CHAPTER 5
IMPLEMENTATION

The implementation plan consists of a project phasing analysis, which identifies likely periods for facility development identified in the Master Plan Update. It also includes assessing the eligibility of the projects for funding.

5.1 OVERVIEW

The preceding chapters of this Master Plan Update identified aviation demand factors, existing facilities, and future facility needs. The recommendations of this report are based on the analysis conducted in Chapter 3, Facility Requirements, and Chapter 4, Alternatives. With this analysis complete, the financial commitment needed to implement the recommendations over the next 20 years can be estimated. This chapter:

- outlines the Pocatello Regional Airport’s development plan (or capital improvement program)
- discusses the potential sources of funding for implementing the projects outlined in the development plan

The facility requirements section of this Master Plan Update addresses the ability of the existing facility to accommodate the forecast demand. At a minimum, runways, taxiways, and aprons must have the proper length, width, and pavement strength to meet FAA recommended design standards to safely accommodate the design aircraft. The size, location, and rate of development for these facilities (runways, taxiways, aprons, and aircraft storage) are dependent upon the airport operators’ demand-driven needs. The long-range plan, as discussed in Chapter 4, Alternatives, is to improve airside safety and efficiency, while also increasing landside capacity. Early in the planning period, improvements to Runway 17-35 and Taxiway E will be made to improve airside safety and efficiency. As the planning period progresses, the existing landside infrastructure will be improved, including existing roads, utilities and rail, with the goal of promoting future intermodal transportation facilities.

The future investments involve many interrelated components that must be identified and implemented in a coordinated manner. To that end, this chapter will document the required development sequence at the individual project level. This chapter will further present all the specific projects and the proposed capital development staging plan. The first section of this chapter will present the projects of the Master Plan Update by short, intermediate, and long-term phases. The second section will identify the eligible sources of funds for each project.

Planning-level cost estimates are provided for each project. Planning-level for this purpose is an order of magnitude cost estimate that considers gross areas multiplied by a realistic unit cost factor. In addition, a contingency factor is applied. This contingency factor is added to account for the projected increase in project costs over time and for the variables in the design of facilities. Including a design fee to engineer and manage construction, these contingency amounts range from 10 to 25 percent, depending on the project magnitude and mobilization requirements. The intent is to budget enough funding for each project of the program.

The analyses and assumptions of a Master Plan Update should be reviewed in the context of its purpose, which is to provide a plan of action to identify and respond to safety requirements and
growing demand. An airport capital improvement plan, a timetable for accomplishment, and expectations of funding, each assist an airport in meeting the needs of tenants, users and the community as a whole. Therefore, this implementation plan represents the first step in identifying facility planning objectives and assigning responsibility for action.

One of the key factors in any airport implementation plan is that capacity projects will be undertaken when demand warrants, rather than in accordance with a predefined schedule. However, in the case of safety projects, a predefined schedule is necessary in order to meet the FAA Airport Design Criteria.

Following safety critical projects, the airport capital improvement plan is intended to be flexible and change as necessary. At the same time, an airport must reserve land, obtain environmental approvals, arrange funding, and consider a multitude of other steps in advance of actual construction to be prepared for expected growth. Therefore, the capital improvement program schedule must be adjusted periodically in accordance with actual future conditions.

5.2 DEVELOPMENT PHASING PLAN

This section presents the three phases of the Master Plan capital plan. The phases are represented by the 5-year short-term, the 10-year intermediate-term, and the 20-year long-term. The short-term plan is more detailed because of the mandate to complete the safety projects and immediate facility needs. The intermediate and long-term phases are focused primarily on large airside rehabilitation projects and improvements to landside infrastructure. Landside development projects carry some degree of uncertainty as to the demand that would trigger the construction, while the airside projects are necessary during this planning period.

The identified capital improvement projects are phased over the course of the 20-year planning horizon to facilitate systematic development of the Airport. The short-term projects have been identified to improve airport safety and efficiency. The remaining projects should be considered demand driven, tied to activity levels, and the focus of the intermediate- and long-term development phases. The appropriate time for development should be reviewed periodically, and adjusted to account for changing circumstances.
5.2.1 **Short-Term Development Projects**

Short-term (Federal Fiscal Year) 2012 – 2016 capital improvements include those development items that are expected to begin within the next five years. These projects are primarily safety driven. They include upgrading Runway 17-35, relocating and extending Taxiway E, and providing critical pavement rehabilitation, as well as completing FAR Part 139 compliance improvements. Figure 5-1 graphically depicts the location of the short-term projects.

1-1 **Rehabilitate Runway 17-35**
This project includes the full depth reconstruction of Runway 17-35 and associated lighting including the installation of secondary windcones and distance remaining signs to meet Part 139 requirements. Additional elements of the project include:

- Installation of a new primary windcone and segmented circle
- Installation of new secondary windcones on Runway 3-21
- Relocation of Taxiway A holdline
- Installation of REILs on Runway 35 end
- Construction of full perimeter access road

The total project cost reflects only construction and inspection costs as the design phase of this project has been completed.

1-2 **Acquire Ground Load Passenger Boarding Bridge**
This project includes the acquisition of a ground load passenger boarding bridge.

1-3 **Apron Pavement Maintenance, Phase 1**
This project will provide the needed maintenance of the southern half apron pavements on the airfield. The project includes crack sealing, fog sealing, and pavement marking.

1-4 **Rehabilitate Taxilane to Common Box Hangars**
This project will convert an existing road to a Design Group II taxilane. It will remove the existing curb and gutter and relocate the aboveground power underground to meet both Taxiway Safety Area and Object Free Area requirements.

1-5 **Security Improvements - Access Controls**
This project will provide security improvements at doors accessing the apron for the Fixed Base Operator and the Idaho State University Applied Technology Aircraft Maintenance building. This will also include improvements to security gates that access airside property.

1-6 **Update Pavement Management Plan**
This project consists of updating the existing Pavement Management Program for the airport as it was last updated in 2002.

1-7 **Acquire Snow Removal Equipment - High-Speed Broom**
This project includes the acquisition of a 22-foot high-speed broom.
1-8 Taxiway Pavement Maintenance
This project will provide the needed maintenance of Taxiway A and all connectors to Runway 3-21. The project includes crack sealing, fog sealing, and pavement marking. If funding allows, this project should be combined with the apron pavement maintenance project.

