A, B, C, Terminal Apron

Description: This is a crack fill and slurry seal for the runway, Taxiways A, B, and C, and the existing terminal apron.

Cost Estimate: \$871,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #26: Pavement Rehabilitation – Crack Fill/Seal Coat: GA Apron, All South Taxilanes

Description: This is a crack fill and slurry seal for all the taxilanes south of Taxiway C and the west half of the general aviation apron.

Cost Estimate: \$317,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #27: Construct ATCT

Description: Analysis in this master plan indicates that the Airport may currently meet the FAA’s benefit-cost analysis for a new control tower. This project is for the construction of the tower. There will be ongoing expenses associated with the tower, such as staff compensation, which may be eligible for ongoing FAA funding, if the facility is included in the Federal Contract Tower Program (FCT). While this project is shown in the long-term planning horizon, it should be moved up if the Airport decides to pursue this.

Cost Estimate: \$5,000,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #28: Construct Northeast Taxilane

Description: This project is a placeholder for new taxilanes to accommodate future hangar development on the north side of the Airport.

Cost Estimate: \$2,064,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Project #29: Construct Northeast Apron

Description: This project is a placeholder for a new aircraft apron to accommodate future development on the northeast side of the Airport.

Cost Estimate: \$2,238,000

Funding Eligibility: FAA – 90% / ITD – 5% / Airport Sponsor – 5%

Long-Term Summary

The feature of the long-term projects is the runway extension to the west. This will bring the total runway length up to 6,900 feet, with at least 6,700 feet available for operations in both directions due to the need for declared distances. Taxiways A and B would be extended to the new Runway 12 threshold as well. Several other pavement preservation projects are also considered in the long-term planning horizon.

The long-term projects total approximately \$19.72 million. The share eligible for FAA funding is estimated at \$17.75 million. The portion eligible for ITD funding is estimated at approximately \$986,200, and the local share is estimated at \$986,200.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The CIP is intended as a road map of airport improvements to help guide the airport sponsor, FAA, and state aviation officials on needed projects. The plan as presented will meet the forecast demand over the next 20 years and, in many respects, beyond. The first five years of the CIP are the highest priority projects for the Airport. The sequence of projects will likely change due to availability of funds or changing priorities in the years to come. Nonetheless, this is a comprehensive list of capital improvement projects the Airport should consider in the next 20 years.

The total CIP is estimated at approximately \$43.66 million. The share eligible for FAA funding is estimated at \$39.29 million. The portion eligible for ITD funding is estimated at \$2.18 million, and the local share is estimated at \$2.18 million.

CAPITAL IMPROVEMENT FUNDING SOURCES

Financing capital improvements at the Airport will not rely solely on the financial resources of the Airport or the city. Capital improvement funding is available through various grant-in-aid programs on both the state and federal levels. Historically, the Airport has received federal and state grants. While some years more funds could be available, the CIP was developed with project phasing to remain realistic and within the range of anticipated grant assistance. The following discussion outlines key sources of funding potentially available for capital improvements at the Airport.

FEDERAL GRANTS

Through federal legislation over the years, various grant-in-aid programs have been established to develop and maintain a system of public use airports across the United States. The purpose of this system and its federally based funding is to maintain national defense and to promote interstate commerce. The most recent legislation affecting federal airport funding is the *FAA Reauthorization Act of 2018*.

The current law authorizes the FAA's Airport Improvement Program (AIP) at \$3.35 billion for fiscal years 2019 through 2023. The AIP is funded through the collection of user fees, such as those imposed on airline tickets, aircraft parts, and aviation fuel. Eligible airports are those included in the *National Plan of Integrated Airport Systems* (NPIAS), such as EUL. **Table 6B** presents the approximate distribution of AIP funds and those categories for which the Airport may be eligible. The FAA determines which source grant funding would come from.

