Boise Airport Passenger Facility Charge (PFC)
Application #05

Subject: Notice for Public Comment
Notice Date: November 8, 2019

Boise City Airport intends to file an application with the Federal Aviation Administration (FAA) to impose a Passenger Facility Charge (PFC). The PFC will help reimburse local airport funds for improvement projects at Boise Airport in Boise, ID. The application for the PFC is done in accordance with the Federal Aviation Regulation (FAR) Part 158 "Passenger Facility Charges." This notice is intended to give adequate time for public review and comment of the identified projects on the proposed PFC application.

The Airport intends to use the PFC funds to finance eligible projects and to reimburse the airport fund for local airport share of projects. As a part of this notice, certain elements are required and are as follows:

- Proposed Charge Effective Date: **07/1/2020**
- Estimated Charge Expiration Date: **09/15/2021**
- Proposed Charge Rate: **$4.50** per Enplaned Passenger
- Estimated Total PFC Revenue to be Collected/Used: **$11,776,695**

Any comments on the proposed PFC Application, including agreement or disagreement with any of the proposed projects, should be addressed to Ms. Kathleen Watkins, Airport Deputy Director Finance; 3201 Airport Way, Suite 1000 Boise, ID, 83705 or emailed to kwatkins@cityofboise.org. All comments should be received no later than thirty (30) days from the date of this notice. Projects #1-#20 are as follows:

Project Name: **Gate C-11 Passenger Boarding Bridge**	PFC Project: **#1**	Total PFC Revenue for Project: **$ 990,699**
Project Description	This project purchased and installed a new passenger boarding bridge (PBB) at Gate C-11 in 2018. The PBB's specifications conformed to those in FAA Advisory Circular (AC) 150/5200-21C, Aircraft Boarding Equipment and other related guiding documents. The project coordinated with vendors to select a preferred boarding bridge based on available performance characteristics and needs of the airlines. The PBB is a two-section unit of approximately 140 feet in total length. The first section is a 70-foot inclined tunnel that begins at the passenger walkway at ground level and connects to an elevated foundation. The second section is a moveable ramp-drive bridge of approximately 66-foot-long that transitions from the elevated foundation to the aircraft door. The project included PBB equipment, constructing concrete foundations and installing electrical utility connections.	

Project Justification	Concourse C was constructed in 2003 and originally designed to serve regional aircraft. Passengers were required to walk on the apron prior to ground boarding their aircraft. Recently, airline operators have increased the size of their aircraft fleet by replacing small regional propeller aircraft with larger narrow body mainline jets. The increased fleet size caused the need for additional PBBs to be made available at various airline gates to facilitate the movement of passengers from the holdroom to the aircraft. The PBB also eliminated passenger access to the aircraft apron.	
Project Name: **Taxiway/Taxilane S (Phase I) – AIP Match**	PFC Project: **#2**	Total PFC Revenue for Project: **$ 222,093**
Project Description	This project will reimburse the Airport Sponsor's share of the total design and construction costs required to construct Taxiway S beginning at Taxiway B and extending eastward to the SkyWest maintenance hangar. The project assumes that the minimum Sponsor share will be 6.25% of the total project costs and that up to 93.75% of the project design and construction costs will be paid using federal Airport Improvement Program grant funds. Taxiway S was originally constructed in 2015 using only Airport funds. The FAA has retroactively issued an AIP grant (3-6-0003-070-2019) to reimburse the Airport Sponsor for its initial construction investment. This project seeks to reimburse the Airport Sponsor for those project costs that will not be AIP funded. The construction project consisted of paving a 50 feet wide asphalt taxiway approximately 3,550 feet long. The project also included 20 feet wide shoulders, grading and drainage, pavement marking, signage, taxiway lighting, utilities and relocation of vehicle service roads.	
Project Justification	Boise was recently ranked 15th fastest growing city in the country and ranks in the top 100 largest cities in the US, making it a very desirable location for business expansion. The significant community growth is increasing demand for facilities at Boise Airport as more users choose to base their operations at the Airport. The extent of current development does not leave any parcels having airfield taxiway access available for aeronautical development. The current master plan identified constructing a new taxiway east of Taxiway B in order to provide taxiway access to a large portion of currently undeveloped airport property. Taxiway S allows access to additional property for aeronautical development by new tenants.	

