



Boise Airport

Master Plan Project Technical Advisory Committee (TAC) Meeting #4

October 7, 2026 10:15 am – 12:00 pm

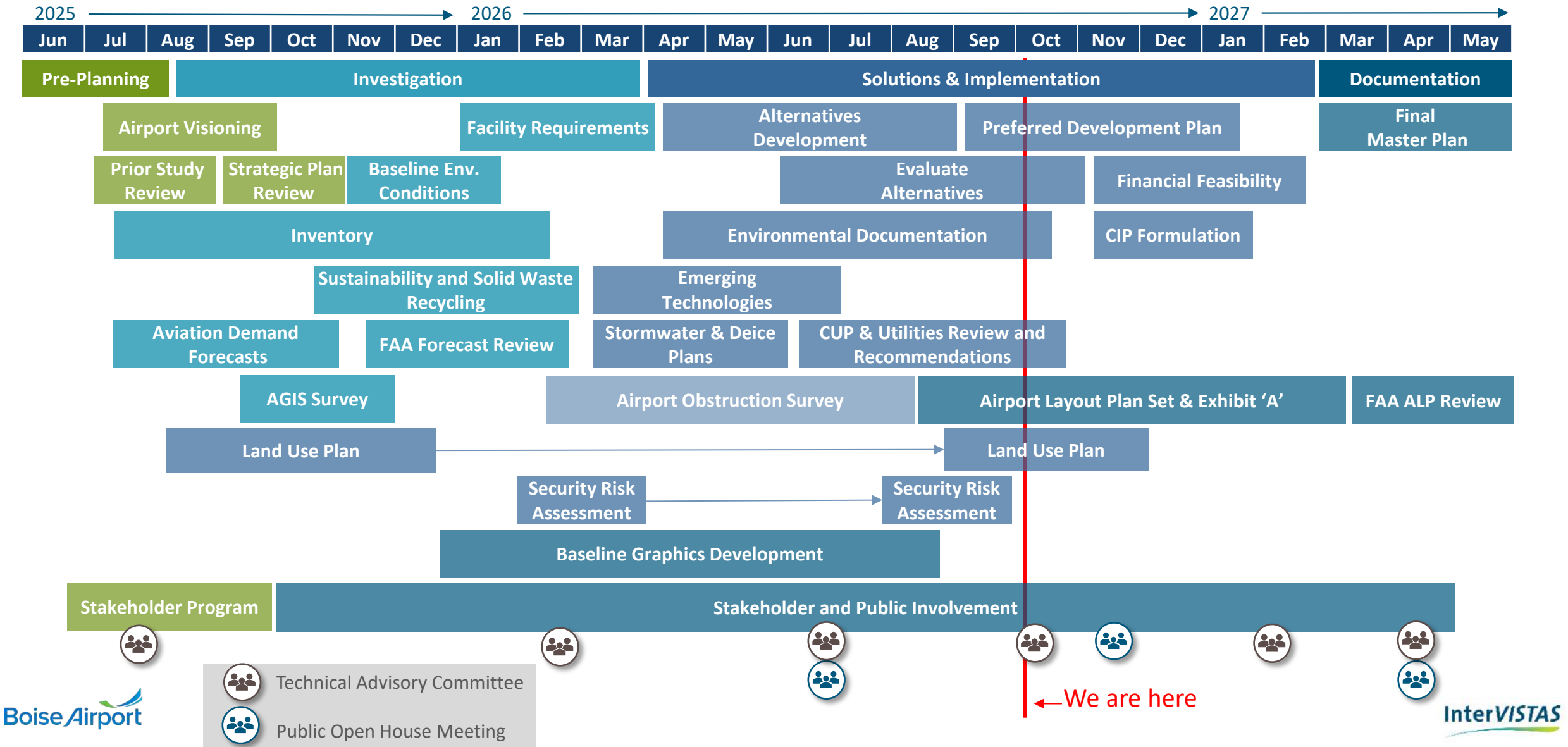
Boise, Airport – Boise River Conference Room



Agenda

- ① Introductions
- ② Project Schedule & Milestones
- ③ Facility Requirements
- ④ Alternatives:
 - Airside
 - Terminal
 - Landside
- ⑤ Next Steps

