



February Commission Report

Director's Update

Given by Alex Everman, Deputy Director of Airport Operations
Boise Airport

FEBRUARY 5, 2025

Celebrating 30 Years of Service!



- Business Development Manager Amy Snyder celebrated three decades of service to the City of Boise last month, most of which was at BOI.
- Amy is a treasure trove of knowledge and a strong leader on our team.
- We are so lucky to have her! Congrats, Amy!

Thank you, Josh Bagshaw!



- BOI Master Electrician Joshua Bagshaw received an award from TSA Idaho for Partnership of the Year.
- The award was in recognition of his prompt and professional service as he handled lighting and electrical concerns at the TSA checkpoint.

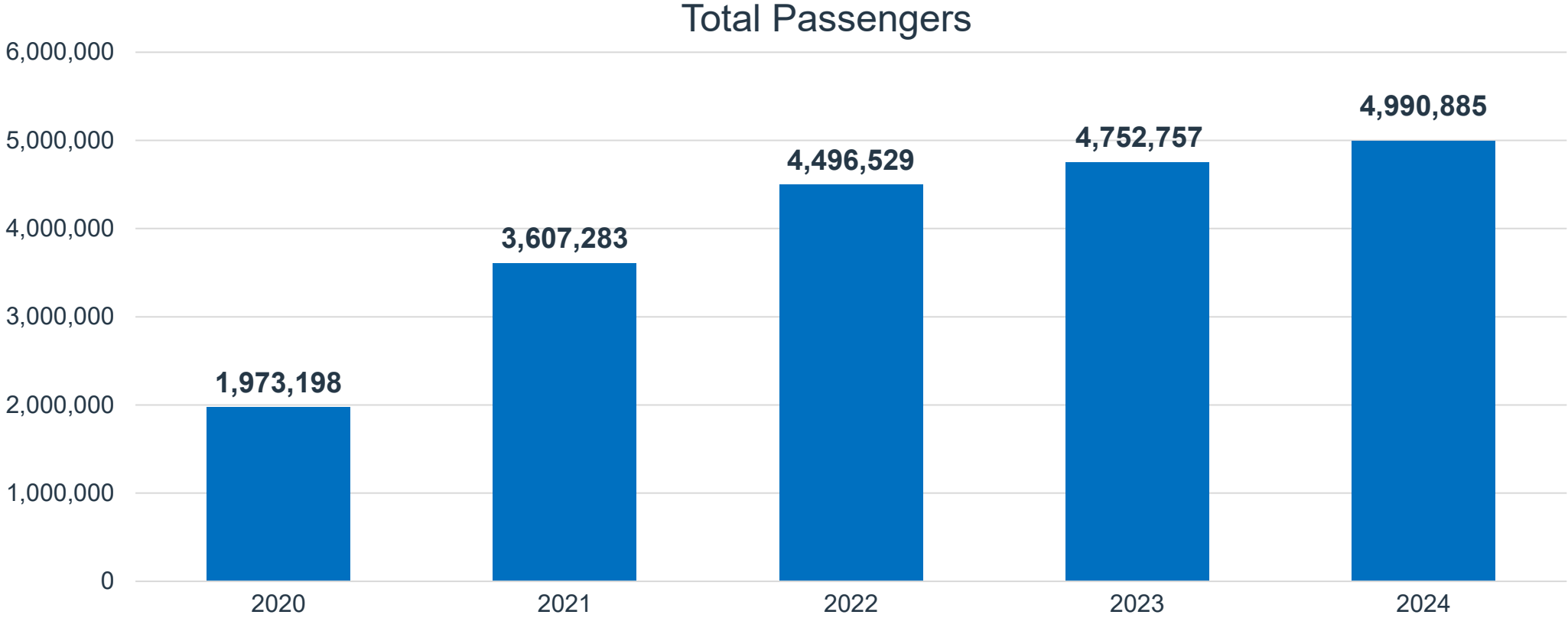
Almost there! 4.99M passengers in 2024

- We set a record for total passengers in 2024, up 5% over 2023!
 - 2024 = 4,990,885
 - 2023 = 4,752,757
- Up by 238,000+ travelers (nearly the entire population of Boise!)



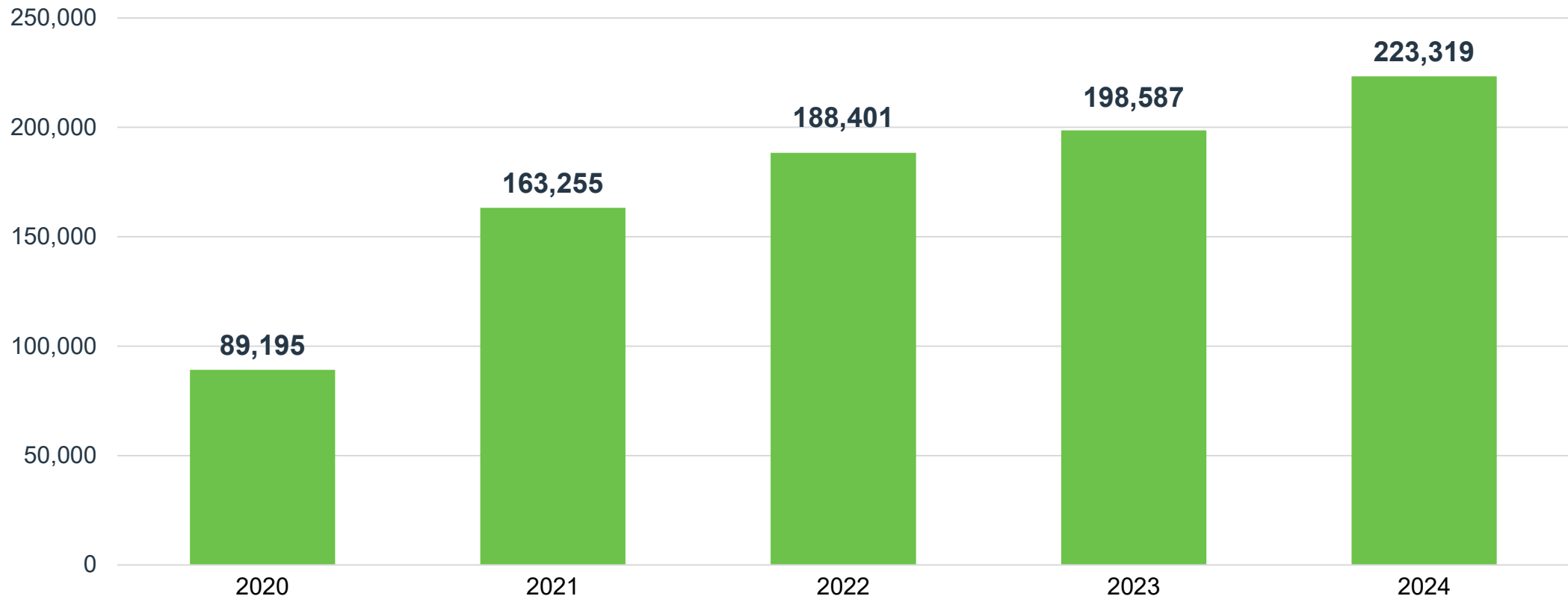
2024 Total Passengers

Final passenger counts were up by 5% for the year!



December Enplanements

Up 12% from December 2023



Holiday Travel

- We saw more than 862,000 passengers this holiday season (Nov-Dec 2024).
- Busiest Days: 11/26, 11/27, 12/1, 12/20, 12/23, 12/30 and 12/31.
- BSU played in the Fiesta Bowl in Phoenix, AZ on 12/31 and contributed to our holiday travel numbers.