Project Name: **Security Screening Checkpoint Improvements (Phase I)**	PFC Project: **#3**	Total PFC Revenue for Project: **$ 55,356**
Project Description	This project will add a sixth screening lane to the existing TSA passenger checkpoint. The project includes reconfiguring the existing interior space, minor improvements to existing finishes and fixtures, relocating and enhancing utilities. The new screening lane will meet TSA checkpoint design guide (CGD) standards. Purchase and installation of the millimeter wave scanner and other screening components will be the responsibility of TSA. Airport staff will be responsible to modify the interior of the building and electrical infrastructure to accommodate a sixth screening lane.	
Project Justification	Boise Airport recently experienced several years of unprecedented growth in passenger enplanements. The Airport has already reached 2025 forecasted passenger activity levels causing demand to exceed available capacity. The existing throughput capacity at the TSA screening checkpoint cannot accommodate the growing demand, which results in congestion, long lines, screening delays and unsatisfactory levels of customer service. Congestion at the security screening checkpoint inhibits the TSA's ability to see and evaluate potential security threats. Maintaining an uncongested SSCP is vital to maintaining effective security evaluation. Additionally, it was discovered that the existing checkpoint does not meet current TSA standards. Reconfiguration and expansion of the SSCP is needed to increase passenger throughput and ensure that the checkpoint meets existing TSA standards.	
Project Name: **Remote De-Ice Apron Rehabilitation and Expansion – AIP Match and AIP Funding Shortfall**	PFC Project: **#4**	Total PFC Revenue for Project: **$ 609,547**
Project Description	This project will fund the Airport Sponsor's share of the total design and construction costs required to rehabilitate Remote West and Remote East de-ice ramps at the Airport and AIP funding shortfall. The project assumes that the minimum Sponsor share will be 6.25% of the total project costs and that up to 93.75% of the project design and construction costs will be paid using federal Airport Improvement Program grant funds. Project construction will rehabilitate approximately 19,000 square yards of asphalt pavement on the two remote deice ramps, located near each end of Runway 10L-28R. The construction project assumes 3" of the existing asphalt will be milled and replaced. Portions of the sub-base will be reconstructed if necessary. The project will also expand the east remote deicing ramp, located near the threshold of Runway 28R. It is anticipated that 5,000 square yards of additional asphalt deice apron will be constructed to increase total capacity. The structural pavement will be designed to match the existing pavement section. It is assumed	

	the existing utility infrastructure will not be upgraded or altered in this project. Edge light fixtures and airfield signage in the project area will not be modified for the project. Additional work items include, barricades, pavement demolition and removal, excavation, stabilization material, subbase, asphalt base and surface course, and paint markings.	
Project Justification	Aircraft deicing is required by Federal Aviation Regulation to ensure the safe operation of aircraft during inclement weather. Remote deicing aprons at Boise Airport have been designated at specific locations where airlines can apply anti-icing and deicing agents in a manner to prevent stormwater contamination in accordance with environmental regulations. The deicing aprons are constructed of asphalt which requires periodic maintenance and repair as the pavement deteriorates over time. The deicing apron pavement is over 20 years old and has begun to unravel and spall which creates foreign objects and debris. The pavement is beyond its useful life and requires rehabilitation in order to ensure a location to deice aircraft. Additionally, the east pad, near the threshold for Runway 28R is undersized and needs to be expanded in order to accommodate the demand by operators to avoid excessive delay.	
Project Name: **Air Carrier Apron Rehabilitation (Gates B10, B11, B15, B17)**	PFC Project: **#5**	Total PFC Revenue for Project: **$ 3,620,000**
Project Description	This project will remove approximately 11,620 square yards of existing asphalt pavement and replace it with an equal area of PCC concrete. The pavement will be replaced at aircraft parking positions B10, B11, B15 and B17. The project will re-excavate the existing asphalt to a depth of 15.5 inches and replace it with P-501 PCC concrete panels, 25 feet by 25 feet in size. Portions of the sub-base will be reconstructed if necessary. Additional work items include, barricades, excavation and paint markings.	
Project Justification	Aircraft parking gates B10, B11, B15 and B17 at Boise Airport serve narrow body commercial service aircraft. The aircraft parking apron for these air carrier gates is constructed with asphalt pavement which requires periodic maintenance and repair to maintain its usefulness. Over the past decade, airlines have been upgrading their aircraft fleets to larger, heavier aircraft. The heavier aircraft place greater stress on pavements than they were originally designed for. Due to the heavier aircraft being used by the airlines, sections of the asphalt pavement are showing signs of failure. The pavement is beginning to unravel and is severely rutted which creates foreign object debris, and an unstable surface for aircraft maneuvering. The pavement is damaged and approaching the end of its life expectancy and requires rehabilitation and reconstruction.	