1-9 Rehabilitate Lift Station
This project will upgrade the existing sewer lift station to meet anticipated increased future industrial demand. Project costs include upgrading the existing pumps and wet well. This project is not eligible for funding under the FAA, but may be eligible for other Federal funding.

1-10 Relocate Taxiway E
This project consists of relocating Taxiway E from its current location 1,170 feet northeast along Taxiway A to the south end of the ramp across from the ARFF Facility. This taxiway will accommodate aircraft up to 265,000 pound dual wheel gear and will be 75 feet wide with paved shoulders. Project costs include the installation of new lighting and signs.

1-11 Install Runway 3 PAPI and REIL
This project includes the installation of a four-box L-880 PAPI on the Runway 3 end along with the installation of a REIL. The total cost includes the cost of bringing power from the existing localizer building to both locations. This project does not include any work associated with removal of the ODALs. This project could be combined with either the relocation or extension of Taxiway E to minimize the closure of Runway 3-21.

1-12 Acquire Snow Removal Equipment, Tractor
This project includes the acquisition of a bi-directional tractor.

1-13 Apron Pavement Maintenance, Phase 2
This project will provide the needed maintenance of the northern half apron pavements on the airfield with the exception of the BLM apron. The project includes crack sealing, fog sealing, and pavement marking.

1-14 Extend Taxiway E to Runway 17-35
This project includes construction of 3,400 feet of taxiway from the new Taxiway E location to the midpoint of Runway 17-35. This taxiway will accommodate C-III aircraft, up to 75,000 pounds, and will be 50 feet wide. Project costs include the installation of taxiway lighting and signs. If funding allows, this project should be combined with the relocation of Taxiway E to lower overall project costs and minimize the closure of Runway 3-21.
Short-Term Development Projects

Short-term 2012 – 2016 capital projects include those development items that are expected to begin within the next five years.

1-1 Rehabilitate Runway 17-35, $6,800,000
1-2 Acquire Ground Level Passenger Boarding Bridge, $475,000
1-3 Apron Pavement Maintenance, Phase 1, $332,000
1-4 Rehabilitate Taxilane to Common Box Hangars, $209,000
1-5 Security Improvements – Access Controls, $175,000
1-6 Update Pavement Management Plan, $50,000
1-7 Acquire Snow Removal Equipment, High Speed Broom, $575,000
1-8 Taxiway Pavement Maintenance, $390,000
1-9 Rehabilitate Lift Station, $300,000
1-10 Relocate Taxiway E, $646,000
1-11 Install Runway 3 PAPI and REIL, $190,000
1-12 Acquire Snow Removal Equipment, Tractor, $130,000
1-13 Apron Pavement Maintenance, Phase 2, $405,000
1-14 Extend Taxiway E to Runway 17-35, $1,511,000

Source: RS&H, 2012
5.2.2 **Intermediate-Term Development Projects**

Intermediate-term development improvements include projects that are warranted within the second five-year planning period (2017-2021). The environmental processing will need to be completed in accordance with applicable Federal rules and regulations to allow for timely project completion.

At this point in the Master Plan Update schedule, the focus shifts from safety and compliance issues to landside improvement and airfield maintenance projects. Figure 5-2 graphically depicts the intermediate-term projects. These projects largely support the continued growth, development, rehabilitation, and maintenance of the Airport.

**2-1 Widen and Strengthen Airport Way**
This project includes intersection improvements and landscaping at Corsair Street and Frontage Road and an added lane on along Airport Way from the Interstate 86 off ramp to Corsair Street. This project also includes strengthening Airport Way to accommodate heavy truck traffic. Existing pump improvements are included for a landscape watering system.

**2-2 Implement Safety Management System (SMS)**
This project includes the implementation of a Safety Management System at the Airport to ensure the Airport meets FAA safety management requirements.

**2-3 Relocate Overflow Parking Lot**
This project includes the removal of the existing overflow parking lot and the construction of new gravel overflow parking lot south of the existing location.

**2-4 Runway 17-35 Pavement Maintenance**
This project includes fog sealing Runway 17-35 and remarking.

**2-5 Update e-Airport Layout Plan**
This project includes updating the Airport's ALP drawing set per FAA AGIS / e-ALP guidance.

**2-6 Construct Nine-Unit Wall Box Hangar**
This project includes the construction of a nine-unit wall box hangar located north of the existing common wall box hangar. Though this project could be eligible for AIP funding, it is considered a low priority project. With the amount of higher priority projects in the development plan, it is anticipated local funds will be used.

**2-7 Rehabilitate Terminal Apron (ATERM-03)**
This project includes a mill and overlay of approximately 342,000 square feet of asphalt apron located in front of the terminal building. This project does not include any work associate with the concrete section of the terminal apron.

**2-8 Improve Existing Rail Line, Branches A & B**
This project includes the rehabilitation of existing Rail Lines A and B, approximately 2,000 feet of total track. Project extents are north of I-86. This project is not eligible for AIP funding, but may be eligible for Federal Rail Administration (FRA) funding.
2-9 Acquire Transload Equipment
This project includes the acquisition of a load boxcar handler for transfer of shipping containers from rail to truck. This project is not eligible for AIP funding, but may be eligible for Federal Rail Administration (FRA) funding.

2-10 Construct Aircraft Hardstand (ADG-IV/V)
This project includes constructing a 75 foot-by-175 foot hardstand at the location of the existing port-a-port hangars.

2-11 Acquire Snow Removal Equipment - Plow Truck with Sander
This project includes the acquisition of a plow truck with a sand unit for snow removal.

2-12 Acquire Snow Removal Equipment - Loader
This project includes the acquisition of a front end loader for snow removal.

2-13 Relocate Port-a-Port Hangars
This project includes relocating two Port-a-Port hangars to the aircraft hangar development area.

2-14 Extend Utilities to Hardstand
This project includes providing water, electrical, and storm drainage access to the concrete hardstand that is located approximately 250 feet from existing utility lines. This project is not eligible for AIP funding.

2-15 Extend Fortress Street
This project includes extending Fortress Street for 1,600 linear feet with a 33 foot wide road to accommodate freight trucks. This project is not eligible for AIP funding.

2-16 Extend Utilities along Fortress Street
This project includes extending water, sewer, power, and communication utilities along Fortress Street to accommodate future landside commercial development. This project is not eligible for AIP funding.