Boise Airport Master Plan Schedule





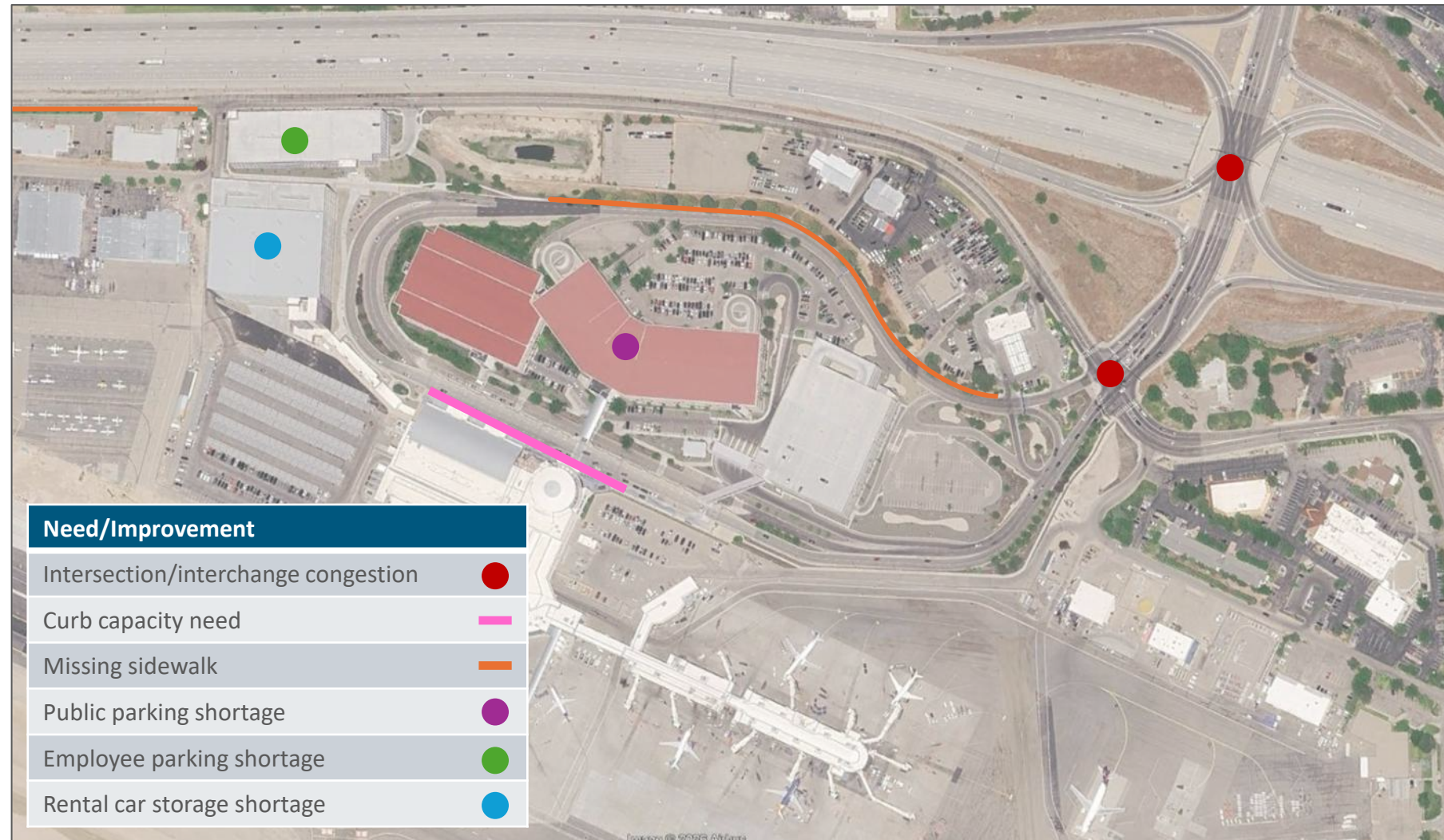
Facility Requirements

Facility Requirements - Terminal

	Existing	PAL 1	PAL 2	PAL 3	PAL 4
Check-in					
Kiosks	23	52	45	59	61
Check-in Queue	9,476	10,712	11,330	11,536	12,154
Outbound Baggage					
Makeup (sf)	20,070	20,070	59,500	59,500	59,500
Security Screening					
Processing Area (sf)	13,255	12,282	12,282	16,823	16,823
Restroom (sf)	1,580	3,630	3,870	4,230	4,830
Meet & Greet (sf)	4,240	8,974	11,071	12,658	14,278
Landside Arrivals					
Baggage Claim Area (sf)	19,050	19,050	28,575	28,575	33,338
Landside Support					
Airport Administration (sf)	19,251	25,201	29,007	32,878	36,811
Airside					
Holdrooms	23,199	62,800	67,900	71,700	75,500
Concourse Circulation (sf)	59,038	70,324	72,545	148,790	156,193
Restrooms (sf)	4,959	9,000	9,900	10,500	11,100
Concessions (sf)	23,663	29,928	34,448	39,045	43,730
Support facilities (sf)	12,493	59,220	63,870	79,170	83,550