TABLE 6B | Federal AIP Funding Distribution

Funding Category	Percent of Total	Approximate Funds Available	Available to EUL
Passenger Entitlements	26.6%	\$891,100,000	No
Cargo Entitlements	3.5%	\$117,250,000	No
Nonprimary Entitlements	12.5%	\$418,750,000	Yes
State Apportionment	7.4%	\$247,900,000	Yes
Alaska Supplemental	0.7%	\$23,450,000	No
Small Airport Fund	15.2%	\$509,200,000	Yes
Discretionary Set-Aside Funds			
Noise and Environmental Set-Aside	4.2%	\$140,700,000	Yes
Military Airports Program Set-Aside	0.5%	\$16,750,000	No
Reliever Set-Aside	0.1%	\$3,350,000	Yes
Discretionary Remaining after Set-Asides			
Capacity/Safety/Security/Noise (C/S/S/N)	5.4%	\$180,900,000	Yes
Pure Discretionary	1.8%	\$60,300,000	Yes
Discretionary from Converted Entitlements/Apportionment	22.0%	\$737,335,000	Yes
Totals	99.9%	\$3,350,000,000	
AIP: Airport Improvement Program			

Source: FAA Order 5100.38D, Airport Improvement Program Handbook

Funding for AIP-eligible projects is undertaken through a cost-sharing arrangement in which FAA provides up to 90 percent of the cost and the airport sponsor provides a 10 percent match. In exchange for this level of funding, the airport sponsor is required to meet various Grant Assurances, including maintaining the improvement for a certain period of time, typically 20 years for constructed pavement. The following discussion of each of the funding categories is contingent upon Congressional authorization (i.e., *FAA Reauthorization Act of 2018*) and an annual appropriation of at least \$3.2 billion for AIP.

Passenger Entitlements: AIP provides funding for eligible projects at airports through an entitlement program. Primary commercial service airports receive a guaranteed minimum level of federal assistance each year based on their enplaned passenger levels and Congressional appropriation levels. General aviation airports, such as EUL, are not eligible for funding from this source.

Cargo Entitlements: An airport may receive cargo entitlements if they reach a minimum landed cargo weight of 1.0 million pounds. The Airport has not reached 1.0 million pounds of landed cargo weight in the past and is not anticipated to reach this level in the future and is, therefore, not eligible for funding from this AIP source.

Non-Primary Entitlements (NPE): Non-primary entitlements are the lesser of \$150,000 annually or 1/5th of an airport's five-year development costs listed in the NPIAS. As a general aviation airport, EUL is eligible for \$150,000 annually.

State Apportionment: Based on an area/population formula, AIP funds are available for distribution to any NPIAS airport within each state. EUL is eligible for AIP grant funding from this source.

Alaska Supplemental: This set-aside is reserved for Alaska airports. EUL is not eligible for AIP funding from this source.

Small Airport Fund: If a large- or medium-hub commercial service airport chooses to institute a passenger facility charge (PFC), which is a fee of up to \$4.50 on each airline ticket, for funding of capital improvement projects, then their passenger entitlement is reduced. Part of the reduced entitlement goes to the small airport fund. The small airport fund is reserved for small-hub primary commercial service airports, non-hub commercial service airports, and general aviation airports. EUL is eligible for funds from this source.

Discretionary Set-Aside Funds: Portions of AIP funds are set-asides designed to achieve specific funding minimums for noise compatibility planning and implementation, select former military airfields (Military Airport Program [MAP]), and reliever airports. EUL may be eligible for noise compatibility planning and implementation funds if it meets certain criteria (i.e., a noise compatibility issue). EUL does not qualify for MAP but does qualify for the reliever airport set-aside funds.

Remaining Discretionary Funds: The remaining AIP funds are distributed by FAA based on the priority of the project for which they have requested federal assistance through discretionary apportionments. A national priority ranking system is used to evaluate and rank each airport project. Those projects with the highest priority from airports across the country are given preference in funding. High priority projects include those related to meeting design standards, capacity improvements, and other safety enhancements.