2-17 Rehabilitate Taxiway A, Phase 1
This project includes the full depth reconstruction of approximately 4,000 feet of taxiway located on the south side of the airport. Taxiway A will accommodate 265,000 pound aircraft from edge of apron to Taxiway F and south of Taxiway F it will accommodate 75,000 pound aircraft. Taxiway F will be reconstructed up to the RSA of Runway 3-21.

2-18 Extend Rail Line, Branch C
This project includes the rehabilitation of approximately 800 feet of existing rail and constructing 1,500 feet of new rail line. This project is not eligible for AIP funding, but may be eligible for Federal Rail Administration (FRA) funding.

2-19 Construct Hold Apron on South End of Taxiway A
This project includes construction of approximately 38,000 square feet of a taxiway hold apron located on the southern end of Taxiway A near Taxiway E. This project could be combined with Phase 1 of Taxiway A Rehabilitation.
2-20 Rehabilitate Taxiway A, Phase 2
This project includes partial depth reconstruction (asphalt and base) of approximately 3,000 feet of Taxiway A from 400 feet NE of Taxiway C to the end of apron. Taxiway C will be milled and overlaid up to the RSA, while Taxiway D will be reconstructed up to the RSA.

2-21 Acquire Snow Removal Equipment, High Speed Broom
This project includes the acquisition of a 22 foot high speed broom.

2-22 Upgrade Taxiway Lighting
This project includes upgrading all existing taxiway light fixtures from quartz to LED.
Intermediate-Term Development Projects

Intermediate-term 2017 – 2021 capital projects include those development items that are expected to begin within the next five years.

2-1 Widen and Strengthen Airport Way, $424,000
2-2 Implement Safety Management System (SMS), $250,000
2-3 Relocate Overflow Parking Lot, $201,000
2-4 Runway 17-35 Pavement Maintenance, $188,000
2-5 Update e-Airport Layout Plan, $300,000
2-6 Construct Nine-Unit Wall Box Hangars, $450,000
2-7 Rehabilitate Terminal Apron (ATERM-03), $1,654,000
2-8 Improve existing Rail Line, Branches A & B, $680,000
2-9 Acquire Transload Equipment, $250,000
2-10 Construct Aircraft Hardstand (ADG-IV/V), $335,000
2-11 Acquire Snow Removal Equipment, Plow Truck with Sander, $375,000
2-12 Acquire Snow Removal Equipment, Loader, $270,000
2-13 Relocate Port-a-Port Hangars, $25,000
2-14 Extend Utilities to Hardstand, $179,000
2-15 Extend Fortress Street, $360,000
2-16 Extend Utilities Along Fortress Street, $398,000
2-17 Rehabilitate Taxiway A, Phase 1, $3,924,000
2-18 Extend Rail Line, Branch C, $369,000
2-19 Construct Hold Apron on South End of Taxiway A, $441,000
2-20 Rehabilitate Taxiway A, Phase 2, $2,392,000
2-21 Acquire Snow Removal Equipment, High Speed Broom, $575,000
2-22 Upgrade Taxiway Lighting, $205,000

Source: RS&H, 2012

Figure 5-2

INTERMEDIATE-TERM DEVELOPMENT PROJECTS (2017-2021)
5.2.3 Long-Term Development Projects

Long-term development improvements include those projects that are warranted by demand within the final 10 years of the planning horizon (2022–2031). The focus is on constructing the necessary infrastructure to drive landside development, while airside projects will maintain and rehabilitate the existing pavement. Figure 5-3 graphically depicts the long-term Capital Improvement Projects. Projects include items that will support the continued development, rehabilitation, and maintenance of the Airport.

3-1 Rehabilitate Runway 3-21
This project includes a mill and overlay of Runway 3-21, 9,060 feet long and 150 feet wide. Approximately 1,260,000 square feet of abandoned pavement running alongside the runway will be removed. Taxiways A, B, and C will also be rehabilitated up to the RSA, while Taxiways D and F will be reconstructed up to the RSA.

3-2 Update Airport Master Plan / eALP
This project includes updating the airport master plan.

3-3 Rehabilitate General Aviation Apron (ATERM-06)
This project includes full depth reconstruction of approximately 256,000 square feet of apron located SE of Taxiway C.

3-4 Extend Mustang Street
This project includes extending Mustang Street 950 feet at 33 feet wide with a pavement section to accommodate heavy trucks. This project is not eligible for AIP funding.

3-5 Construct Apron and Taxilane for Hangar Development
This project includes constructing a new apron and taxilane connector south of Bell Road. The total pavement area is approximately 72,000 square feet.

3-6 Construct Two Nine-Unit Wall Box Hangars
This project includes the acquisition and construction of 2 nine-unit wall box hangars to be located west of Bell Road. Though this project could be eligible for AIP funding it is considered a low priority project. With the amount of higher priority projects in the development plan, it is anticipated local funds will be used.

3-7 Rehabilitate Apron (ATERM-04)
This project includes full depth reconstruction of approximately 337,000 square feet of apron located in front of the Air Traffic Control Tower (ATCT).

3-8 Construct Runway 17-35 Parallel Taxiway, Phase 1
This project includes constructing a parallel Taxiway along the north side of Runway 17-35, 3,575 feet long by 50 feet wide, with 2 connecting taxiways and a turnaround area on the north side. This project includes taxiway lighting and signs.

3-9 Expand Long Term Parking Lot
This project includes a 39,000 square foot expansion of the long term parking lot.
3-10 Relocate Stormwater Drainage Basin
This project includes constructing a retention pond approximately 400 feet northeast of the existing retention pond and filling the existing retention pond to the grade of the existing parking lot that abuts it.

3-11 Acquire Aircraft Rescue and Fire Fighting (ARFF) Vehicle
This project includes the acquisition of an ARFF vehicle.

3-12 Rehabilitate Apron (ATERM-09)
This project includes full depth reconstruction of approximately 201,500 square feet of apron located southeast of Taxiway B near the existing Port-a-Port Hangars. The project also includes removing existing concrete section located on the southeast side of the apron and reconstructing full depth.

3-13 Rehabilitate Taxiway A, Phase 3
This project includes a mill and overlay of approximately 3,000 feet of Taxiway A from the Runway 21 end to 400 feet northeast of Taxiway C. Taxiway B will also be milled and overlaid up to the RSA of Runway 3-21.