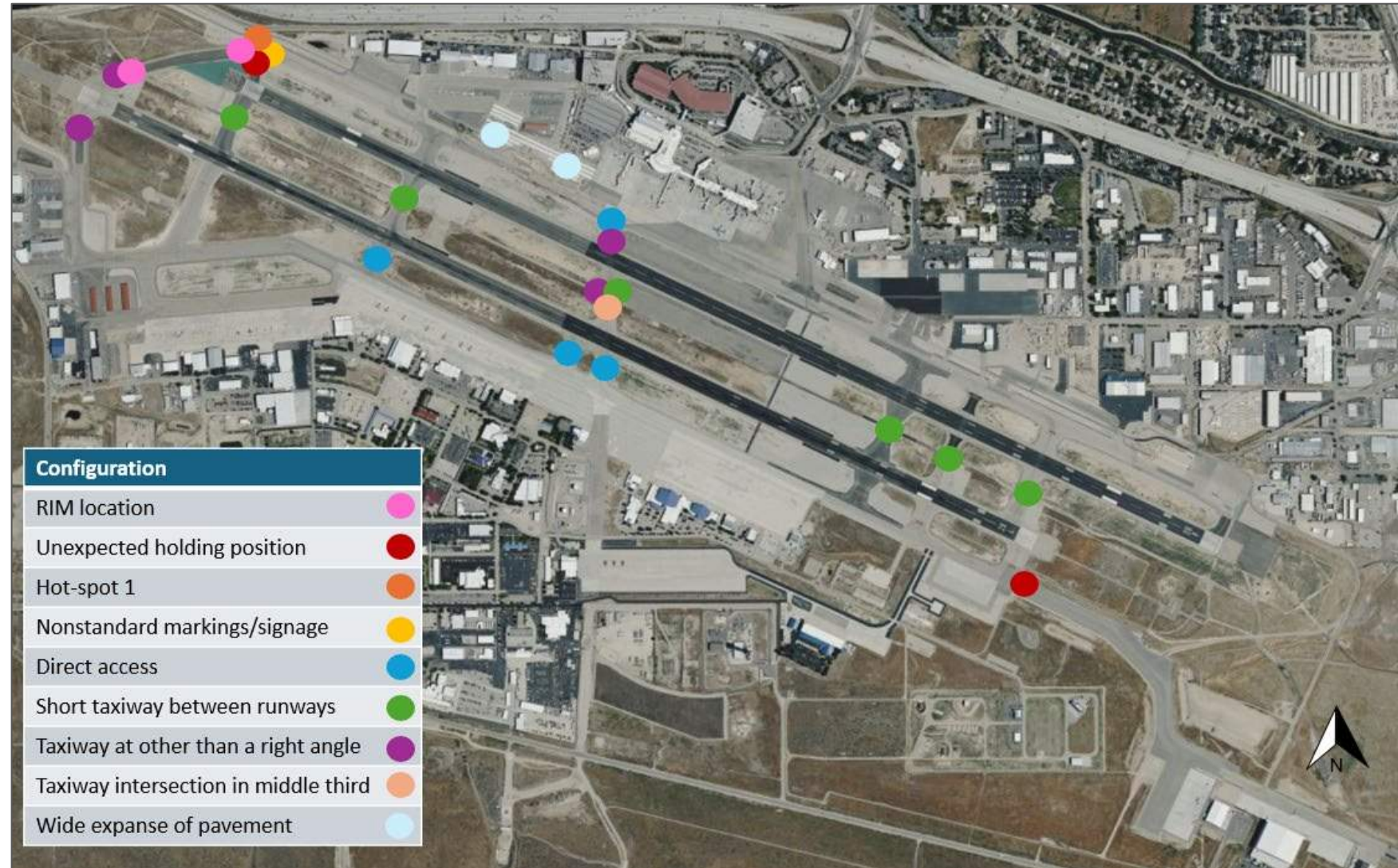
Facility Requirements - Landside

- Decrease intersection and interchange congestion
- Increase curb capacity
- Complete sidewalk
- Increase public parking
- Increase employee parking
- Increase rental car storage



Facility Requirements - Airside

- Increase runway capacity
- Correct nonstandard conditions
- Mitigate obstacles where possible
- Meet dimensional standards
- Problematic taxiway geometry
- Update taxiway nomenclature





Alternatives



Future Runway

What are we solving for?

Projected Demand v. Current Runway Capacity

	Existing	Forecasted			
	Base Year 2024	PAL 1 (+5 Years)	PAL 2 (+10 Years)	PAL 3 (+20 Years)	PAL 4 (+30 Years)
Total Aircraft Operations	142,793	156,000	167,000	180,000	193,000
Existing Annual Service Volume (ASV)	260,000	260,000	260,000	260,000	260,000
ASV Ratio	54.9%	60.0%	64.2%	69.2%	74.2%

Plan improvement at 60%
and implement at 80%

Factors Impacting Runway Capacity



Runway to
Runway
Separation
Requirement



Staggered
Threshold Offset



Course
Divergence

Future Runway Planning Parameters

- + Runway is designed with a length of 10,000 feet
 - A 10,000-foot runway is adequate in accommodating a Boeing 777
- + Aligned with the same orientation as the existing runway and prevailing winds
- + Proposed runway would be located south of Gowen Road
- + Ability to accommodate precision approach procedures on either/both runway ends
- + Assumes closure of Runway 10L-28R
- + Runway complex needs to accommodate a combination of simultaneous arrivals and departures along with mixed ops



Future Runway Concept No.1



Legend

- Proposed Runway
- Part 77 Approach Surface
- Runway Removal
- Part 77 Transitional Surface
- Airport Property Line

Concept Considerations

- Runway-to-runway separation is 5,560 feet
- Staggered threshold separation is approximately 6,300 feet
- Can accommodate mixed-use operations, including simultaneous arrival and departure scenarios
- Potential course divergence conflicts may exist during simultaneous arrival operations
- Departure climb gradient restrictions may be required to maintain appropriate separation and obstacle clearance to the east
- ASV increases from 260,000 to 315,000 (PAL 4 193,000 / 61% of capacity)

Future Runway Concept No.2



Legend

- Proposed Runway
- Part 77 Transitional Surface
- Part 77 Approach Surface
- Airport Property Line