Under the AIP program, examples of eligible development projects include the airfield, public aprons, and access roads. Additional buildings and structures may be eligible if the function of the structure is to serve airport operations in a non-revenue-generating capacity, such as airport maintenance facilities. Some revenue-enhancing structures, such as T-hangars, may be eligible if all airfield improvements have been made; however, the priority ranking of these facilities is very low.

Whereas entitlement monies are guaranteed on an annual basis when certain thresholds are achieved, discretionary funds are not assured. EUL is eligible for discretionary funds.

STATE AID TO AIRPORTS

The State of Idaho recognizes the valuable contribution to the state's transportation economy that airports make. Therefore, the Idaho Transportation Department – Division of Aeronautics administers several programs for funding airport planning, construction, and maintenance projects. Idaho has provided approximately \$500,000 annually for airport development projects in the state over the past several years. The following is a summary of the state-administered programs:

- Idaho Airport Aid Program (IAAP) – This program assists sponsors in the preservation and acquisition of existing landing facilities in danger of being lost, aircraft landing projects, aircraft landing development, aircraft operations safety, federal funding match, and other projects which protect

prior public investment. Funding comes solely from a seven (\$0.07) cent per gallon tax on aviation gasoline and a six (\$0.06) cent per gallon tax on jet fuel sold in the state. State funds are issued on a cost-sharing grant basis as defined by federal eligibility and population. The Airport is eligible for a 50/50 cost share of the local match for federal airport grants.

- Maintenance and Safety Supplies Program – This is a discretionary allocation program that provides funding at no charge or at a reduced fee for maintenance and safety related supplies, such as runway or taxiway light bulbs, windsocks, tie-down chains, etc.
- Small Projects Program – This program provides grant funding assistance of less than \$2,000 for unscheduled or emergency improvements.
- Small Airport Planning Studies – This program is available to small communities and state-operated airports to prepare current planning documents. Subject areas usually include a narrative report, a CIP, land use and zoning plan, and airport layout plan.

LOCAL FUNDING

The balance of project costs, after consideration has been given to grants, must be funded through local resources. A goal of any airport is to generate enough revenue to cover all operating and capital expenditures. As with many general aviation airports, this is not always possible and other financing methods will be needed.

There are several alternatives for local financing options for future development at the Airport, including airport revenues, direct funding from the airport sponsor, bonds, and leasehold financing. These strategies could be used to fund the local matching share or complete a project if grant funding cannot be arranged.

Airport Revenues: An airport's daily operations are funded through the collection of various rates and charges generated by airport operations. Airports that serve both a commercial service sector and the general aviation sector have more potential revenue streams available to them. Potential revenue streams may include landing fees, fuel flowage fees, aircraft parking and remain-over-night fees, terminal building space, hangar space, and land leases.

Bonding: Bonding is a common method to finance large capital projects at airports. A bond is an instrument of indebtedness of the bond issuer to the bond holders, thus a bond is a form of loan or IOU. While bond terms are negotiable, typically the bond issuer is obligated to pay the bond holder interest at regular intervals and/or repay the principal at a later date.

Leasehold Financing: Leasehold financing refers to a developer or tenant financing improvements under a long-term ground lease. The obvious advantage of such an arrangement is that it relieves an airport sponsor of all responsibility for raising the capital funds for the improvement. However, the private development of facilities on a ground lease, particularly on property owned by an airport, produces a

unique set of concerns. It may be more difficult for the tenant or developer to obtain private financing as only the improvements and the right to continue the lease can be utilized as collateral. Ground leases at public airports typically provide for reversion of improvements to the airport sponsor at the end of the lease term, which reduces the potential value to a lender taking possession in a default situation. Also, companies wanting to own their property as a matter of financial policy may not locate where land is only available for lease.

Public/Private Partnerships: In addition to leasehold financing, it is acceptable for the airport to enter into some form of public/private partnership for various airport projects. Typically, this would be limited to hangar construction, but there are some examples where a private developer constructs, for example, a taxi lane, and deeds it to the airport for ongoing maintenance. When entering any such arrangement, the airport must ensure the private developer does not gain an economic advantage over other airport tenants.