3-14 Realign Taxiway A at Runway 21 and Construct Hold Apron
This project includes construction of approximately 90,000 square feet of taxiway and a hold apron located on the north end of Taxiway A.

3-15 Acquire Snow Removal Equipment, Loader
This project includes the acquisition of a front end loader for snow removal.

3-16 Rehabilitate Apron (ATERM-10)
This project includes a mill and overlay of approximately 625,500 square feet of apron located in front of the BLM facility. This project also includes removing the concrete section located on the southeast side of the apron and reconstructing full depth.

3-17 Rehabilitate Apron (ATERM-01)
This project includes full depth reconstruction of approximately 250,000 square feet of apron located in front of the ARFF and NOAA facilities.

3-18 Remove Taxiway G
This project includes the removal of Taxiway G from the Runway 21 end to the Runway 17 end including electrical and signs. The project includes removing the abandoned runway pavement outside of Taxiway G as well.

3-19 Construct Runway 17-35 Parallel Taxiway, Phase 2
This project includes constructing a parallel Taxiway along the south side of Runway 17-35, 3,575 feet long by 50 feet wide, with 2 connecting taxiways including taxiway lighting and signs.

3-20 Extend Utilities along Thunderbolt Street
This project includes extending water, sewer, power, and communication utilities along Thunderbolt Street to accommodate future landside development. This project is not eligible for AIP funding.
3-21 Extend Thunderbolt Street
This project includes extending Thunderbolt Street 2,600 feet at 33 feet wide with a pavement section to accommodate heavy trucks. This project is not eligible for AIP funding.

3-22 Construct West Side Access Road
This project includes constructing 6,400 feet of new two lane road from Truckerville Road to the future west development area. The road will be constructed to accommodate heavy transport vehicles.
Long-Term Development Projects

Long-term 2022 – 2031 capital projects include those development items that are expected to begin within the next five years.

3-1 Rehabilitate Runway 3-21, $8,933,000
3-2 Update Airport Master Plan, $400,000
3-3 Rehabilitate General Aviation Apron (ATERM-06), $2,814,000
3-4 Extend Mustang Street, $217,000
3-5 Construct Apron and Taxiway for Hangar Development, $619,000
3-6 Construct Two Nine-Unit Wall Box Hangars, $900,000
3-7 Rehabilitate Apron (ATERM-04), $2,655,000
3-8 Construct Runway 17-35 Parallel Taxiway, Phase 1, $3,480,000
3-9 Expand Long Term Parking Lot, $137,000
3-10 Relocate Stormwater Drainage Basin, $130,000
3-11 Acquire Airport Rescue and Fire Fighting (ARFF) Vehicle, $775,000
3-12 Rehabilitate Apron (ATERM-09), $1,895,000
3-13 Rehabilitate Taxiway A, Phase 3, $1,901,000
3-14 Realign Taxiway A at Runway 21 and Construct Hold Apron, $1,540,000
3-15 Acquire Snow Removal Equipment, Loader, $270,000
3-16 Rehabilitate Apron (ATERM-10), $3,978,000
3-17 Remove Taxiway G, $610,000
3-18 Construct Runway 17-35 Parallel Taxiway, Phase 2, $3,333,000
3-19 Extend Utilities along Thunderbolt Street, $828,000
3-20 Extend Thunderbolt Street, $586,000
3-21 Construct West Side Access Road, $1,515,000

Source: RS&H, 2012
5.3 PROJECT RESPONSIBILITIES

Airport projects are typically closely coordinated with the FAA, particularly when AIP funding or NEPA documentation is required. Therefore, in addition to the typical project procurement and execution responsibilities that most airport owners address on a wide variety of non-airport projects, additional consideration of FAA requirements is needed for the projects listed in the CIP. In general, for each project the Airport will be responsible for the following:

- For projects using AIP funding, verifying the justification supporting the project and request FAA participation
- Assuring accomplishment of the necessary environmental processing through FAA coordination
- Preparing and submitting grant applications
- Preparing and issuing a Request For Qualification and selecting the consultant/engineer for the project planning, design, or environmental analysis, as applicable
- Preparing and issuing a Request For Proposal(s) and company selection(s) for project construction, management, and related construction services; these services may be provided or assisted by the design engineer.
- Including project administration efforts, including FAA grant maintenance and close out.

Regular coordination with the FAA is important to facilitate these responsibilities.

5.4 SOURCES OF AIRPORT CAPITAL FUNDING

There are numerous potential sources of airport capital; however, traditionally FAA, State, and local funds, such as airport revenue, provide most of the funding. Various types of FAA, State, and local funds are discussed below, as well as the other potential sources of facility development money.

5.4.1 FAA Funding

Airport sponsors are eligible for FAA funding for specifically approved projects through the FAA’s Airport Improvement Program (AIP). The Federal government has been involved in supporting aviation development since 1946. The Airport and Airway Improvement Act of 1982 established the current Federal funding mechanism, known as AIP, which provides capital support for eligible planning, development, and noise compatibility projects at public-use airports. While the law has been reauthorized several times, and the amount appropriated and the funding formulas adjusted to reflect the current national priorities, the basic program has remained essentially the same since the original law was approved.

The AIP provides Entitlement funds for commercial service and cargo airports based on the number of annual enplaned passengers and amount of air cargo handled. Other appropriations of AIP funds go to states, general aviation airports, relievers, and other commercial service airports, as well as for noise compatibility planning and programs. Any remaining AIP funds at the national level are designated as Discretionary funds and may be used by the FAA for funding eligible projects, which typically enhance airport capacity, safety, and/or security. In some years, Discretionary funding has been specifically directed to certain national priorities such as a recent program to improve RSAs. Additional information on the different funding elements within the AIP include:
**AIP Entitlement Grants.** The FAA Reauthorization and Reform Act was signed by President Obama in February of 2012. Appropriations are still to be designated; however, the legislation signed into law provides for approximately $63 billion worth of funding allocated for the years 2012–2015. This four-year bill authorizes the Airport Improvement Program at $3.35 billion annually over the four-year period.

The Federal share for most small airports will be reduced to 90 percent from the previous level of 95 percent. Essential air service (EAS) communities may still receive 95 percent if they meet specific criteria.