Concept Considerations

- Runway-to-runway separation is 5,560 feet
- No staggered thresholds
- Closer to residential communities
- May require property acquisition
- Could provide multiple taxiway crossings to get to the runway
- Unrestricted course divergence
- Departure climb gradient restrictions may be required to maintain appropriate separation and obstacle clearance to the east
- ASV increases from 260,000 to 340,000 (PAL 4 193,000 / 57% of capacity)

Future Runway Alternatives Concept Evaluation

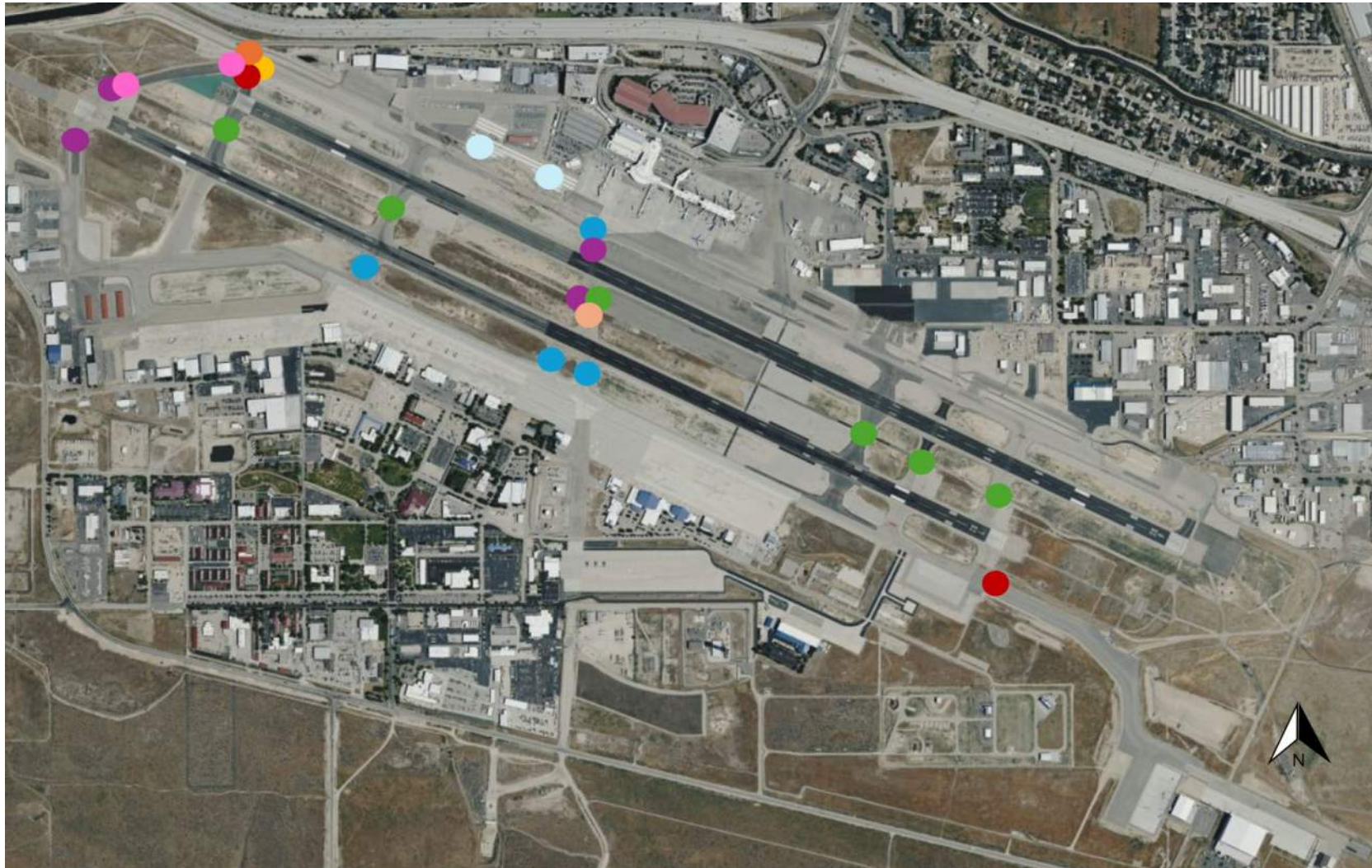
Criteria		Concept No.1 Staggered Thresholds	Concept No.2 Aligned Thresholds
Guiding Principles	Prioritize Safety & Security		
	Ensure Regulatory Compliance		
	Provide High-Quality Customer Experience		
	Demonstrate Community & Environmental Stewardship		
	Be Financially Responsible		
	Maintain Flexibility & Adaptability		
Facility Specific	Adjacent Land Use Impacts		
	Airspace Compatibility		
	Support Facility Development Opportunity		
	Useability for Operators		

Legend	
	Performs well compared to other alternatives
	Performs fair compared to other alternatives
	Performs poorly compared to other alternatives