New Routes on Alaska Airlines



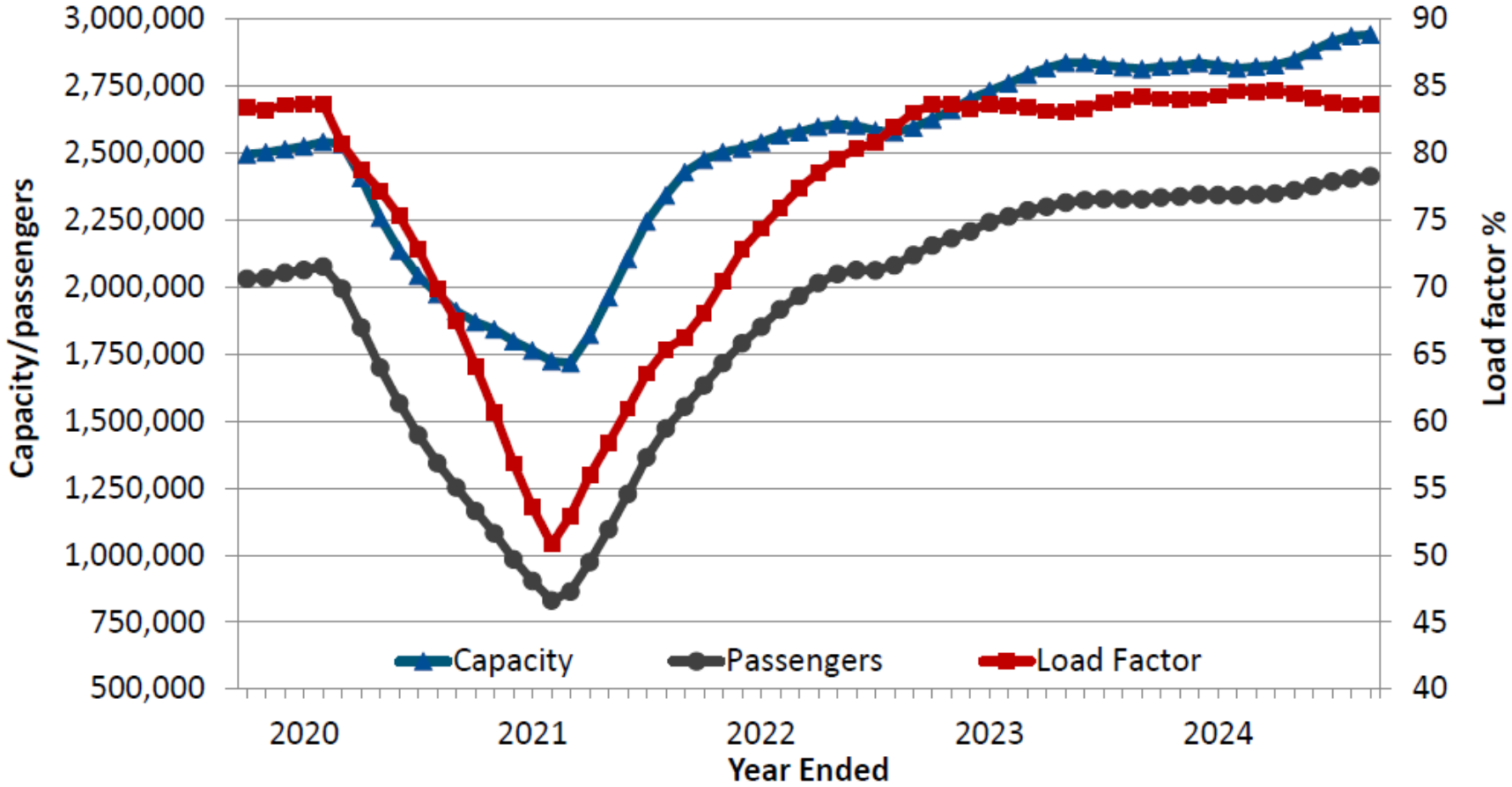
In December, BOI celebrated with several lucky passengers to support Alaska's inaugural flights as they started new nonstop service to Bozeman, MT and Orange County, CA. January brought more reasons to celebrate with the inaugural flight to Orlando, FL!

Top Origination/Destination Markets

Rank	Destination	O&D Pax	O&D Revenue	Average Fare (\$)	Yield (¢)	% Change Since Q3 2023			
						Pax	Rev	Fare	Yield
1	Seattle, WA	105,455	12,242,181	116	29	3	0	(3)	(3)
2	Las Vegas, NV	57,581	5,686,027	99	19	(1)	(1)	0	0
3	Denver, CO	54,810	8,225,990	150	23	5	(3)	(7)	(7)
4	Phoenix, AZ (PHX)	51,728	6,789,838	131	18	6	(3)	(9)	(9)
5	Portland, OR	51,402	7,501,772	146	42	13	17	3	3
6	Sacramento, CA	46,349	5,369,528	116	27	12	7	(5)	(5)
7	San Diego, CA	43,917	6,782,964	154	21	(3)	8	11	11
8	Los Angeles, CA	43,530	6,635,522	152	23	5	(3)	(8)	(8)
9	Burbank, CA	34,888	3,955,007	113	17	17	19	1	1
10	Spokane, WA	33,778	4,457,176	132	46	13	16	3	3
11	Orange County, CA	29,551	3,702,473	125	18	(10)	(10)	1	1
12	San Francisco, CA	27,219	4,403,355	162	31	(8)	(3)	6	6
13	San Jose, CA	26,286	3,524,039	134	26	(4)	(1)	3	3
14	Minneapolis, MN	23,246	4,916,666	212	19	21	(3)	(20)	(20)
15	Chicago, IL (ORD)	22,856	5,655,384	247	17	(6)	3	9	9
16	Dallas, TX (DFW)	22,375	5,581,174	249	20	9	1	(8)	(8)
17	Oakland, CA	21,682	2,560,875	118	23	(8)	(1)	8	8
18	Salt Lake City, UT	20,381	4,380,241	215	74	7	7	0	0
19	Atlanta, GA	17,796	4,838,617	272	15	10	(1)	(10)	(10)
20	Anchorage, AK	15,318	4,183,683	273	15	5	(1)	(6)	(6)
	Total/Average	1,292,974	267,600,797	207	17	6%	2%	(4%)	(5%)

13 of the top 20 markets had increased passengers compared to Q3 2023, with Minneapolis increasing by the highest percentage.

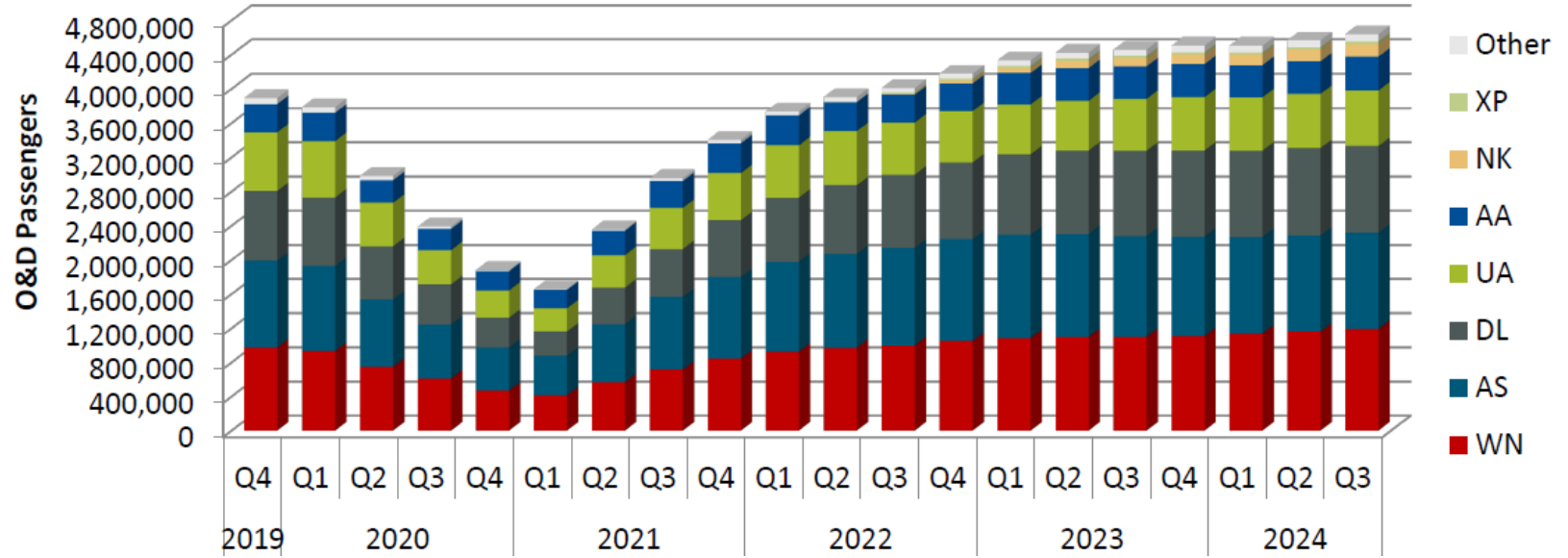
Boise Traffic/Capacity Trends



YE September 2024 capacity increased 5% and passengers increased 4%. The average load factor decreased one point (84%).

Boise Airline Market Share

WN remained the market share leader in YE Q3 2024, leading AS by just one point.



Year	Quarter	Market Share by Airline								
		WN	AS	DL	UA	AA	NK	G4	XP	Other
2022	Q4	25%	28%	21%	14%	8%	1%	2%	0%	1%
2023	Q1	24%	27%	21%	13%	8%	1%	2%	1%	1%
	Q2	24%	27%	22%	13%	8%	2%	2%	1%	2%
	Q3	24%	26%	22%	13%	8%	2%	2%	1%	2%
	Q4	24%	25%	22%	14%	8%	2%	2%	1%	2%
2024	Q1	25%	25%	22%	14%	8%	3%	2%	1%	2%
	Q2	25%	24%	22%	14%	8%	3%	2%	1%	2%
	Q3	25%	24%	21%	14%	8%	3%	2%	1%	2%