The Airport is classified in the current NPIAS as a Primary/Non-Hub commercial service airport. The Order 5100.38C, the Airport Improvement Handbook (Appendix 23) adjusts the percentage of Federal shares for allowable project costs for certain states. As per Appendix 23 guidance, the Federal match in the State of Idaho is 93.75 percent for Non-Hub airports and is included in the 2012 FAA Reauthorization and Reform Act legislation.

**AIP Discretionary Grants.** The FAA also provides Discretionary grants, over and above Entitlement funding, to airports for projects that have a high Federal priority for enhancing safety, security, or capacity. The amount that individual grants vary can be significant in comparison to Entitlements and are awarded at the FAA's total discretion. Discretionary grant applications are evaluated based on need, the FAA’s project priority ranking system, and the FAA’s assessment of a project’s significance within the national airport and airway system.

**FAA Facilities & Equipment Funds.** The Facilities & Equipment Funds appropriations under the FAA Reauthorization and Reform Act had yet to occur during production of the Master Plan. Within the FAA’s budget appropriation, money is typically available in the Facilities and Equipment (F&E) Fund to purchase navigational aids and air safety-related technical equipment, including Air Traffic Control Towers (ATCTs) for use at commercial service airports in the National Airport System. Each F&E development project is evaluated independently through a cost-benefit analysis to determine funding eligibility and priority ranking. The qualified projects are totally funded (i.e., 100 percent) by the FAA, with the remaining projects likely being AIP or PFC eligible. In addition, the airport can apply for NAVAID maintenance funding through the F&E program for those facilities that are not F&E funded. It is possible that the proposed navigational aid-related development projects for the Airport would qualify for F&E funding, if money is available at the national level.

### 5.4.2 Passenger Facility Charge

The Aviation Safety and Capacity Expansion Act of 1990 authorized the Secretary of Transportation to grant public agencies the authority to impose a passenger facility charge (PFC) to fund eligible airport projects. The initial legislation set the maximum PFC level at $3.00 per enplaned passenger. AIR-21 increased the maximum PFC level from $3.00 to $4.50. The FAA Reauthorization and Reform Act will implement some changes to PFC funding. One change is a pilot program for fast-tracking Passenger Facility Charge (PFC) approvals at non-hub airports. Other airports will still be required to receive FAA approval. The program allows for local collection of PFC revenue through the airlines operating at an airport and provides more spending flexibility to airport sponsors versus AIP funds.
5.4.3 **State Funding**

The State of Idaho, Transportation Department, Division of Aeronautics was streamlining its capital funding program through the State Capital Improvement Program during the compilation of this report. The goal of the new program is to provide an efficient identification and prioritization process for aviation related programs in order to maximize financial resources. As such, the funding program is to accommodate airports eligible for FAA Airport Improvement Program funds and airports eligible for the Idaho Airport Aid Program.

The Idaho Airport Aid Program provides funds derived from Idaho’s aviation fuel tax. The funds are typically used to meet high priority needs. Public airports are eligible to use the funds, but must have a State-approved airport plan and protective zoning in place. The Idaho Airport Aid Program typically provides funds for:

- Primary Airports
- GA NPIAS Airports
- GA non-NPIAS Community Airports
- Airport Maintenance and Safety Supplies
- Small Projects
- Small Airport Planning Studies

In 2010, Pocatello Regional Airport is a primary commercial service airport and was ranked as the sixth busiest commercial service airport in Idaho, out of seven.

5.4.4 **Airport Revenues**

While capital projects are usually funded from a variety of sources, in the end, airport funds have a role in almost every project, particularly as seed money to initiate projects. Generating the necessary cash flow to balance the operations and maintenance costs of an airport is a constant challenge. The capital costs associated with the Airport’s development program, whether for City matching funds for a state or Federal grant, or 100 percent funding of non-grant capital projects, can be daunting.

Without airline- and passenger-generated revenue, general aviation airports often rely on supplemental funding from local city governments to assist with funding their capital needs. Pocatello Regional Airport can support the majority of the cost of capital projects by generating revenue from tenants, users, land sales, and other sources. If need be, the Airport can obtain the remainder of any necessary funds directly from the City of Pocatello. These funds can come from the City’s operating budget, reserves, annual surplus, or borrowing.

5.4.5 **Other “Local” Funds**

The funds provided by the airport itself are often called “local” sources, because they represent the local match to FAA or state grants or pay for projects ineligible for FAA or state funding. Additional local funds are often provided to airports by cities, counties, other taxing districts, or a collection of public agencies. These government agencies support airports because of their public-use nature, their regional influence, and their critical value in supporting economic development. External public support for airports is particularly important when a new airport is constructed, an existing airport extends a runway, or for a terminal, that represents a once-in-a-lifetime capital expenditure.
Public financial support for airports comes in forms such as grants and interest free loans, as well as loans or bonds under the umbrella of states, counties, cities, taxing districts, or other public financing agencies.

### 5.4.6 Other Sources

In addition to the “traditional” sources of airport capital funds listed above, there are other potential suppliers of money to construct capital improvements. These include tenants, users, and investors. Tenants often construct their own facilities, particularly hangar and air cargo facilities. Many airports use private third-party financing when the planned improvements will be primarily used by a private business or other organization. Such projects are not ordinarily eligible or have very low priority for Federal funding. Private capital can also be used for facilities such as cargo buildings or hangars; in a similar manner, vehicle parking lots or other revenue generating facilities can be privatized with the use of outside capital. Due to the shortage of public capital, as well as the desire of investors to seek more innovative uses for their funds, airports are seeing increased use of external funding for capital projects.
5.5 CAPITAL IMPROVEMENT PROGRAM

The proposed projects presented in this chapter are summarized in this section based upon the Airport’s priorities and their funding eligibility. Funding sources for the capital improvement program depend on many factors including: 1) FAA Airport Improvement Program (AIP) project eligibility, 2) the ultimate type and use of facilities to be developed, 3) the debt capacity of the Airport and City, 4) the availability of other financing sources, and 5) the priorities for scheduling project completion. For planning purposes, assumptions were made related to the funding source of each capital improvement. The projected costs provided in the Capital Improvement Plan (CIP) project tables are identified with likely funding sources.