Project Name: **Extend Taxilane S (Phase II)**	PFC Project: **#6**	Total PFC Revenue for Project: **$ 1,872,000**
Project Description	This project will design and construct an approximate 900 feet extension of Taxilane S to the east. The taxilane will be designed and constructed to a width of 50 feet and will have 20-foot wide asphalt paved shoulders on each side. Additional asphalt will be paved to a width of 20 feet, between the shoulders and existing grade to meet FAA requirements for proper grading and drainage. It is anticipated that the structural pavement section will be the same as the existing pavement section of Taxilane S. Additionally, the project will purchase and install approximately 2,000 linear feet of electrical cable and 50 taxiway edge light fixtures. Additional work items include, barricades, excavation, drainage, conduit, cable installation, trenching and backfill, paint markings.		
Project Justification	Boise was recently ranked 15th fastest growing city in the country and ranks in the top 100 largest cities in the US making it a very desirable location for business expansion. The significant community growth is increasing demand for facilities at Boise Airport as more users choose to base their operations at the airport. The extent of current development does not leave any parcels having airfield taxiway access available for aeronautical development. The current master plan recommends extending Taxilane S to an area of presently undeveloped property in order to accommodate additional aeronautical development. Extending Taxilane S is necessary to increase the amount of land that has taxiway access to accommodate new tenants and those needing to be relocated to accommodate growth.		
Project Name: **Passenger Boarding Bridge Upgrades**	PFC Project: **#7**	Total PFC Revenue for Project: **$ 300,000**
Project Description	This project will replace major components for passenger boarding bridges (PBB) for gates B10, B11 and B15 through B22. The project includes purchasing and installing new controllers, motors, ball screws, tie rods and other major components to extend the useful life. The specific type and quantities of major components that will be replaced will be determined as part of an Airport self-evaluation process prior to construction.		
Project Justification	PBBs were originally installed between 15-20 years ago. The boarding bridge manufacturer recommends that major components be replaced every ten years. Existing major components haven't been replaced since the PBBs were originally installed. As a result, several PBBs have essential components that are past their useful life and are beginning to fail. To protect and maintain the capital investment in the PBBs, it is necessary to replace major components prior to catastrophic damage to an aircraft or the need to fully replace a PBB.		

Project Name: **Gate C-8A Passenger Boarding Bridge**	PFC Project: **#8**	Total PFC Revenue for Project: **$ 1,100,000**
Project Description	This project will purchase a new passenger boarding bridge (PBB) for Gate C-8A. The PBB's specifications will conform to those in FAA Advisory Circular (AC) 150/5200-21C, Aircraft Boarding Equipment and other related guiding documents. The project will coordinate with vendors to select a preferred boarding bridge based on available performance characteristics and needs of the airlines. It is anticipated the PBB will be a two-section unit of approximately 140 feet in total length. The first section will be an approximately 70-foot inclined tunnel that begins at the passenger walkway at ground level and connects to an elevated foundation. The second section will be an approximate 70-feet-long moveable ramp-drive bridge that transitions from the elevated foundation to the aircraft door. The project includes the purchase of PBB equipment, construction of foundations and installation of necessary electrical utility connections.	
Project Justification	Concourse C was constructed in 2003 and originally designed to serve regional aircraft. Passengers are required to walk on the secure apron prior to boarding their aircraft. Recently, airline operators have increased the size of their aircraft fleet by replacing small regional propeller aircraft to larger narrow body mainline jets. The growing demand and increased fleet size have caused the need for additional PBBs to be made available at various airline gates. A PBB is needed at Gate C-8A to facilitate the movement of passenger between the holdroom and the larger aircraft. The PBB will also eliminate passenger access on the secure apron. As a byproduct, the new passenger boarding bridge will provide additional remain overnight (RON) parking for mainline carriers.	
Project Name: **Alternate Screening Line 3, Improve Baggage Handling System to Provide Direct Access to CBRA**	PFC Project: **#9**	Total PFC Revenue for Project: **$ 32,000**
Project Description	This project will install an owner furnished baggage conveyor and delivery system to allow bags to bypass the primary bag screening equipment when needed and deliver them to the checked baggage resolution area (CBRA). The project includes conveyors, belts, motors, diverters and other supporting components. The delivery system will span approximately 100 feet, from the check-in counter area to the secondary screening area. It is anticipated that the design of the baggage delivery system will be of similar specifications as the existing primary system. Installation of equipment will conform to TSA planning guidelines and design standards for checked baggage inspection systems.	