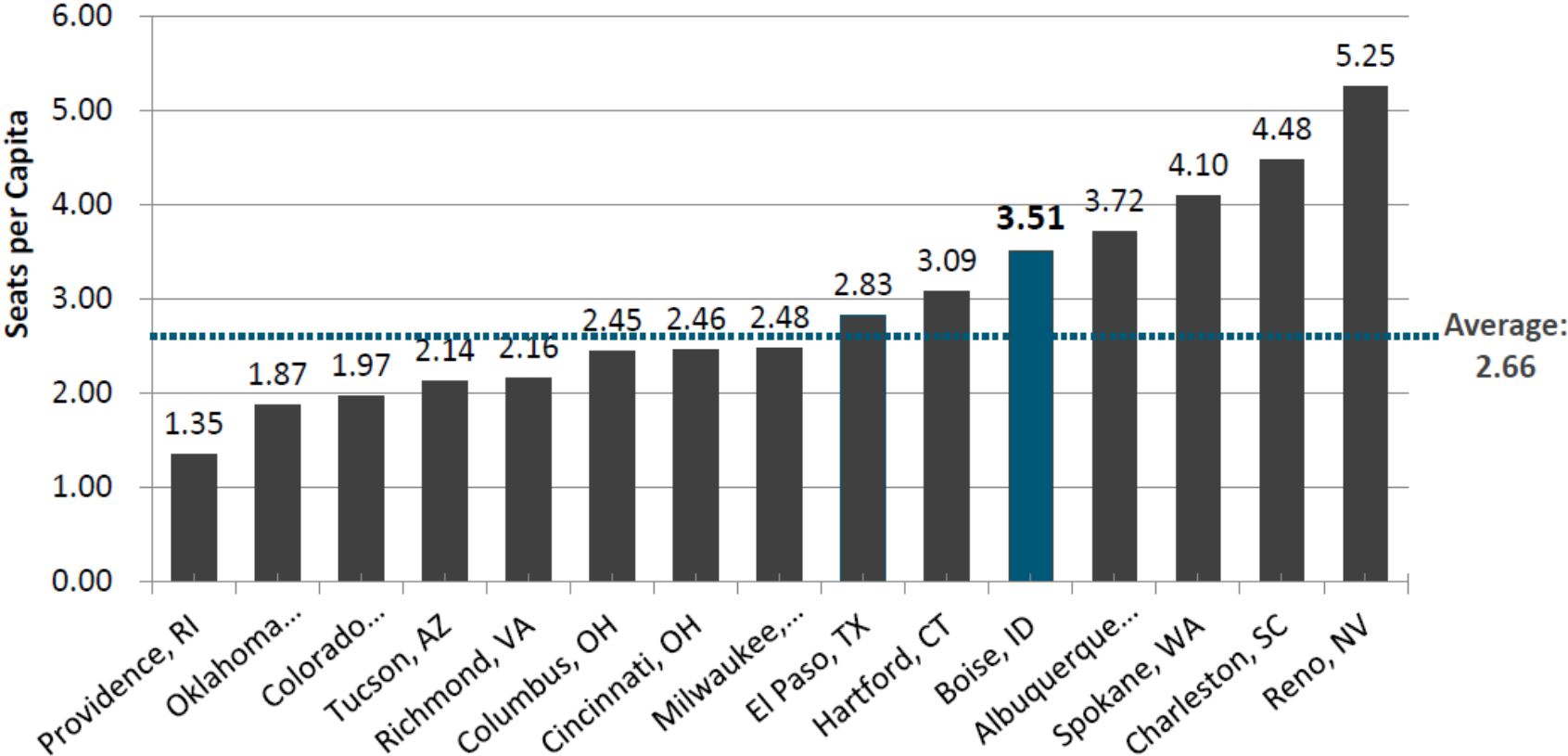
Boise Forward Looking Schedule

Over the next 6 months, BOLI's flights and seats are scheduled to be up 12% compared to the same months in the prior year.

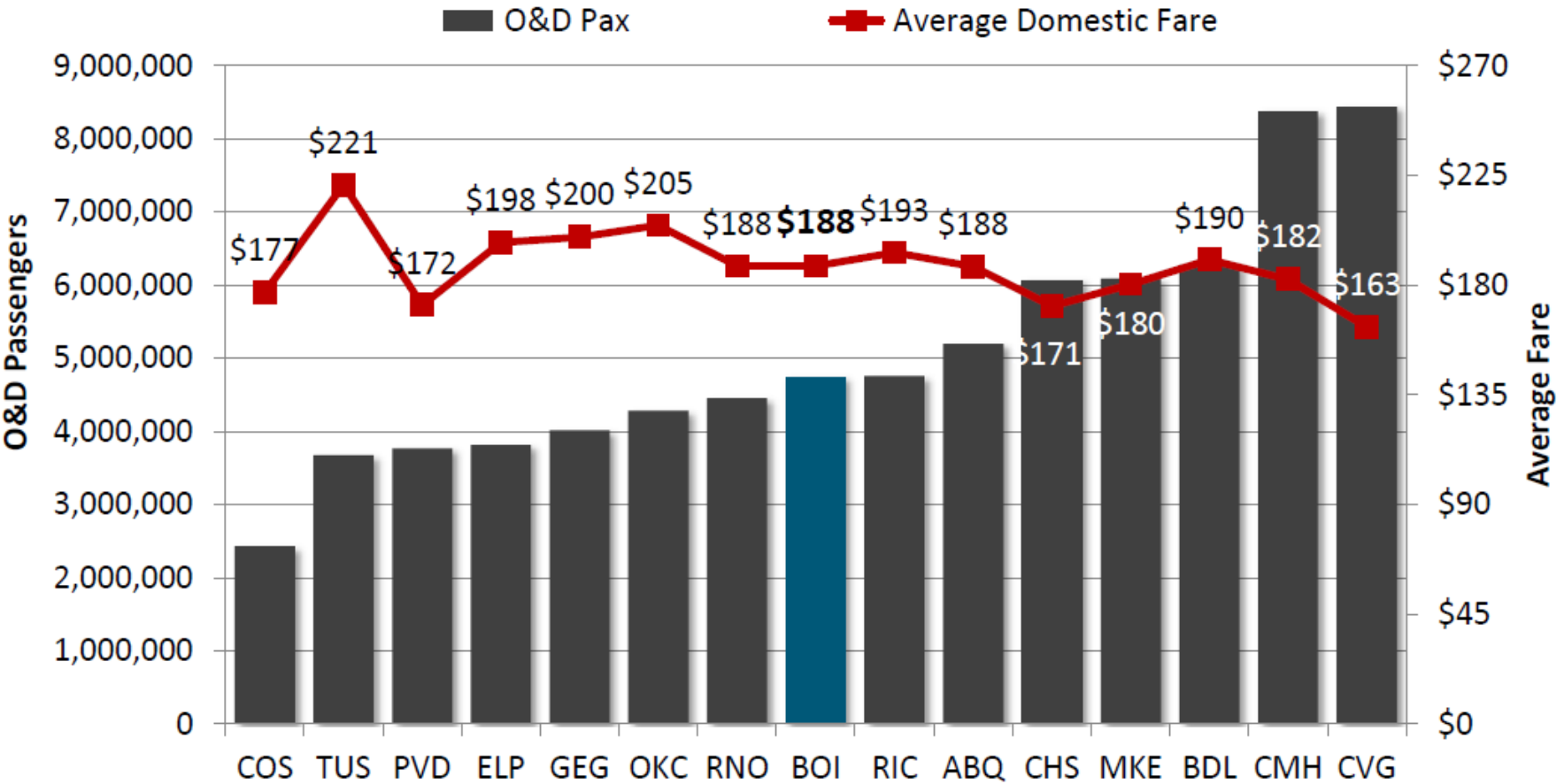
Airline	Destination	Year-Over-Year Change %											
		Jan 2025		Feb 2025		Mar 2025		Apr 2025		May 2025		Jun 2025	
		Flts	Seats	Flts	Seats	Flts	Seats	Flts	Seats	Flts	Seats	Flts	Seats
Total		17%	15%	15%	14%	12%	12%	12%	15%	8%	11%	7%	7%

Seats Per Capita Comparison

At 3.51, BOI had the 5th highest seats per capita of all the recently adjusted comparison markets. In the prior year-ended period, seats per capita was 3.44.



Origination/Destination Passenger and Airfare Comparison



BOI ranked 8th highest in O&D passengers and had the 7th highest average domestic fare.

Year-Over-Year Comparisons

Airport	2024 MSA Population	YE Q3 2024			YOY Change		
		# of Nonstop Destinations	O&D Pax	Seats	# of Nonstop Destinations	O&D Pax	Seats
Reno, NV	572,100	24	4,455,737	6,010,265	2	5%	10%
Spokane, WA	604,857	20	4,013,674	4,959,199	0	3%	3%
Colorado Springs, CO	778,362	17	2,431,357	3,070,716	0	12%	9%
Boise, ID	836,858	24	4,742,792	5,881,321	(2)	4%	5%
Charleston, SC	860,360	53	6,064,263	7,703,000	1	6%	7%
El Paso, TX	882,210	18	3,817,533	4,997,799	2	4%	3%
Albuquerque, NM	931,165	29	5,195,995	6,936,008	0	7%	8%
Tucson, AZ	1,072,456	19	3,679,204	4,586,302	(2)	6%	6%
Hartford, CT	1,216,802	40	6,277,817	7,516,133	0	3%	5%
Richmond, VA	1,360,489	34	4,757,386	5,886,056	(1)	6%	4%
Oklahoma City, OK	1,490,241	24	4,282,557	5,574,202	0	6%	6%
Milwaukee, WI	1,564,603	31	6,090,899	7,775,192	1	11%	16%
Providence, RI	1,681,498	35	3,770,180	4,542,221	5	13%	11%
Columbus, OH	2,199,053	47	8,377,283	10,796,287	3	9%	7%
Cincinnati, OH	2,282,187	54	8,441,248	11,227,060	3	8%	11%

BOI had the 3rd lowest percentage passenger increase and was tied for 4th lowest percentage seat increase of the comparison markets.