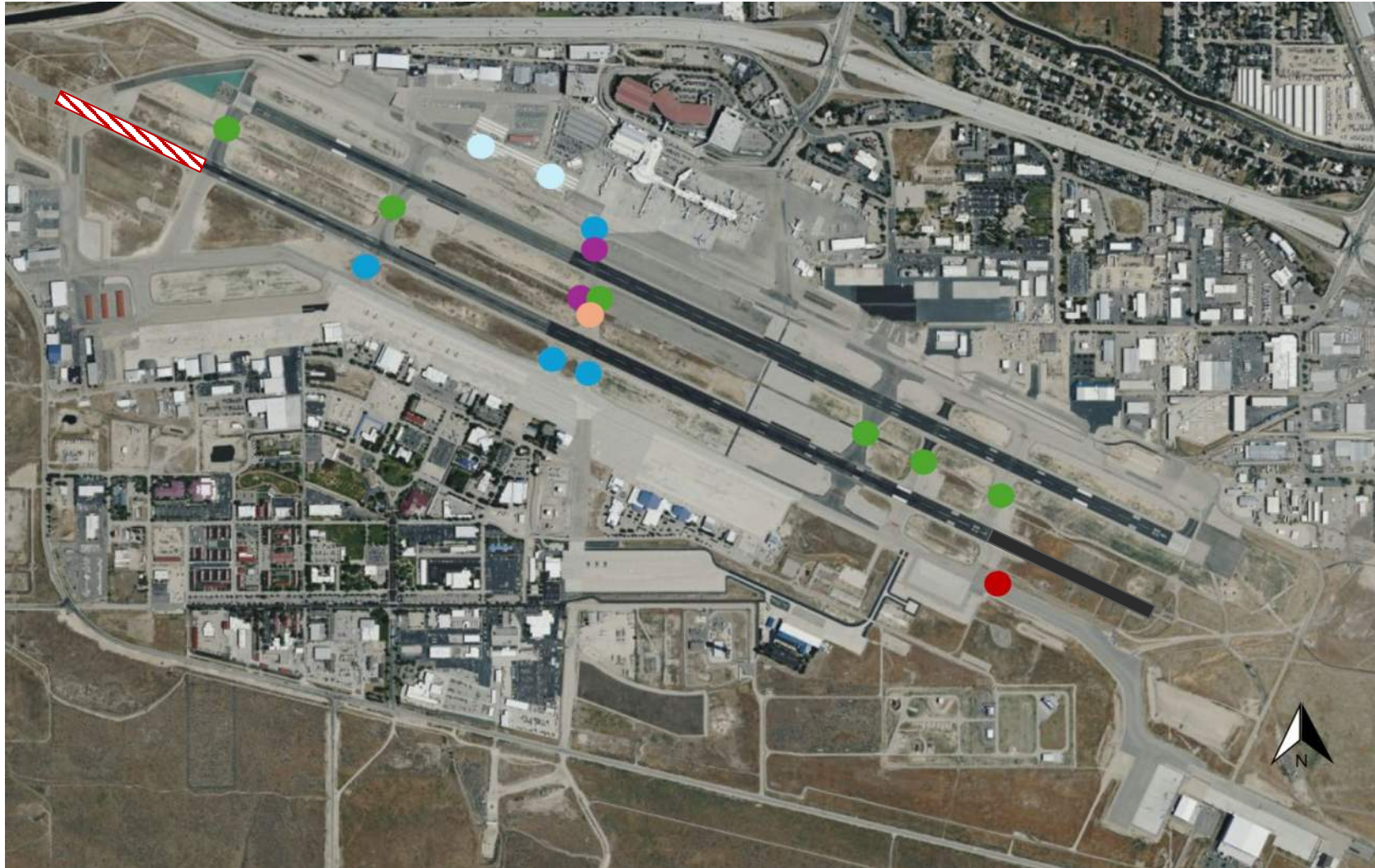
Taxiway Design

Existing Taxiway Deficiencies



- RIM Location
- Unexpected holding positions
- Hot Spot 1
- Nonstandard Marking/Signage
- Direct apron to runway access
- Short taxiway between runways
- Taxiway at other than a right angle
- Taxiway intersection in the middle third
- Wide expanse of pavement

Taxiway Deficiencies After Runway Shift



- RIM Location
- Unexpected holding positions
- Hot Spot 1
- Nonstandard Marking/Signage
- Direct apron to runway access
- Short taxiway between runways
- Taxiway at other than a right angle
- Taxiway intersection in the middle third
- Wide expanse of pavement

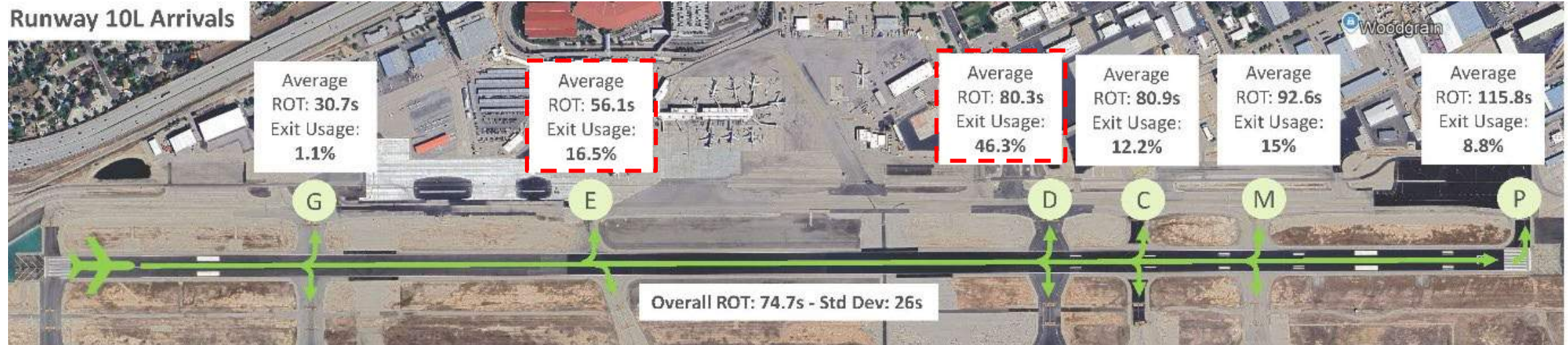
Nonstandard Airfield Standards Planning Parameters