Project Justification	Following a baggage system failure in December 2018, Boise Airport performed a self-evaluation of the existing outbound baggage handling system (BHS) and determined that the BHS lacks an alternative method to screen bags in the event the primary bag screening equipment is shut down for any reason. If the CTX system or primary baggage delivery system were to malfunction and become inoperable, the screening process for passenger bags would stop. Stopping the baggage screening process creates unacceptable delays to airline operations and poses potential safety and security risks due to the accumulation of unchecked bags. TSA and Airport staff determined that the Checked Bag Resolution Area (CBRA) could alternatively be used to screen bags during a system failure. Having an alternative method for screening bags is essential in order to allow airline flights to continue without interruption when the primary bag screening system is inoperable. In order to maintain an adequate level of service and minimize safety and security threats, a bypass baggage delivery system to the CBRA needs to be purchased and installed.	
Project Name: **Terminal Upgrades, Old Fire Station Asbestos Abatement and Lead Testing**	PFC Project: **#10**	Total PFC Revenue for Project: **$ 25,000**
Project Description	This project will remove and dispose of asbestos that was installed during the original construction of the old fire station (1965) at Boise Airport. The extent of asbestos abatement will be based on the results of a hazardous materials survey and site characterization that is being performed under a separate project. This project will hire a licensed asbestos abatement contractor to remove asbestos from the fire station in accordance with state environmental regulations prior to demolition. Project also includes testing building materials for lead.	
Project Justification	Boise Airport recently experienced several years of unprecedented growth in passenger enplanements. The Airport has already reached 2025 forecasted passenger activity levels. This rapid growth necessitates addition of more aircraft parking gates in order to increase capacity to maintain current levels of service and minimize delays. In order to meet the current and future levels of demand, the Airport Sponsor intends to design and construct a new concourse. Before a new concourse can be constructed, an existing fire station that is no longer being used for its original purposes needs to be demolished. To meet federal environmental requirements, all hazardous materials (asbestos and lead) need to be characterized and removed before the building can be demolished.	

Project Name: **Terminal Upgrades, Passenger Facility Charge (PFC) Consulting Fee**	PFC Project: **#11**	Total PFC Revenue for Project: **$ 55,000**
Project Description	This project will hire a consultant to prepare an application and supporting documents needed to submit to the FAA to obtain approval to impose and use Passenger Facility Charges. The project includes preparing a PFC application, attending airline consultation meetings and coordinating the related activities and processes preparatory to obtaining FAA approval. The PFC application includes preparing project descriptions, project justifications, project location graphics, public notices, and other material that might be required or requested by the airlines or FAA.	
Project Justification	Successful implementation of the Terminal Upgrades Program will require the use of PFC funds in order to keep airport rates and charges at reasonable levels. FAA approval of a PFC application is required before the Airport Sponsor will be authorized to collect Passenger Facility Charges. Due to the limited number of Airport staff resources and their available capacity, a consultant is required to assist with PFC application services. Retaining a PFC consultant will ensure that PFC applications are filed in accordance with FAA rules and regulations. Administrative costs are eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.	
Project Name: **Terminal Upgrades, Categorical Exclusion Environmental Review**	PFC Project: **#12**	Total PFC Revenue for Project: **$ 50,000**
Project Description	This project will hire a consultant to perform the environmental research and analysis, and then prepare the necessary documentation required to obtain a Categorical Exclusion (CATEX) determination from the Federal Aviation Administration (FAA) for the Terminal Upgrades Program. The consultant will perform the necessary assessments in accordance with the guidelines and standard operating procedures established by FAA and National Environmental Policy Act (NEPA).	
Project Justification	Successful implementation of the Terminal Upgrades Program will require the use of AIP and PFC funds in order to keep airport rates and charges at reasonable levels. FAA approval of the Terminal Upgrades Program is required to be eligible to receive federal grants and to collect Passenger Facility Charges. FAA approval is contingent upon compliance with all federal laws and regulations. Therefore, an environmental review process must be undertaken in compliance with federal environmental regulations. The NEPA review process needs to be completed prior to construction.	