Top 10 Operating Revenue Description	FY 2025	FY 2024	\$ Change	% Change
Parking Lot	\$ 5,774,441	\$ 5,162,917	\$ 611,524	12%
Signatory Airline Landing Fees	\$ 3,314,742	\$ 2,533,638	\$ 781,105	31%
Rental Car Concession	\$ 1,904,860	\$ 1,686,164	\$ 218,696	13%
Terminal Rent - Airlines	\$ 1,461,829	\$ 1,288,776	\$ 173,053	13%
Industrial Land Rent	\$ 1,054,871	\$ 984,940	\$ 69,932	7%
Landings/Freight	\$ 469,762	\$ 324,345	\$ 145,417	45%
Terminal Concessions – Food/Beverage	\$ 409,453	\$ 503,897	\$ (94,445)	-19%
Rideshare (TNC) Revenue	\$ 331,006	\$ 166,242	\$ 164,764	99%
Terminal Concessions – Retail	\$ 240,745	\$ 356,618	\$ (115,873)	-32%
Advertising	\$ 232,536	\$ 193,026	\$ 39,509	20%
Total Top 10 Operating Revenue	\$ 5,194,244	\$ 13,200,563	\$ 1,993,681	--
Other Operating Revenue	\$ 1,076,062	\$ 972,228	\$ 103,834	11%
Total Operating Revenue	\$ 16,270,306	\$ 14,172,791	\$ 2,097,515	15%

Top 10 Operating Expense Description	FY 2025	FY 2024	\$ Change	% Change
Personnel	\$ 4,419,752	\$ 3,785,905	\$ 633,846	17%
Indirect Cost Reimbursement	\$ 1,633,601	\$ 1,309,969	\$ 323,632	25%
Fire Service	\$ 1,188,203	\$ 1,143,615	\$ 44,588	4%
Policing Service	\$ 1,187,318	\$ 1,140,617	\$ 46,701	4%
Parking Management	\$ 658,074	\$ 681,487	\$ (23,414)	-3%
Professional Services	\$ 277,173	\$ 324,345	\$ 277,173	100%
R/M – Structural/Electrical/Plumbing	\$ 274,441	\$ 194,663	\$ 79,778	41%
Power	\$ 212,546	\$ 152,669	\$ (49,626)	-19%
Credit Card Fees	\$ 191,481	\$ 356,618	\$ 38,813	25%
R/M Fleet Management	\$ 189,327	\$ 172,298	\$ 17,029	10%
Total Top 10 Operating Expense	\$ 10,231,916	\$ 8,843,395		
Other Operating Expense	\$ 1,446,253	\$ 1,703,019	\$ (256,767)	-15%
Total Operating Expense	\$ 11,678,169	\$ 10,546,414	\$ 1,131,755	11%

Idaho TSA Top 10 Prohibited Items

1. AR-15 magazines (Idaho Falls)
2. Large hunting knife (Boise)
3. 19 rounds of .380 caliber ammunition (Lewiston)
4. Sledgehammer (Idaho Falls)
5. Bowie knife (Boise)
6. Large slingshot (Sun Valley)
7. Double-edged knife (Twin Falls)
8. Knife and firearm magazine (Boise)
9. Handsaw (Idaho Falls)
10. A .6 mm BB gun, a 3-D printed Glock, a pepper spray infused replica firearm and two loaded handguns (Boise)



TSA-BOI partnership: News conference held the same day as the Orlando inaugural flight celebration to leverage media coverage.



Construction Update

Beth Sumner
Deputy Director of Engineering & Planning

FEBRUARY 5, 2025

Concessions Update

- Concessionaires are finishing up the permitting process on new locations for Phase 1.
- Phase 1 construction will begin mid-February, with the first locations opening in late spring.
- Thank you for attending the Concessions Open House in December!



Concourse B Electrical Shutdown

- Successful electrical shutdown on Concourse B on Friday, Dec. 13.
- The outage was necessary to replace two HVAC units that were old and outdated.
- Great teamwork between airport facilities, operations and custodial.



Concourse Development and Terminal Improvements Program Update

- Fentress, the program architect, continues to work on:
 - Draft commercial forecast
 - Facility programming needs
 - Gap Analysis
 - Draft Basis of Design
- Owner's Representative, Jacobs Project Management:
 - Collaborated on CM/GC RFQ
 - Collaborating on FAA BIL/ATP Grant for Passenger Boarding Bridges
- Construction Manager General Contractor (CM/GC):
 - Released RFQ on January 31st, responses due Mid-March



Consolidated Rent-A-Car Center (ConRAC)

- Nearly complete with Level 4 of the Ready Return Garage
- Structural steel for levels 1-7 of Customer Service Building is complete
- To date we have installed over:
 - 1,036,000 pounds of rebar
 - 38 miles of post-tensioned tendons
 - 8,120 cubic yards of concrete
 - 52,681 square feet of formwork



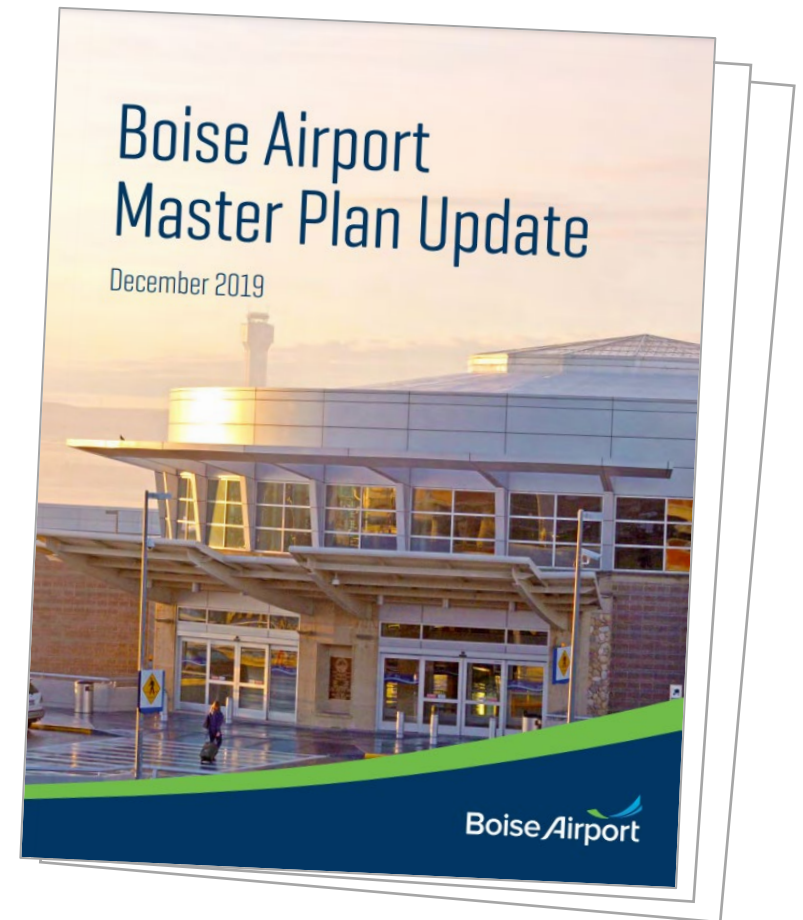
Concourse B Family Restroom Project

- Construction began on additional Family Restrooms, located next to B16, in January and should be complete in April.
- Project includes three family-style restrooms, one with a Universal Changing Table.
- BOI will be the first location in Idaho to have an Adult Changing Table, according to the Universal Changing Table Map USA.



Master Plan Update

- The current Master Plan was adopted in 2019.
- A Request for Qualifications to update the Master Plan closed on November 13.
- A Notice of Intent to Award was sent to InterVISTAS.
- Planning for contract to begin in March.
- The Master Plan update will be comprehensive of all components and facilities on the airside and landside.





Boise Airport

www.iflyboise.com

BOI Forecast Update 2024 - 2044 Commission Meeting

Wednesday

February 5, 2025

Background on Current State

- Concourse B
 - End of life on many components
 - Not designed for narrowbody(NB), cannot use all 13 gates for NB
 - Restrooms and Hold rooms are undersized for Optimum Level of Service due to up gauging
- Concourse C
 - Only have capacity for 6 Aircraft due to hold room size, primarily
 - Cannot use all 11 parking positions at the same time with NB
 - Limits flexibility

Using Optimum Level of Service as the standard, Concourse B supports **7** Narrow Body Aircraft and Concourse C supports **6** Narrow Body Aircraft, for a total of **13** gates. Concourse A, with **10** Gates, brings the total to **23** Gates.

Forecast Purpose and Focus

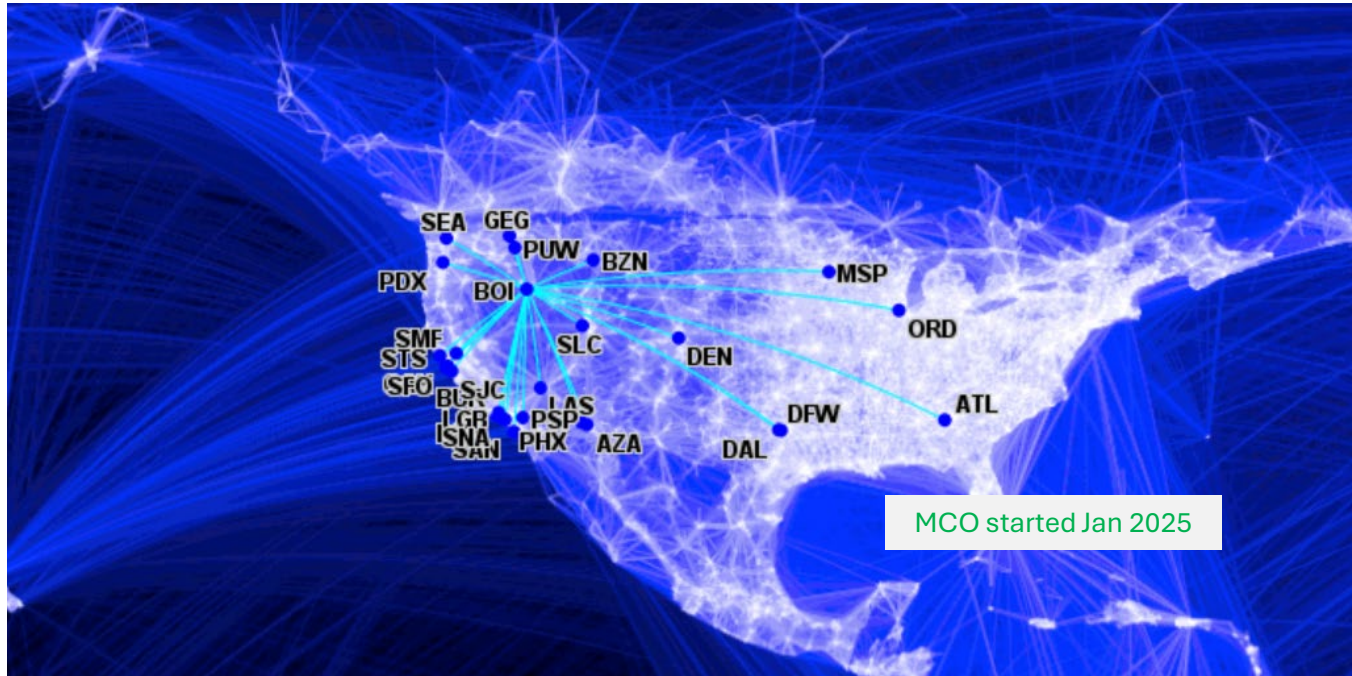
- Commercial Passenger Forecast (enplanements & operations)
- 20-year forecast to 2044
- Peak Period Derivative Forecast (design day and peak hour)
- Design Day Flight Schedules (2024, 2029, 2034, 2039, 2044)
- Scheduling and Gating Analysis (Gate and Facility requirements)
- Support Concourse Development and Terminal Improvement planning efforts

Disclaimer: All forecasts are predictions of future outcomes and conditions that may not occur, and with results that may vary significantly from estimates due to unforeseen future events. This forecast was prepared with the best current information and data as a reasonable projection of future passenger demand at BOI, but cannot be guaranteed; and variances are likely.