5.5.1 Capital Improvement Plan by Phase

The projects are identified by short, intermediate, and long-term phasing and their expected fiscal year of construction. The funding split between the FAA, State of Idaho, and local or other sources is then provided. Note this funding split is provided based upon current eligibility standards and does not guarantee that these projects will be funded due to Federal and state priority rating or other state and national needs. The short-term, 2012–2016, capital improvements are shown in Table 5-1. The intermediate-term, 2017–2021, capital improvements are presented in Table 5-2. The long-term, 2022–2031, development improvements include those projects that are warranted by demand within the final 10 years of the planning period and are depicted in Table 5-3.
## Table 5-1

**CAPITAL IMPROVEMENT PLAN – SHORT TERM (2012 - 2016)**

<table>
<thead>
<tr>
<th>Year</th>
<th>ID</th>
<th>Description</th>
<th>Entitlement</th>
<th>Discretionary</th>
<th>State</th>
<th>Local</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>1-1</td>
<td>Rehabilitate Runway 17-35</td>
<td>$1,000,000</td>
<td>$5,375,000</td>
<td>$20,000</td>
<td>$405,000</td>
<td>$6,800,000</td>
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<tr>
<td></td>
<td></td>
<td><strong>2012 Subtotal</strong></td>
<td><strong>$1,000,000</strong></td>
<td><strong>$5,375,000</strong></td>
<td><strong>$20,000</strong></td>
<td><strong>$405,000</strong></td>
<td><strong>$6,800,000</strong></td>
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<tr>
<td>2013</td>
<td>1-2</td>
<td>Acquire Ground Load Passenger Boarding Bridge</td>
<td>$445,313</td>
<td>$0</td>
<td>$8,906</td>
<td>$20,781</td>
<td>$475,000</td>
</tr>
<tr>
<td></td>
<td>1-3</td>
<td>Apron Pavement Maintenance, Phase 1</td>
<td>$311,250</td>
<td>$0</td>
<td>$6,225</td>
<td>$14,525</td>
<td>$332,000</td>
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<tr>
<td></td>
<td>1-4</td>
<td>Rehabilitate Taxilane to Common Box Hangars</td>
<td>$195,938</td>
<td>$0</td>
<td>$3,919</td>
<td>$9,143</td>
<td>$209,000</td>
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<tr>
<td></td>
<td>1-5</td>
<td>Security Improvements - Access Controls</td>
<td>$47,499</td>
<td>$116,564</td>
<td>$950</td>
<td>$9,987</td>
<td>$175,000</td>
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<td>1-6</td>
<td>Update Pavement Management Plan</td>
<td>$46,875</td>
<td>$0</td>
<td>$938</td>
<td>$2,188</td>
<td>$50,000</td>
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<tr>
<td></td>
<td></td>
<td><strong>2013 Subtotal</strong></td>
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<td><strong>$116,564</strong></td>
<td><strong>$20,938</strong></td>
<td><strong>$56,624</strong></td>
<td><strong>$1,241,000</strong></td>
</tr>
<tr>
<td>2014</td>
<td>1-7</td>
<td>Acquire Snow Removal Equipment, High Speed Broom</td>
<td>$539,063</td>
<td>$0</td>
<td>$10,781</td>
<td>$25,156</td>
<td>$575,000</td>
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<tr>
<td></td>
<td>1-8</td>
<td>Taxiway Pavement Maintenance</td>
<td>$365,625</td>
<td>$0</td>
<td>$7,313</td>
<td>$17,063</td>
<td>$390,000</td>
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<td></td>
<td>1-9</td>
<td>Rehabilitate Lift Station</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>$300,000</td>
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<td></td>
<td></td>
<td><strong>2014 Subtotal</strong></td>
<td><strong>$904,688</strong></td>
<td><strong>$0</strong></td>
<td><strong>$18,094</strong></td>
<td><strong>$342,218</strong></td>
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<td>2015</td>
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<td>Relocate Taxiway E</td>
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<td>$12,113</td>
<td>$28,263</td>
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<td>1-11</td>
<td>Install Runway 3 PAPI and REIL</td>
<td>$178,125</td>
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<tr>
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<td>1-12</td>
<td>Acquire Snow Removal Equipment, Tractor</td>
<td>$121,875</td>
<td>$0</td>
<td>$2,438</td>
<td>$5,688</td>
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<td></td>
<td></td>
<td><strong>2015 Subtotal</strong></td>
<td><strong>$905,625</strong></td>
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<td><strong>$18,113</strong></td>
<td><strong>$42,263</strong></td>
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<tr>
<td>2016</td>
<td>1-13</td>
<td>Apron Pavement Maintenance, Phase 2</td>
<td>$379,688</td>
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<td>$7,594</td>
<td>$17,718</td>
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<td></td>
<td>1-14</td>
<td>Extend Taxiway E to Runway 17-35</td>
<td>$763,124</td>
<td>$1,028,439</td>
<td>$15,262</td>
<td>$104,175</td>
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<td></td>
<td><strong>2016 Subtotal</strong></td>
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<td><strong>$1,028,439</strong></td>
<td><strong>$22,856</strong></td>
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<td><strong>Short Term Total</strong></td>
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Source: T-O Engineers, Inc. 2012
## Table 5-2
### CAPITAL IMPROVEMENT PLAN – INTERMEDIATE TERM (2017 -2021)