Project Name: **Taxilane N Construction – AIP Match**	PFC Project: **#13**	Total PFC Revenue for Project: **$ 150,000**
Project Description	This project will reimburse the Airport Sponsor's share of the total design and construction costs to construct an approximate 970-foot section of taxilane and vehicle service road north of and parallel to Taxiway A, east of Taxiway A2. The project assumes that the minimum Sponsor share will be 6.25% of the total project costs and that up to 93.75% of the project design and construction costs will be paid using federal Airport Improvement Program grant funds. Pavement strength and width will be designed and constructed using the pavement specifications needed to support Global 5000 aircraft. Additionally, the project will purchase and install approximately 1,600 linear feet of electrical cable and 20 taxiway edge light fixtures. The project will also revise taxiway nomenclature along Taxiway A. Exiting nomenclature for Taxiway A1 will be revised to A7. Additional work items include, barricades, excavation, drainage, conduit, cable installation, trenching and backfill, modifying taxiway signs, paint markings, and relocating a storm water retention.	
Project Justification	Boise was recently ranked 15th fastest growing city in the country and ranks in the top 100 largest cities in the US making it a very desirable location for business expansion. The significant community growth is increasing demand for facilities at Boise Airport as more users choose to base their operations at the airport. The extent of current development does not leave any parcels having airfield taxiway access available for development. The current master plan identified the construction of Taxilane N to accommodate development of additional hangars for a diverse tenant group. Constructing Taxilane N is necessary to increase the amount of land that has taxiway access to accommodate new tenants and those needing to be relocated to accommodate growth.	
Project Name: **Terminal Upgrades, Planning and Program Management Services (Phase I)**	PFC Project: **#14**	Total PFC Revenue for Project: **$ 200,000**
Project Description	This project will hire a consulting firm to assist Airport staff plan and manage the multitude of projects and tasks associated with implementing the Terminal Upgrade Program. The consultant will provide various administrative services including; managing project scopes, schedules and budgets, performing preliminary planning, providing project controls, and tracking tasks assigned by the Airport leadership team. The duration of the consultant services will last until fiscal year 2020.	
Project Justification	Boise Airport has recently experienced several years of unprecedented growth in passenger enplanements. The Airport has already reached 2025 forecasted passenger activity levels and demand exceeds available capacity in many areas. This rapid	