BOI Today

- ~2.5 million enplanements in 2024 (4.5%)
- ~54,500 commercial passenger flights
- 9 airlines with service to 26 markets
- FAA Medium Hub Airport (ranked 64th)

- ~83 departures per day during busier months
- ~18 operations in the peak hour
- ~average of 113 seats per aircraft
- ~84% load factor in 2024



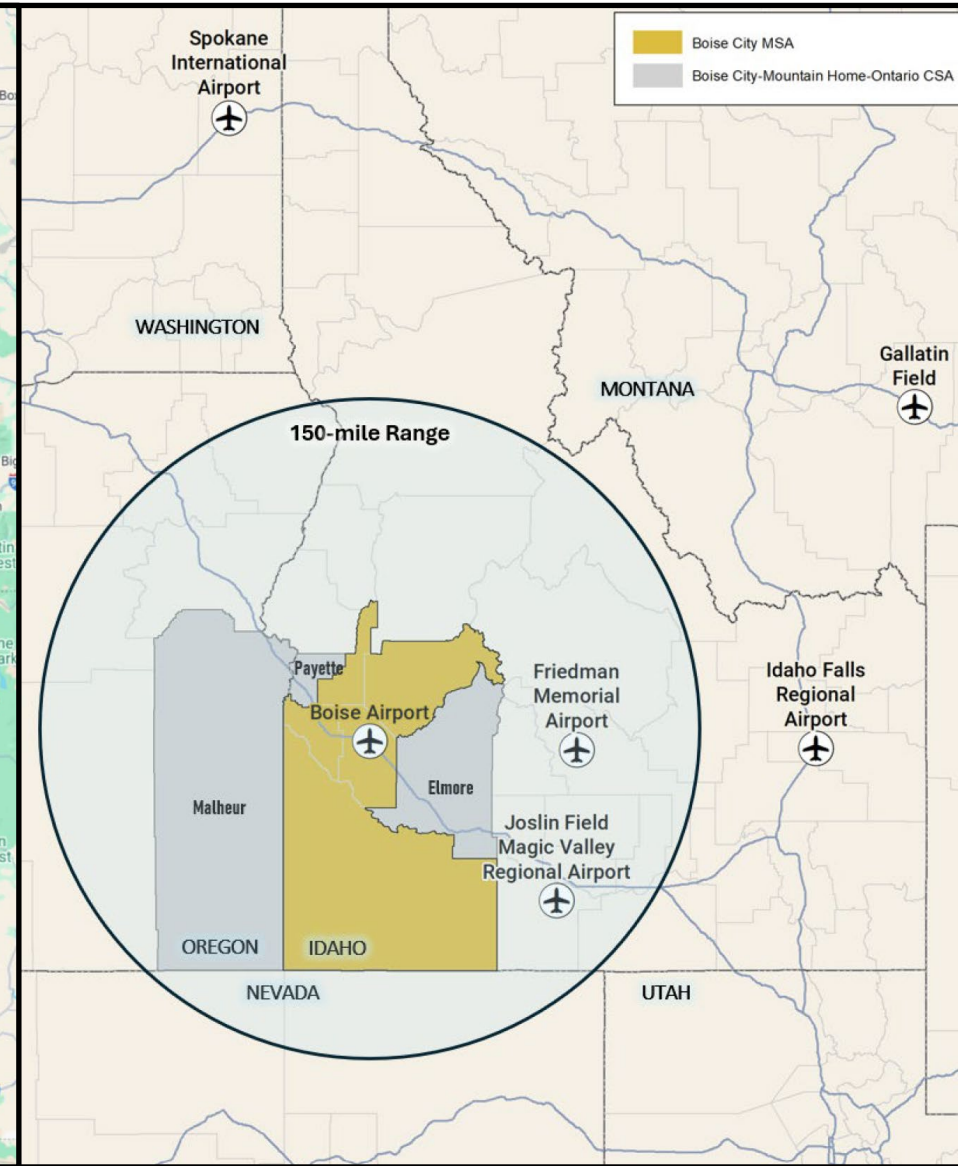
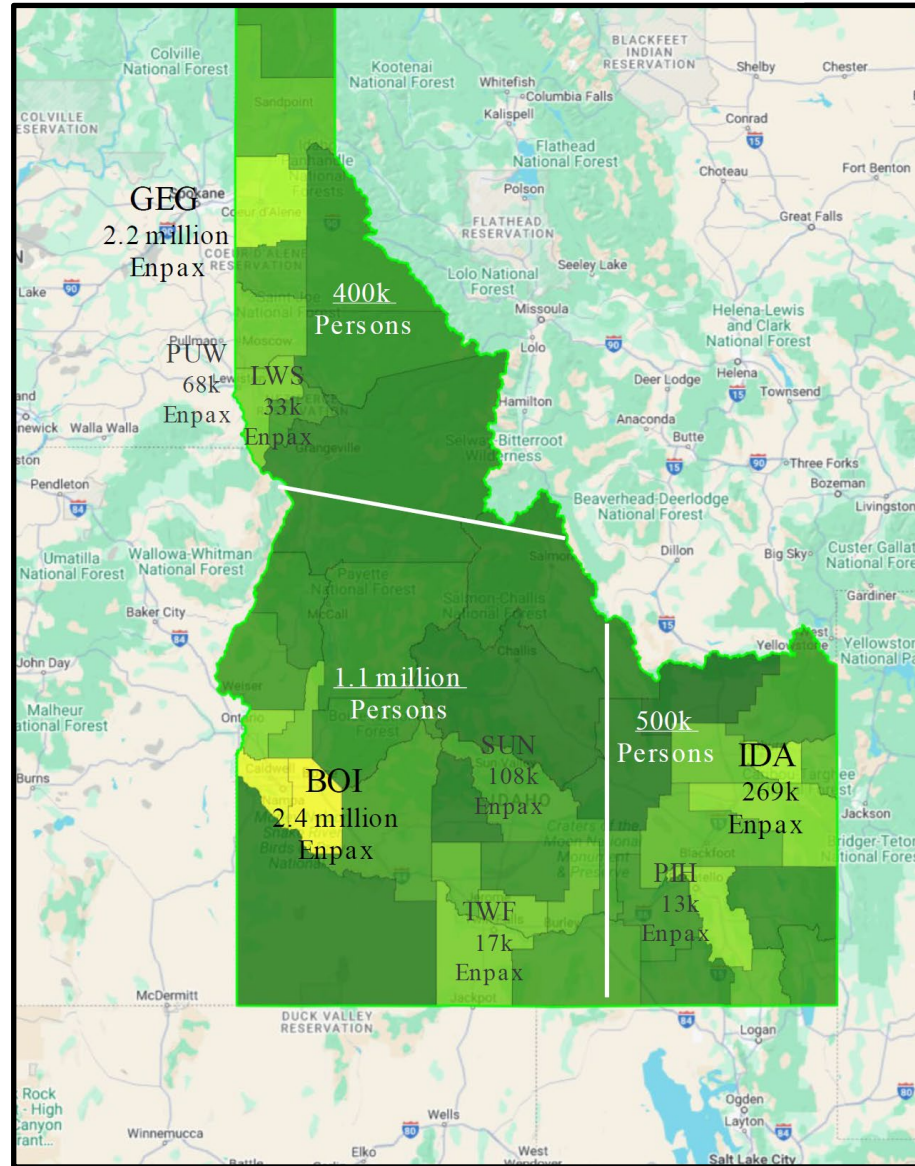
- Alaska Airlines shifting to more B737s from E175s