<table>
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<tr>
<th>Year</th>
<th>Project ID</th>
<th>Description</th>
<th>Entitlement</th>
<th>Discretionary</th>
<th>State</th>
<th>Local</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2-1</td>
<td>Widen and Strengthen Airport Way</td>
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<td>$18,550</td>
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<td>2017</td>
<td>2-2</td>
<td>Implement Safety Management System (SMS)</td>
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<td>$0</td>
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<td>2-3</td>
<td>Relocate Overflow Parking Lot</td>
<td>$188,438</td>
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<td>2-4</td>
<td>Runway 17-35 Pavement Maintenance</td>
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<td>$3,525</td>
<td>$8,225</td>
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<td>2-5</td>
<td>Update eAirport Layout Plan</td>
<td>$3,437</td>
<td>$277,813</td>
<td>$69</td>
<td>$18,681</td>
<td>$300,000</td>
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<td>2-6</td>
<td>Construct Nine-Unit Wall Box Hangars</td>
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<td>$0</td>
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<td>$450,000</td>
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<td>Rehabilitate Terminal Apron (ATERM-03)</td>
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<td></td>
<td>2-8</td>
<td>Improve Existing Rail Line, Branches A &amp; B</td>
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<td>$0</td>
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<td>$680,000</td>
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<td>2-9</td>
<td>Acquire Transload Equipment</td>
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<td></td>
<td><strong>2018 Subtotal</strong></td>
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<td>2019</td>
<td>2-10</td>
<td>Construct Aircraft Hardstand (ADG-IV/V)</td>
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<td>2-11</td>
<td>Acquire Snow Removal Equipment, Plow Truck with Sander</td>
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<td>$275,000</td>
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<td>2-12</td>
<td>Acquire Snow Removal Equipment, Loader</td>
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<td>$11,813</td>
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<td>2-13</td>
<td>Relocate Port-a-Port Hangars</td>
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<td>$469</td>
<td>$1,093</td>
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<td>2-14</td>
<td>Extend Utilities to Hardstand</td>
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<td>$0</td>
<td>$179,000</td>
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<td>2-15</td>
<td>Extend Fortress Street</td>
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<td>2-16</td>
<td>Extend Utilities along Fortress Street</td>
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<td>2020</td>
<td>2-17</td>
<td>Rehabilitate Taxiway A, Phase 1</td>
<td>$1,151,561</td>
<td>$2,527,189</td>
<td>$23,031</td>
<td>$222,219</td>
<td>$3,924,000</td>
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<td>2-18</td>
<td>Extend Rail Line, Branch C</td>
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<td>$0</td>
<td>$369,000</td>
<td>$369,000</td>
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<tr>
<td></td>
<td>2-19</td>
<td>Construct Hold Apron on South End of Taxiway A</td>
<td>$0</td>
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</tr>
<tr>
<td></td>
<td></td>
<td><strong>2020 Subtotal</strong></td>
<td>$1,151,561</td>
<td>$2,940,627</td>
<td>$23,031</td>
<td>$618,781</td>
<td>$4,734,000</td>
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<tr>
<td>Year</td>
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<td>Project Description</td>
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<td>Total Project Cost</td>
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<td></td>
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<tr>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Entitlement</td>
<td>Discretionary</td>
<td>State</td>
<td>Local</td>
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</tr>
<tr>
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<tr>
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<td>2-21</td>
<td>Acquire Snow Removal Equipment, High Speed Broom</td>
<td>$539,063</td>
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<td>$10,781</td>
<td>$25,156</td>
<td>$575,000</td>
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<tr>
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<td>2-22</td>
<td>Upgrade Taxiway Lighting</td>
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<td></td>
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Source: T-O Engineers, Inc. 2012
### Table 5-3
CAPITAL IMPROVEMENT PLAN – LONG TERM (2022 -2031)

<table>
<thead>
<tr>
<th>Year</th>
<th>ID</th>
<th>Project Description</th>
<th>Entitlement</th>
<th>Discretionary</th>
<th>State</th>
<th>Local</th>
<th>Total Project Cost</th>
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</thead>
<tbody>
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<td>2022</td>
<td>3-1</td>
<td>Rehabilitate Runway 3-21</td>
<td>$625,000</td>
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<td>$12,500</td>
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<td>3-2</td>
<td>Update Airport Master Plan</td>
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<td>Rehabilitate General Aviation Apron (ATERM-06)</td>
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<td>3-4</td>
<td>Extend Mustang Street</td>
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<td><strong>$20,000</strong></td>
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<td>3-5</td>
<td>Construct Apron and Taxilane for Hangar Development</td>
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<td>3-6</td>
<td>Construct Two Nine-Unit Wall Box Hangars</td>
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<td></td>
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<td><strong>$20,000</strong></td>
<td><strong>$1,084,624</strong></td>
<td><strong>$4,174,000</strong></td>
</tr>
<tr>
<td>2025</td>
<td>3-8</td>
<td>Construct Runway 17-35 Parallel Taxiway, Phase 1</td>
<td>$749,687</td>
<td>$2,512,813</td>
<td>$14,938</td>
<td>$202,506</td>
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<tr>
<td></td>
<td>3-9</td>
<td>Expand Long Term Parking Lot</td>
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<td>$2,569</td>
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<td>3-10</td>
<td>Relocate Stormwater Drainage Basin</td>
<td>$121,875</td>
<td>$0</td>
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<td>$5,688</td>
<td>$130,000</td>
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<tr>
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<td>3-11</td>
<td>Acquire Airport Rescue and Fire Fighting (ARFF) Vehicle</td>
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<td>Rehabilitate Apron (ATERM-09)</td>
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<td><strong>$20,000</strong></td>
<td><strong>$98,437</strong></td>
<td><strong>$1,895,000</strong></td>
</tr>
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<td>2027</td>
<td>3-13</td>
<td>Rehabilitate Taxiway A, Phase 3</td>
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<td>$1,035,313</td>
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<td>$103,875</td>
<td>$1,901,000</td>
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<td>3-14</td>
<td>Realign Taxiway A at Runway 21 and Construct Hold Apron</td>
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<td>$983,438</td>
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<td>$65,562</td>
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<td></td>
<td>3-15</td>
<td>Acquire Snow Removal Equipment, Loader</td>
<td>$253,125</td>
<td>$0</td>
<td>$5,063</td>
<td>$11,813</td>
<td>$270,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>2027 Subtotal</strong></td>
<td><strong>$1,000,000</strong></td>
<td><strong>$2,018,751</strong></td>
<td><strong>$20,000</strong></td>
<td><strong>$181,249</strong></td>
<td><strong>$3,220,000</strong></td>
</tr>
<tr>
<td>2028</td>
<td>3-16</td>
<td>Rehabilitate Apron (ATERM-10)</td>
<td>$1,000,000</td>
<td>$2,729,375</td>
<td>$20,000</td>
<td>$228,625</td>
<td>$3,978,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>2028 Subtotal</strong></td>
<td><strong>$1,000,000</strong></td>
<td><strong>$2,729,375</strong></td>
<td><strong>$20,000</strong></td>
<td><strong>$228,625</strong></td>
<td><strong>$3,978,000</strong></td>
</tr>
</tbody>
</table>
## Project Funding Information