- + Design the airfield to meet the needs of the users
- + Modify the airfield geometry to align to standards outlined in FAA AC 150/5300-13B, Change 1
- + Examine opportunities to optimize and make the taxiway system more efficient
- + Incorporate Runway Exit Design Interactive Model (REDIM) and field operations to determine taxiway exit placement
- + ATCT Controller would like to be additional exit connectors in the mid-field area; however, still comply with FAA standards with a middle-third runway crossing

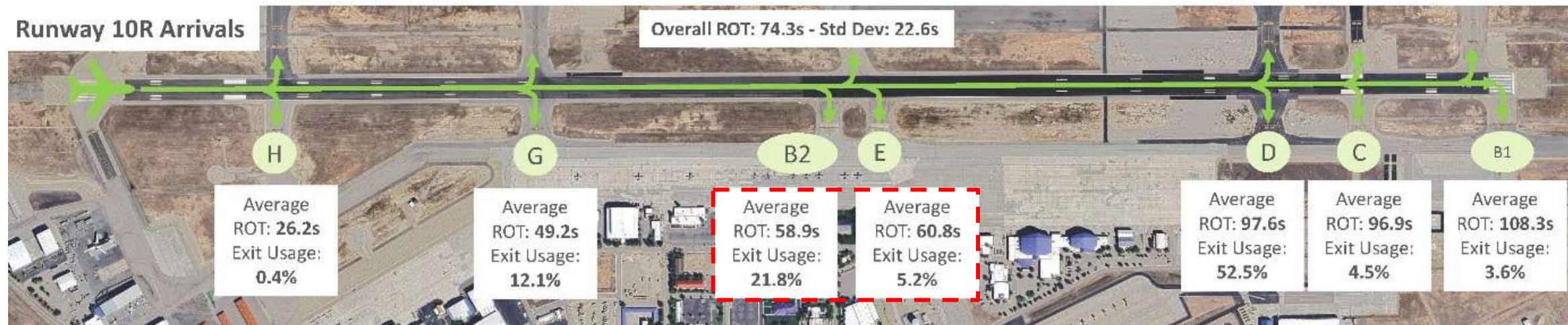