	growth necessitates making numerous facility improvements including, expanding the concourse to add more passenger hold-rooms, renovating existing concourse facilities, constructing additional aircraft parking apron, adding new aircraft taxi-lanes and expanding public parking. Airport staff lacks the capacity to manage a large comprehensive development program that involves multiple simultaneous projects. Therefore, additional program management resources are needed to assist airport leadership manage the comprehensive development program. A consultant needs to be hired to serve as an extension of staff to provide the necessary services and assist senior leadership in coordinating and implementing actions.	
Project Name: **Terminal Upgrades, Service Animal Relief Area and Nursing (Lactation) Station**	PFC Project: **#15**	Total PFC Revenue for Project: **$ 365,000**
Project Description	This project will reconfigure the family restroom near the food court to accommodate construction of a service animal relief station and a nursing mother's room. The project will design and construct a service animal relief area of approximately 100 square feet and a nursing mother's room of approximately of 50 square feet on the second floor of the Terminal. The service animal relief area and nursing station will be located on the secure portion of the concourse near the food court. The service animal relief area and nursing station will follow recommendations from FAA Advisory Circular (AC) 150/5360-14A, Access to Airports by Individuals with Disabilities and other guiding documents. The Americans with Disabilities Act (ADA) standards will be applied when developing the service animal relief area and nursing station. The project will include coordinating with an independent service animal relief organization to ensure compliance with standards. The project will purchase and install wayfinding signs for the service animal relief area and nursing station throughout the Terminal. Additional work items for the service animal relief area may include, but not limited to, epoxy floor, artificial turf, HVAC and refresh system, plumbing fixtures, three-dimensional props, waste receptables, paint, walls and an entrance door.	
Project Justification	Section 2.5.6.6 (per Title 49 Subpart B 27.71 (h), Service Animal Relief Areas), requires airports with 10,000 or more annual enplanements to provide wheelchair-accessible Service Animal Relief Areas (SARAs) for service animals that accompany passengers departing, connecting, or arriving at airports. Boise Airport does not currently have a designated area for service animal relief. The terminal facility at Boise Airport is deficient and a service animal relief area needs to be developed to meet federal regulatory requirements. Additionally, under the FAA five-year reauthorization bill, signed on October 5, 2018, language was	

	included requiring airports to provide nursing (lactation) rooms that are accessible to the public. Boise Airport does not currently have a designated private area for nursing mothers and therefore the Airport does not comply with federal requirements. A nursing station needs to be developed to meet federal regulatory requirements.	
Project Name: **Taxiway H Relocation and Taxiways J and B Rehabilitation**	PFC Project: **#16**	Total PFC Revenue for Project: **$ 260,000**
Project Description	This project will fund the Airport Sponsor's share of the total design and construction costs required to relocate Taxiway H, and rehabilitate Taxiways B and J. The project assumes that the minimum Sponsor share will be 6.25% of the total project costs and that up to 93.75% of the project design and construction costs will be paid using federal Airport Improvement Program grant funds. Project construction will realign Taxiway H to be in alignment with the future Runway 10R threshold. The construction project will remove approximately 10,000 square yards of asphalt pavement and pave approximately 10,000 square yards of new asphalt. The structural pavement will be designed to match the existing pavement section. Utilities, signs and lighting fixtures will be relocated to align with the new location for Taxiway H. Additionally, this project will rehabilitate approximately 37,000 square yards of asphalt pavement on Taxiway B and J. The project assumes three inches of existing asphalt will be milled and replaced. Portions of the sub-base will be reconstructed if necessary. Additional work items include, barricades, excavation, paint markings and backfill.	
Project Justification	Taxiway H at Boise Airport serves as the entrance taxiway for Runway 10R. The existing pavement has failed. Weight restrictions have been implemented to temporarily maintain safe operations but has limited some user's ability to use Taxiway H. The current master plan identifies the need to shift the runway threshold to the east in order to improve airfield efficiency and safety. Taxiway H will need to be realigned in order to connect to the future Runway 10R threshold once it is shifted. Leaving the taxiway in place after shifting the runway would result in nonstandard geometry per FAA guiding documents and create potential safety issues. Additionally, portions of Taxiway B and J have failed. The taxiways are constructed with asphalt which requires periodic maintenance and repair to extend its useful life. Pavement sections have begun to ravel and spall indicating pavement failure and creating foreign object debris. The pavement must be rehabilitated to prevent total failure and to ensure its continued use.	
Project Name: **Acquire Snow Blower**	PFC Project: **#17**	Total PFC Revenue for Project: **$ 750,000**