Air Service Area

MSA = Metropolitan Statistical Area

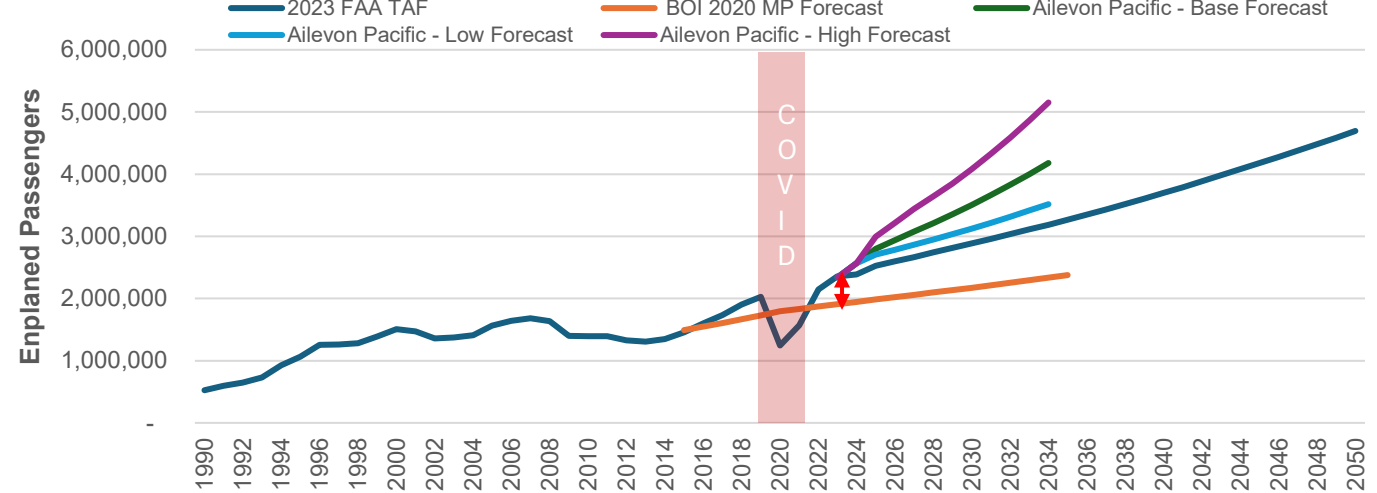
- ~1.1 million target population for BOI
- Boise MSA best represents pax
- More trips per pax in MSA
- Real competition outside of target



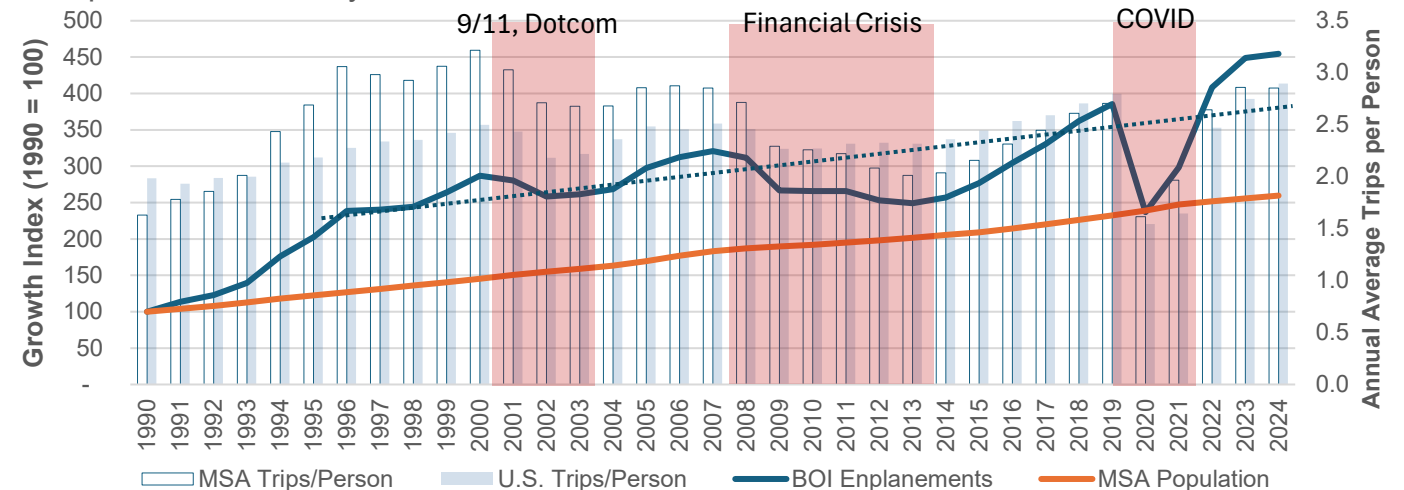
Previous Forecasts and FAA Terminal Area Forecast (TAF)

- 2020 Master Plan (MP) forecast projected **448,000** enplanements below actual for 2023
- Air Service based forecast are optimistic
- FAA TAF estimates 20-year growth rate for BOI of 2.7% compound annual growth rate (CAGR)
- Historical growth trends comparable to population since 1995
- Trip propensity following U.S. trends

BOI Passenger Forecasts Comparison



BOI Airport Growth History



Enplanements Forecast - Origin & Destination (O&D) basis, add Connections (Cnx)

- Make near-term estimates for 2024 and 2025
- Use a bridge estimate for 2026 normalizing to long-term forecast growth
- Long-term forecast based on hybrid average (socioeconomic regression of Boise MSA Population, trend analysis, Boise MSA GRP multiplier)

Operations Forecast

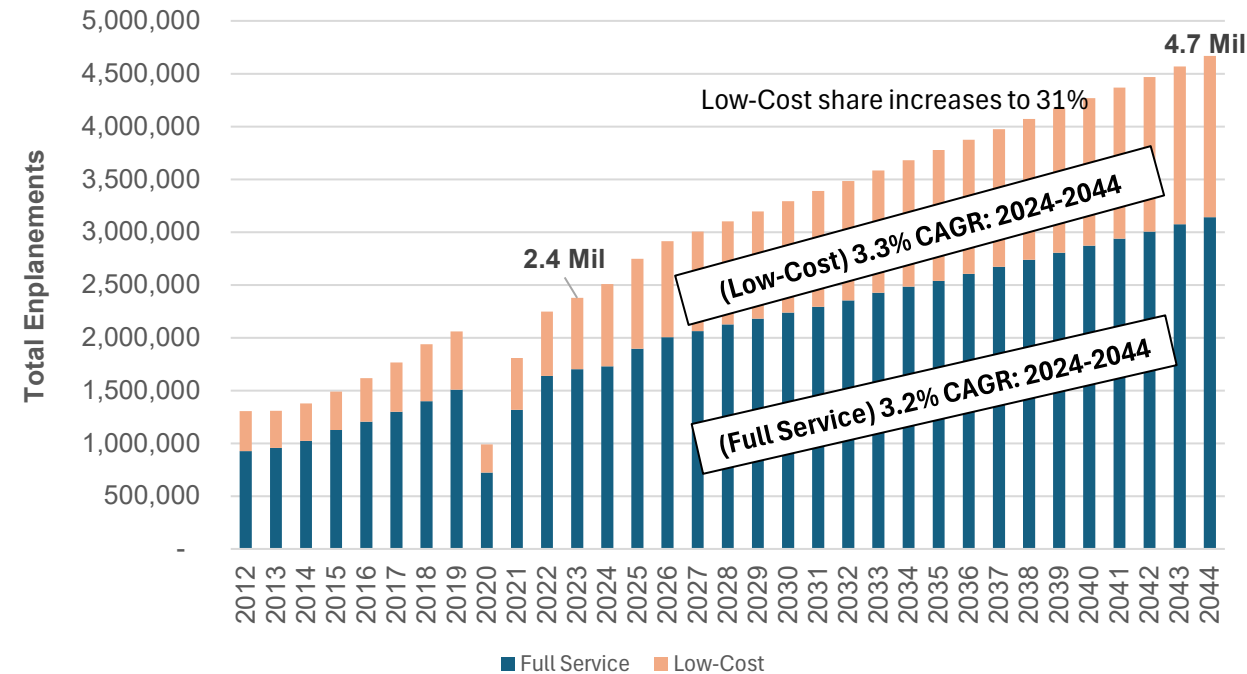
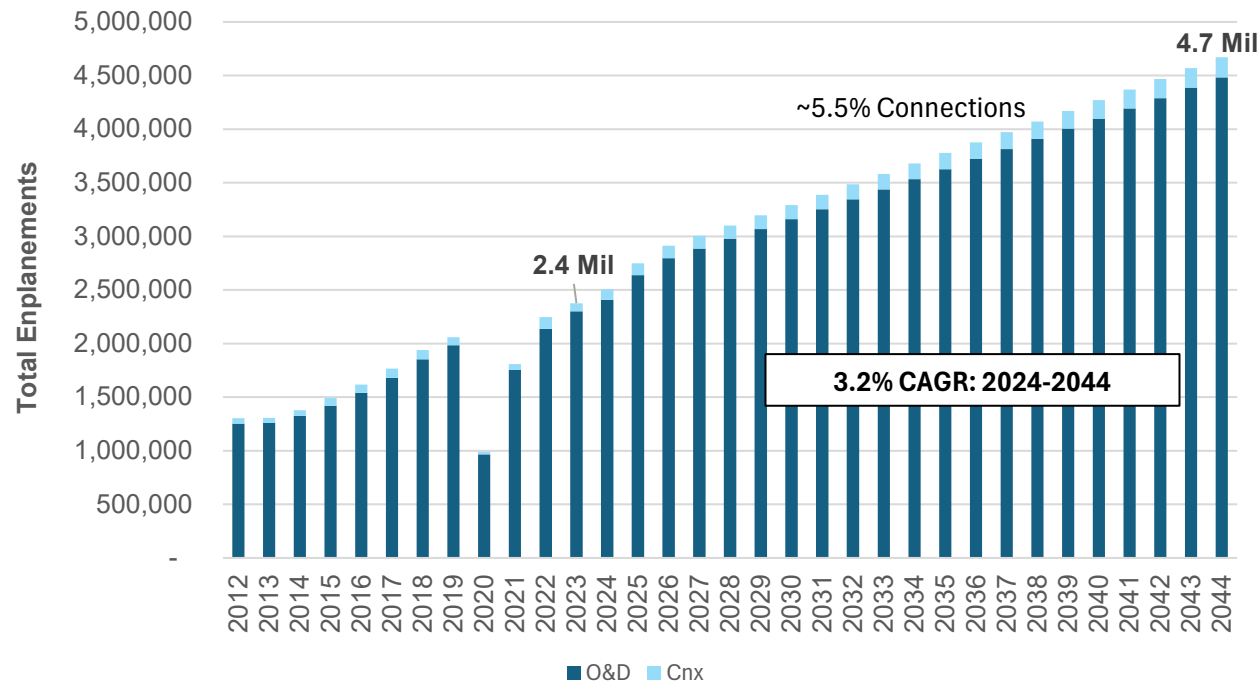
- Derived from total enplanements forecast
- Based on Fleet Mix development through 2044
- Target Estimates (114 seats, 83% Load Factor, 93 passengers/operation)