REDIM Taxiway Exit Analysis – Runway 10 Arrivals

Runway 10L Arrivals



Runway 10R Arrivals

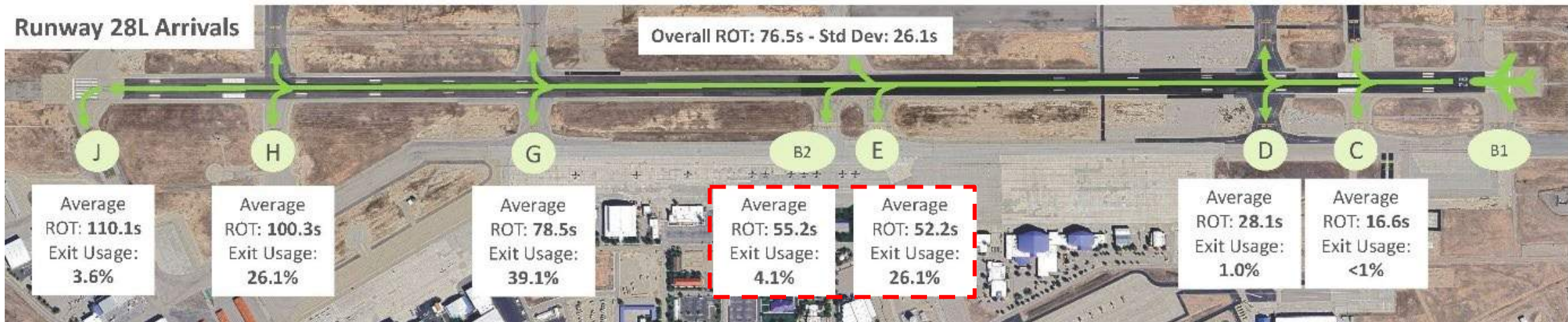


REDIM Taxiway Exit Analysis – Runway 28 Arrivals

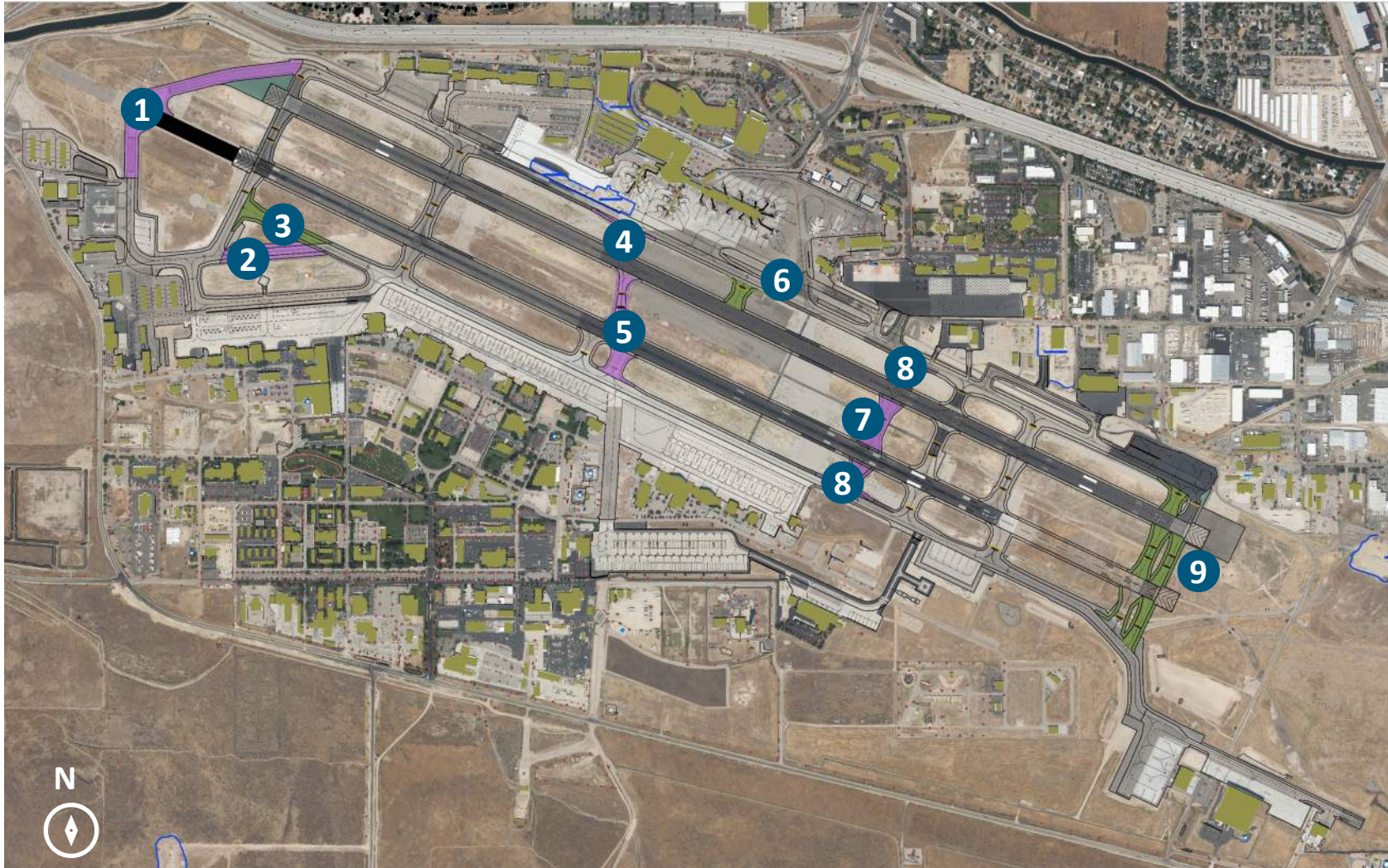
Runway 28R Arrivals



Runway 28L Arrivals



Future Taxiway System Discussion



- 1 Closure of Taxiway J
- 2 Partial closure of Taxiway F
- 3 Extension of Taxiway B
- 4 Realign a portion of Taxiway E
- 5 Close portion of Taxiway E
- 6 Construct new exit taxiway
- 7 Closure of Taxiway D
- 8 Change Taxiway D signage
- 9 Construct bypass taxiway