NATIONAL PRIORITY SYSTEM (NPS)

The FAA evaluates each project that an airport identifies on their CIP through a combination of quantitative and qualitative methods to establish and justify AIP expenditures. The FAA utilizes a National Priority Rating (NPR) formula to generate a value based on an equation that takes into consideration the project and the airport type. The NPR generally categorizes airport development in accordance with FAA goals and objects. The value returned provides insight to the likely eligibility for the project to receive FAA discretionary funding. The ranking system value ranges from 0-100. The threshold for eligibility will fluctuate from year to year but generally values above 55 have been eligible for funding. Each project identified in the CIP has an associated NPR value as developed by the consultant, however, only FAA can definitively make that determination.

FINANCIAL AUDIT COMPLIANCE

The operation of an airport generates revenues, which are secured by federal grant assurances to be utilized at that airport. All receipts, excluding bond proceeds or related grants and interest, are irrevocably pledged to the punctual payment of operating and maintenance expenses, payment of debt service for as long as bonds remain outstanding, or for additions or improvements to airport facilities.

EUL is owned and operated by the City of Caldwell. Like most general aviation airports, EUL is not currently financially self-supporting and receives funding from the city for operating expenses. The accounting methods used for Airport revenues appropriately separates those revenues from general city accounts. This accounting method meets FAA requirements as outlined in the following grant assurances.

Grant Assurance #24 – Fee and Rental Structure: Requires the airport sponsor to set fees, lease rates, and other charges that are directed at making the airport as self-sustaining as possible. Airport sponsors must impose fair market value charges for noncommercial uses of airport property, but aeronautical user charges may be less than fair market value. As demonstrated, the fee and rental structure for airport property and facilities is fair and equitable.

Grant Assurance #25 – Airport Revenues: Restricts the use of airport revenues generated by the airport and local taxes on aviation fuel to be expended for the capital or operating costs of the airport, the local airport system, or other facilities owned or operated by the airport sponsor, which directly and substantially relate to the actual air transportation of passengers or property or noise mitigation efforts. Under the *Single Audit Act of 1984*, the airport must conduct an annual audit and assure the government that airport funds have been properly used. In general, revenue generated by the airport may not be diverted to functions unrelated to the operation and maintenance of the airport. Examples of revenue diversion include:

- a) General economic development;
- b) Marketing and promotional activities unrelated to the airport;
- c) Payments in lieu of taxes or other assessments that exceed the value of services;
- d) Payments to compensate sponsoring governmental bodies for lost tax revenues exceeding stated tax rates; and
- e) Direct or indirect payments of airport revenues beyond that which is required to pay for services and facilities provided to the airport.

MASTER PLAN IMPLEMENTATION

To implement the master plan recommendations, it is key to recognize that planning is a continuous process and does not end with approval of this document. The Airport should implement measures that allow them to track various demand indicators, passenger enplanements, based aircraft, hangar demand, and operations. The issues that this master plan is based on will remain valid for several years. A primary goal is for the Airport to best serve the air transportation needs of the region, while striving to be economically self-sufficient.

The actual need for facilities is best established by airport activity levels rather than a specified date. For example, projections have been made as to when additional hangars may be needed at the Airport. In reality, the timeframe in which the development is needed may be substantially different. Actual demand may be slower to develop than expected. On the other hand, high levels of demand may establish the need to accelerate development. Although every effort has been made in this master planning process to conservatively estimate when facility development may be needed, aviation demand will dictate timing of facility improvements.

The value of a master plan is keeping the issues and objectives at the forefront of the minds of managers and decision-makers. In addition to adjustments in aviation demand, when to undertake the improvements recommended in this master plan will impact how long the plan remains valid. The format of this plan reduces the need for formal and costly updates by simply adjusting the timing of project implementation. Updating can be done by the Airport Manager, thereby improving the plan's effectiveness.

In summary, the planning process requires Airport staff to consistently monitor operations and based aircraft. Analysis of aviation demand is critical to the timing and need for new airport facilities.