Project Description	This project will evaluate and purchase a new 5,000 tons/hour snow blower for the Airport. The snow blower specifications will be defined to match those of the Airport's existing equipment. The project will coordinate with vendors to select a preferred snow blower based on available performance characteristics and needs of the Airport.	
Project Justification	FAA regulations require Boise Airport to maintain airport pavements free of accumulated snow and ice. The Airport owns a multi-generation fleet of snow removal equipment that it uses to maintain pavements in accordance with FAA requirements. As equipment ages, its dependability diminishes and the cost to maintain it increases. The existing snow blower needs to be replaced to provide the Airport with a piece of equipment that is reliable to clear containments from airfield pavements and maintain safe operations on the airfield.	
Project Name: **Terminal Upgrades, EVIDS Upgrades**	PFC Project: **#18**	Total PFC Revenue for Project: **$ 500,000**
Project Description	This project will upgrade the existing electronic visual information display system (EVIDS) at Boise Airport. The project will purchase digital screens for the flight information display system (FIDS). The existing electronic display system will be removed and replaced with new digital screens. New screens will be installed along concourses and at ticket counter areas in the Terminal. It is anticipated that 50 screens will be purchased and installed as part of this project. Additionally, the screens will be integrated with the existing public announcement (PA) system to allow visual display of public announcements on the FID screens in accordance with Americans with Disabilities Act (ADA) guidelines.	
Project Justification	The existing EVIDS system at Boise Airport was purchased and installed in 2002 and is past its useful life. Many hardware and software components are difficult to maintain as computer systems have evolved significantly over the past 17 years and current operating systems are not compatible with older components. In addition, video monitors are beginning to fail and need to be replaced. Additionally, the existing system is deficient since it does not conform to ADA guidelines. To ensure continual operations for information displayed electronically, the existing systems need to be upgraded with new technology. Upgrading the system will bring it into compliance with ADA standards.	
Project Name: **PA System Upgrades**	PFC Project: **#19**	Total PFC Revenue for Project: **$ 120,000**
Project Description	This project will replace the existing public address/paging (PA) system with a digital system. The project will coordinate with vendors to select a preferred system based upon current technology, available performance characteristics	

	and Airport needs. It is anticipated that a network based, Integrated Public Address Paging System (IPAS) will be purchased and installed. The preferred system will have the capabilities of integrating with other systems at the airport. Additionally, the replacement system is expected to have the functionality to support visual paging, multi-language and meet current ADA requirements.	
Project Justification	Portions of the existing public announcement (PA) system at Boise Airport were purchased and installed in 2003, which is beyond its original service life. Many hardware and software components are difficult to maintain as computer systems and technology have evolved significantly over the past 16 years. Many components are deteriorating and beginning to malfunction. Due to the age of the system, finding compatible replacement parts is difficult since changes in technology result in newer operating systems not being compatible with older components. Therefore, it is necessary that the PA system be upgraded to one that uses current technology. Additionally, the ADA is periodically amended to reflect new requirements and improved technologies. The existing system was purchased and installed prior to current ADA standards and therefore the current system no longer provides optimum service making the system deficient.	
Project Name: **Re-align Baggage Conveyor XR-7 to Improve Queuing into the CBRA**	PFC Project: **#20**	Total PFC Revenue for Project: **$ 500,000**
Project Description	This project will increase the holding capacity of the baggage handling system (BHS) conveyor belt that delivers alarmed luggage to the Airport's checked baggage resolution area (CBRA). The project will add sections of conveyor belt into for XR-7 conveyor in order to increase the belt capacity from 14 bags to 40 bags. The conveyor belt will be lengthened on the section of conveyor belt located between the computed tomography X-ray (CTX) system and the secondary CBRA screening room. Conveyors, belts and supporting components will be purchased and installed. It is anticipated, that the new conveyors will have similar specifications as those that exist today. The purchase and installation of equipment will conform to TSA planning guidelines and design standards for checked baggage inspection systems.	
Project Justification	Boise Airport staff performed a self-evaluation of the baggage screening and handling system and determined that the XR-7 conveyor belt is deficient. The length of the existing XR-7 conveyor belt that queues alarmed bags between the CTX machine and the CBRA can only support 14 bags. When this section of the conveyor belt becomes full, the baggage screening process must be halted because there is no more room to hold additional bags that have alarmed. The BHS cannot resume	

	operation until the alarmed bags are cleared thereby allowing room for more bags. Stopping the baggage screening process creates unacceptable delays to airline operations and poses potential safety and security risks due to the inability to accumulate alarmed bags and those that have not yet been screened. As passenger demand grows, the need to increase the conveyor queue's capacity is essential in order to maintain uninterrupted flow of passengers and baggage. Additionally, adding capacity will reduce the risk for potential safety and security threats.