With considerations for:

- migration trends
- business growth
- airline growth strategies
- fleet development plans

Passenger Forecast

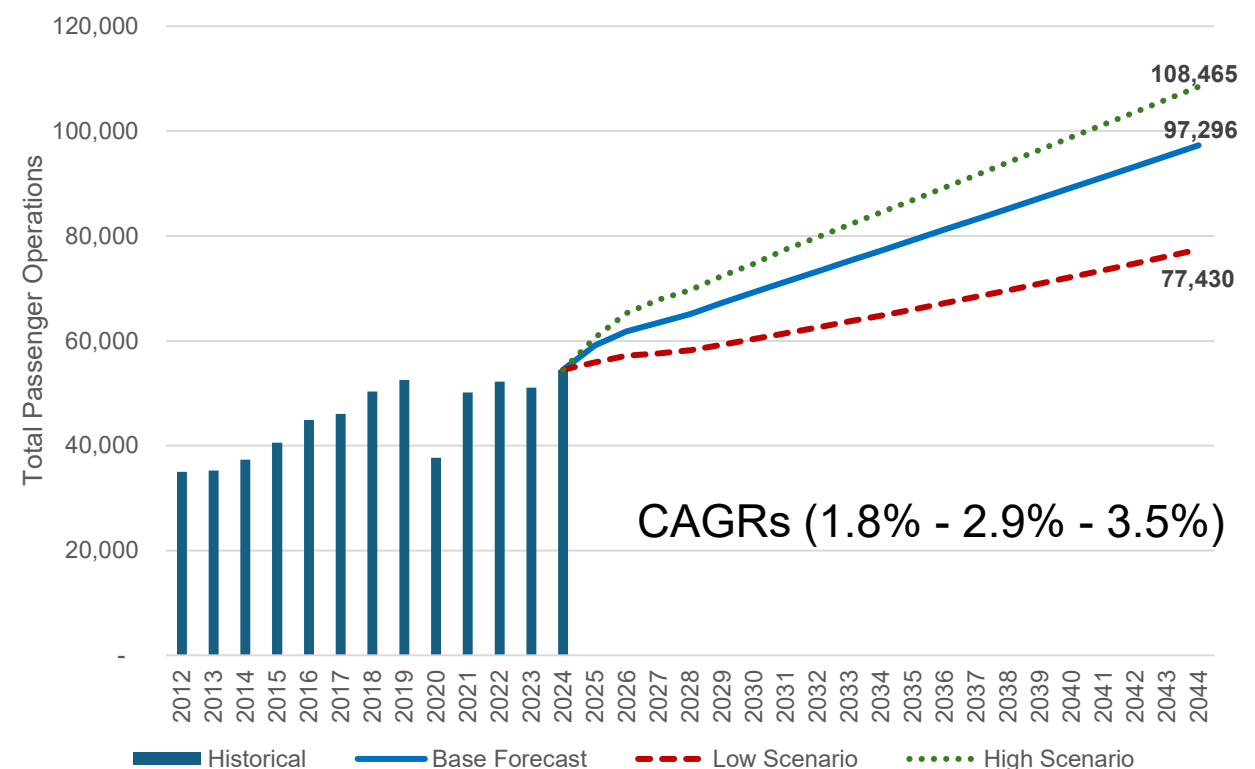
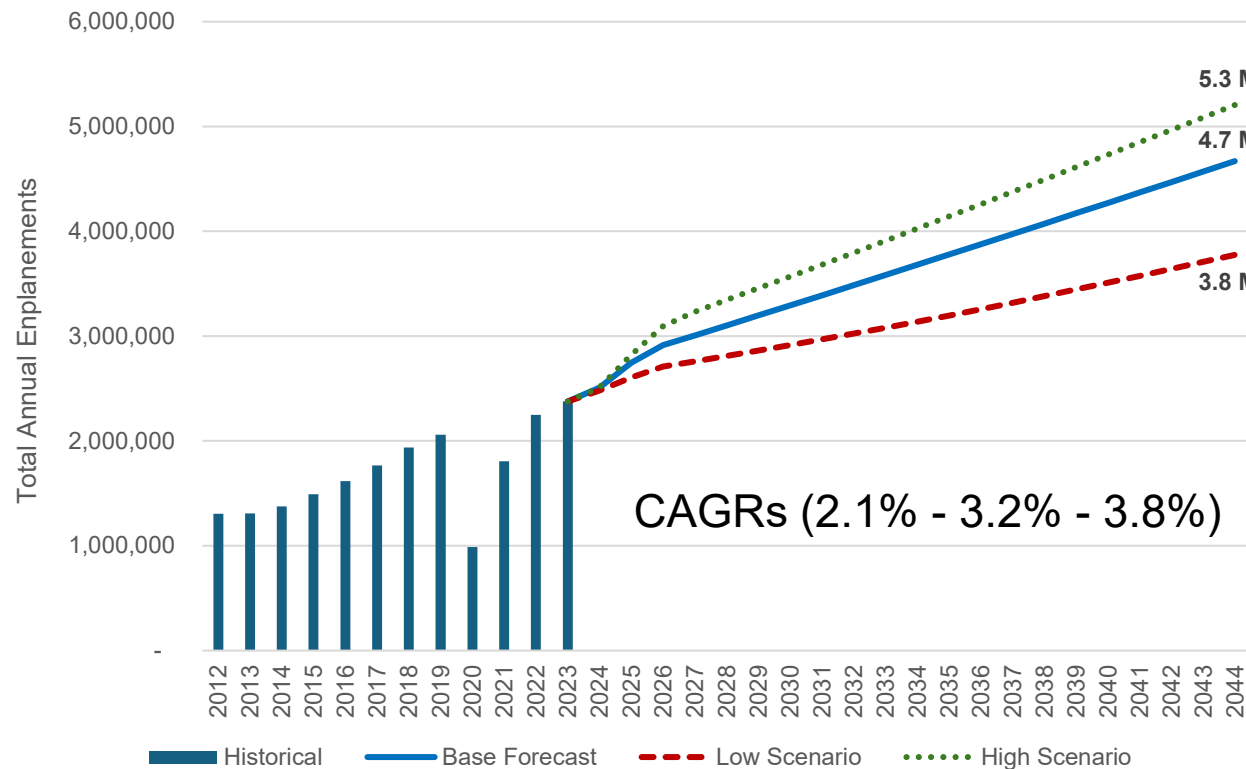
- Total enplanements projected to increase from 2.4 million to 4.7 million by 2044 (3.2% CAGR)
- Low-Cost passengers projected to grow slightly faster at 3.3% CAGR compared to 3.2% CAGR for Full Service (~31% Low-Cost long term)
- Low-Cost airlines at BOI generally use larger aircraft on average and have more flight schedule variance



Alternative Forecast Scenarios

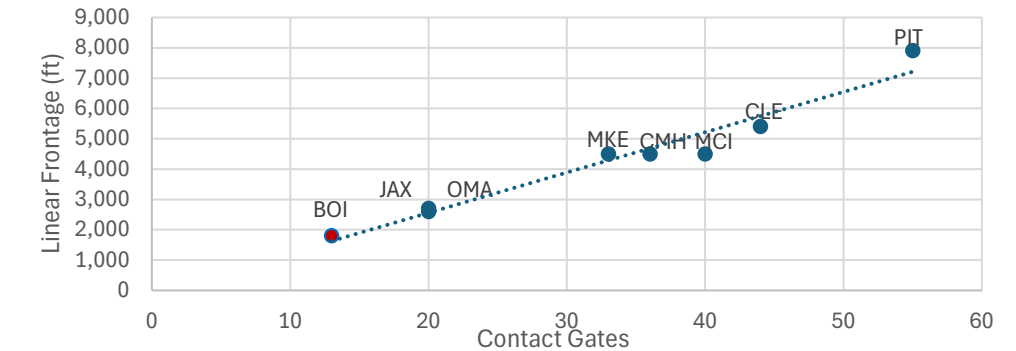
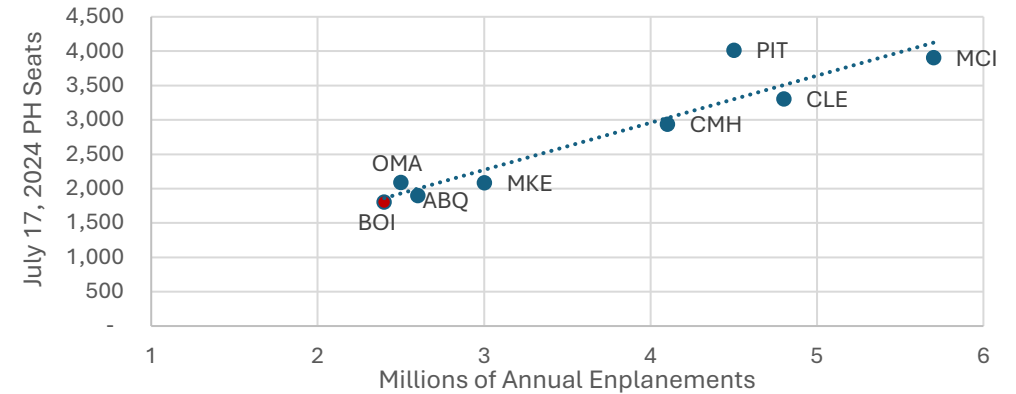
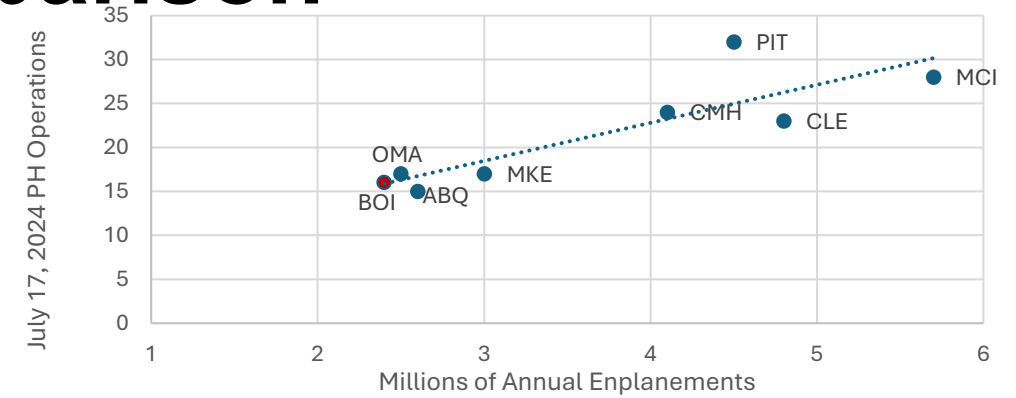
PCPI = Per Capita Personal Income