<table>
<thead>
<tr>
<th>Year</th>
<th>ID</th>
<th>Description</th>
<th>Entitlement</th>
<th>Discretionary</th>
<th>State</th>
<th>Local</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2029</td>
<td>3-17</td>
<td>Rehabilitate Apron (ATERM-01)</td>
<td>$1,000,000</td>
<td>$857,188</td>
<td>$20,000</td>
<td>$103,812</td>
<td>$1,981,000</td>
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<tr>
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<td></td>
<td><strong>2029 Subtotal</strong></td>
<td><strong>$1,000,000</strong></td>
<td><strong>$857,188</strong></td>
<td><strong>$20,000</strong></td>
<td><strong>$103,812</strong></td>
<td><strong>$1,981,000</strong></td>
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<tr>
<td>2030</td>
<td>3-18</td>
<td>Remove Taxiway G</td>
<td>$571,875</td>
<td>$0</td>
<td>$11,438</td>
<td>$26,688</td>
<td>$610,000</td>
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<td></td>
<td>3-19</td>
<td>Construct Runway 17-35 Parallel Taxiway, Phase 2</td>
<td>$428,125</td>
<td>$2,602,813</td>
<td>$8,563</td>
<td>$193,500</td>
<td>$3,233,000</td>
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<td></td>
<td>3-20</td>
<td>Extend Utilities along Thunderbolt Street</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$828,000</td>
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<td></td>
<td>3-21</td>
<td>Extend Thunderbolt Street</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$586,000</td>
<td>$586,000</td>
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<tr>
<td></td>
<td></td>
<td><strong>2030 Subtotal</strong></td>
<td><strong>$1,000,000</strong></td>
<td><strong>$2,602,813</strong></td>
<td><strong>$20,000</strong></td>
<td><strong>$1,634,187</strong></td>
<td><strong>$5,257,000</strong></td>
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<tr>
<td>2031</td>
<td>3-22</td>
<td>Construct West Side Access Road</td>
<td>$1,000,000</td>
<td>$420,313</td>
<td>$20,000</td>
<td>$74,687</td>
<td>$1,515,000</td>
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<tr>
<td></td>
<td></td>
<td><strong>2031 Subtotal</strong></td>
<td><strong>$1,000,000</strong></td>
<td><strong>$420,313</strong></td>
<td><strong>$20,000</strong></td>
<td><strong>$74,687</strong></td>
<td><strong>$1,515,000</strong></td>
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<td></td>
<td><strong>Long Term Total</strong></td>
<td><strong>$10,000,000</strong></td>
<td><strong>$23,351,568</strong></td>
<td><strong>$200,000</strong></td>
<td><strong>$4,554,432</strong></td>
<td><strong>$38,106,000</strong></td>
</tr>
</tbody>
</table>

Source: T-O Engineers, Inc. 2012
5.5.2 Capital Improvement Plan Summary

Based on the identification of capital projects and their eligibility for funding, the overall financing of the Master Plan Update is shown in Table 5-4 and summarized as follows:

- Total project costs are estimated at approximately $65 million dollars over 20 years which will require an investment of $3,242,000 per year.
- FAA funding for eligible projects can provide 85.7 percent of total project costs.
- The State of Idaho, Division of Aeronautics contributes $20,000 annually regardless of project size and provides 0.6 percent of total project costs.
- There are 58 total projects identified, twelve of which are not likely eligible for FAA funding. These projects will be funded entirely by local funds with the exception of the rehabilitation and extension of the rail lines which may be eligible for Federal Rail Administration (FRA) funding.
- The remaining funds required are expected to be provided from a combination of Airport earnings and public investment and amounts to 13.7 percent of total project costs.

<table>
<thead>
<tr>
<th>Planning Period</th>
<th>Total Project Cost</th>
<th>Funding Source</th>
<th>Federal (93.75%)</th>
<th>State</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Term 2012-2016</td>
<td>$12,588,000</td>
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<td>$11,520,003</td>
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<tr>
<td>Intermediate Term 2017-2021</td>
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<td>$10,742,816</td>
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<tr>
<td>Long Term 2022-2031</td>
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<td></td>
<td>$33,351,568</td>
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<tr>
<td>Total Capital Cost</td>
<td>$64,839,000</td>
<td></td>
<td>$55,614,387</td>
<td>$400,000</td>
<td>$8,824,613</td>
</tr>
</tbody>
</table>

Source: T-O Engineers, Inc. 2012

This projection of capital funding sources assumes all eligible costs will be funded. Because of the dynamic nature of funding, actual funding received is often less than the maximum eligible due to competition for limited funds, low project priority rankings, or other factors. Further analysis closer to the period of project implementation will be necessary to verify that the expected amounts are available. Figure 5-4 provides an illustration of the Airport after the major capital projects discussed and depicted in this chapter and within this Master Plan Update are completed. This
Master Plan Update was designed so that projects can be initiated when demand dictates the need for development. Forecasts of aviation related activity identify one timeline in which development could occur; however, if activity does not materialize as quickly as forecast, the development envisioned by this Master Plan Update would be delayed accordingly. Conversely, if growth were to occur faster than predicted, projects could be initiated prior to the timeline anticipated in this plan.

The need for implementation of various projects is based on actual activity. Airport Administration will monitor aviation activity at Pocatello Regional Airport annually and determine whether activity is tracking as projected to decide which projects from the Master Plan should be programmed into the Airport’s five-year Capital Improvement Program.
Figure 5-4

MAJOR CAPITAL DEVELOPMENT PROJECTS

Source: RS&H, 2012
5.6 **ECONOMIC IMPACT**

When considering the financial implications of implementing this Master Plan and the possible increases or new fees needed to support development, it is important to discuss the inherent value of the airport to the community and the airport’s economic contribution. The airport’s economic value should be articulated to airport users, city decision-makers, and the general public to help understand why such fees and investment are justified and necessary.

The 2008 Economic Impact of Idaho Airports, developed under the guidance of the Idaho Transportation Department (ITD) Division of Aeronautics, evaluates the economic impact of the Pocatello Regional Airport. The direct economic benefits related to on-airport business tenants and the indirect benefits associated with visitor related expenditures were determined for each study airport. The multiplier effect of these benefits was then calculated to determine the total airport related impact. The total economic activity is the sum of all direct (on-airport) and indirect (off-airport), and multiplier impacts. As presented in Figure 5-5, the overall economic impact of Pocatello Regional Airport is estimated at $39.1 million. The airport also directly and indirectly provides the community with 477 jobs. Additional detailed information relative to this analysis can be found in the IASP technical report available from ITD Division of Aeronautics.

*Figure 5-5
ECONOMIC IMPACT OF POCATELLO REGIONAL AIRPORT*
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