- Base case with 5.5% Cnx estimates 4.7 Million enplanements and 3.2% CAGR
- Low case based on MSA PCPI regression scenario, 3% Cnx and weaker near-term compared to Base case (~3.8 Million enplanements)
- High case based on GRP multiplier trend, 6.5% Cnx and stronger near-term growth in 2025 and 2026 with more Alaska Airlines focus at BOI (~5.3 Million enplanements)



Benchmark Airport Metrics Comparison

- Benchmark airports ahead of BOI show a reasonable trend for peak hour (PH) operations & seats and gates vs. linear frontage.
- As BOI approaches 4-5 million enplanements during the forecast, ~30 PH operations and ~3,500 PH seats is typical
- Terminal frontage by Contact Gates at 4-5 million enplanements averages ~ 40 gates and ~4,500 linear feet of frontage
- Benchmark comparison test for reasonableness (efficient vs excess)
- PIT building a new \$1.5 B terminal (51 gates) – Opens 2025
- CMH building a new \$2 B terminal (36 gates) – Planned opening in 2029



Derivatives Forecast (Design Day & Peak Hour)

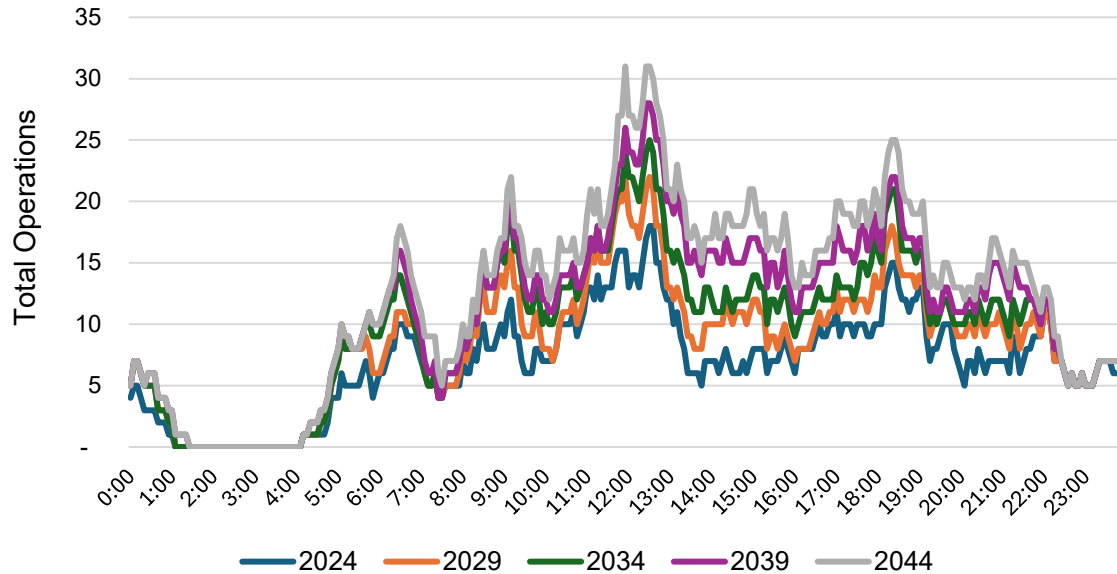
- Design day peaks set to increase to 14,933 enplanements and 295 operations by 2044
- Peak hours set to increase to 2,987 passengers and 30 operations by 2044

			2023	2024	2029	2034	2039	2044
Total Enplanements	Annual		2,376,571	2,507,200	3,247,500	3,738,000	4,236,800	4,743,700
	Design Day		7,234	8,022	10,223	11,767	13,338	14,933
	Peak Hour	Arrivals	926	995	1,278	1,471	1,667	1,867
		Departures	1,027	963	1,257	1,447	1,641	1,837
		2-Way	1,432	1,636	2,065	2,353	2,668	2,987
Total Pax Operations	Annual		50,834	54,492	67,250	77,210	87,190	97,300
	Design Day		149	168	204	234	265	295
	Peak Hour	Arrivals	9	11	12	14	16	18
		Departures	11	11	12	14	16	18
		2-Way	15	18	21	24	27	30

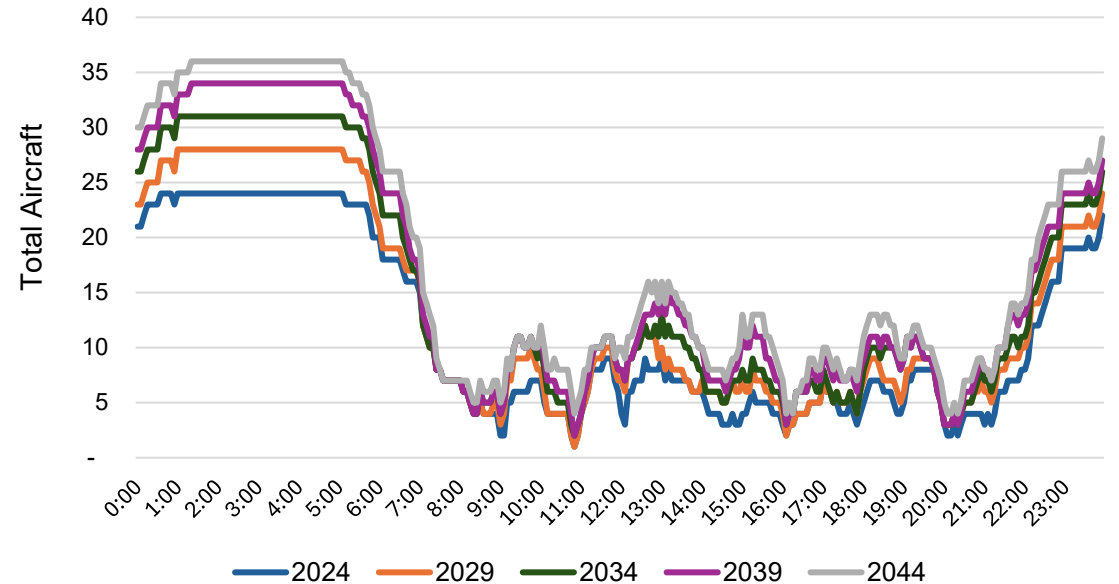
Design Day Flight Schedule (DDFS) Results

- Peak hour total operations projected to increase from 18 in 2024 up to 30/31 operations in the peak hour in 2044
- Maximum number of aircraft (AC) on the ground at BOI projected to increase from 24 in 2024 to 36 by 2044 (overnight peak)

BOI Design Day Operations Profile (2024-2044)



BOI Design Day AC on the Ground (2024-2044)



Gate Requirements Summary

- Forecasted future design days and analysis of DDFS suggest scheduled demand can be accommodated on 23 gates under common-use gate use with 12-14 remote stands for the period of 2034 to 2044

Gate Demand	2024	2029	2034	2039	2044
Daily Operations	165	207	237	268	299
Peak Total Operations	18	22	24	27	30
Gate Requirements	20	21	21	22	23
Small Group III (Large regional jet)	12	10	7	7	7
Large Group III (Narrowbody)	8	11	14	15	16
<i>Remote Parking</i>	5	8	12	13	14

Conclusion

- BOI passenger forecast suggests passenger demand may increase by 49% from 2024 – 2034 and another 27% from 2034 – 2044
- Passenger operations follow with increases of 42% from 2024-2034 and another 26% from 2034 - 2044
- Gate Requirements assume common-use operations and improved efficiencies overall, with provisions for:
 - Modern facilities at higher levels of service
 - Appropriate sizing with flexibility for the future
 - Near-term capacity necessary to renovate and modernize current facilities
- Gate capacity development includes adding more larger gates to accommodate increased peak demand for narrowbody aircraft
- Renovations or expansions to Conc B and/or Conc C require near-term capacity and flexibility

THANK YOU!

- Brian Poe brian.poe@landrumbrown.com