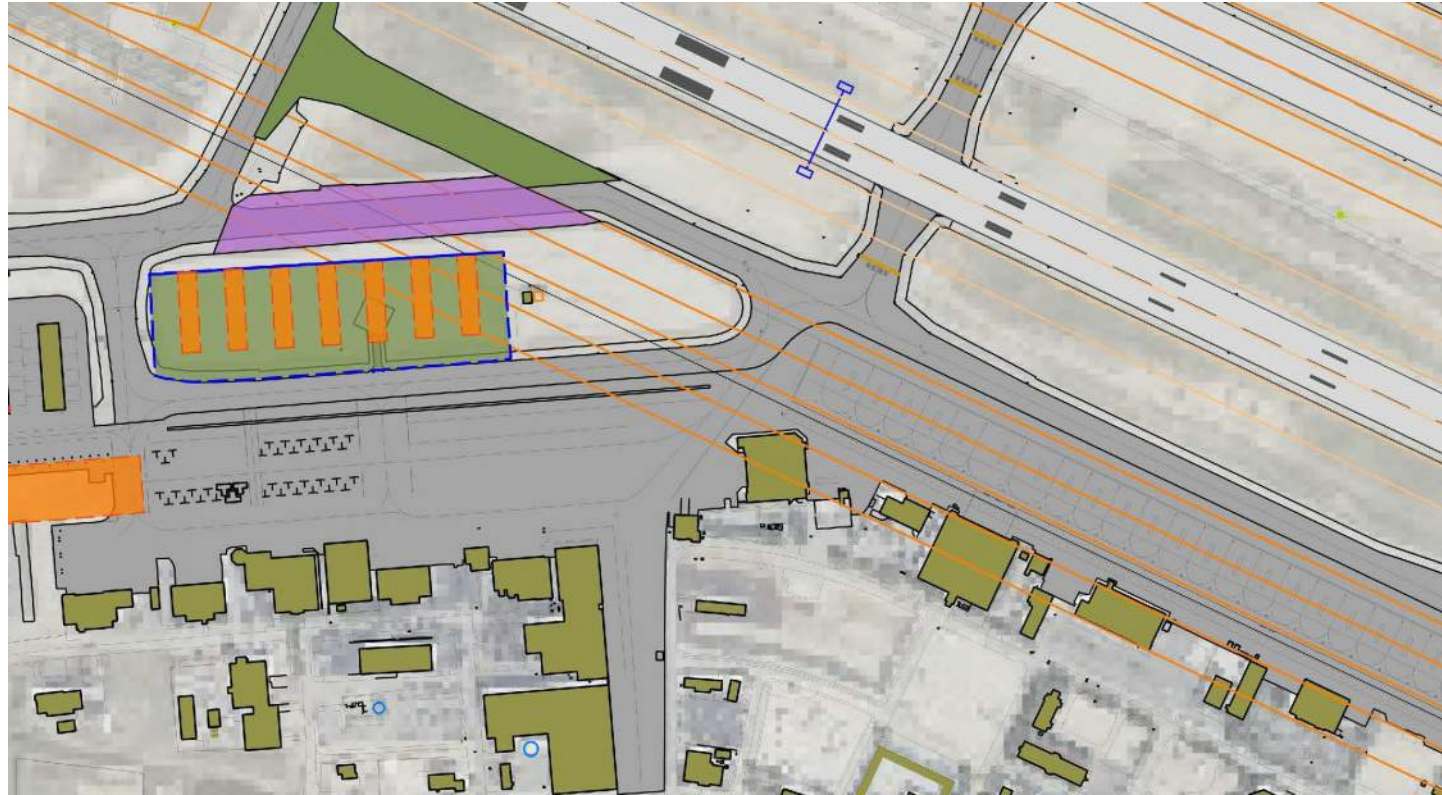


Airside Facilities

Airside Alternative – General Aviation



Airside Alternative – General Aviation No.1



Legend

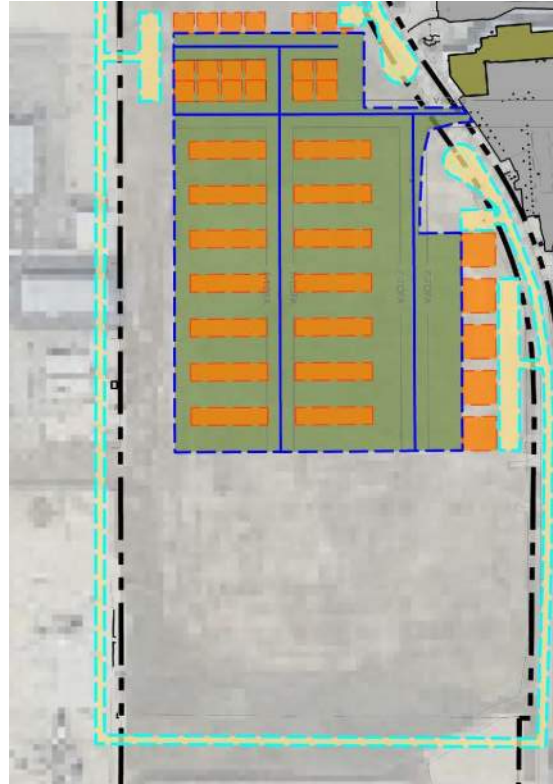
- | | | | |
|--|----------------------------|---|-----------------------|
|  | Existing Airfield Pavement |  | Proposed Facilities |
|  | Proposed Airfield Pavement |  | Airport Property Line |
|  | Proposed Landside Pavement | | |



Concept Considerations

- Maximizes the infield area between Taxiway F and Taxilane K
- Requires removal of the helipad
- Accommodates the relocation of t-hangars that will be in the RPZ once Runway 10R-28L is shifted along with four others

Airside Alternative – General Aviation No.2



- Existing Airfield Pavement
- Proposed Airfield Pavement
- Proposed Landside Pavement

Legend

- Proposed Facilities
- Airport Property Line



Concept Considerations

- Utilizes the parcel across existing Orchard Street
- Requires removal the realignment of Orchard Street and extending Taxiway F
- Accommodates the relocation of t-hangars that will be in the RPZ once Runway 10R-28L is shifted along with forecasted growth in small GA aircraft
- Requires remediation of the site

Airside Alternative – General Aviation No.3



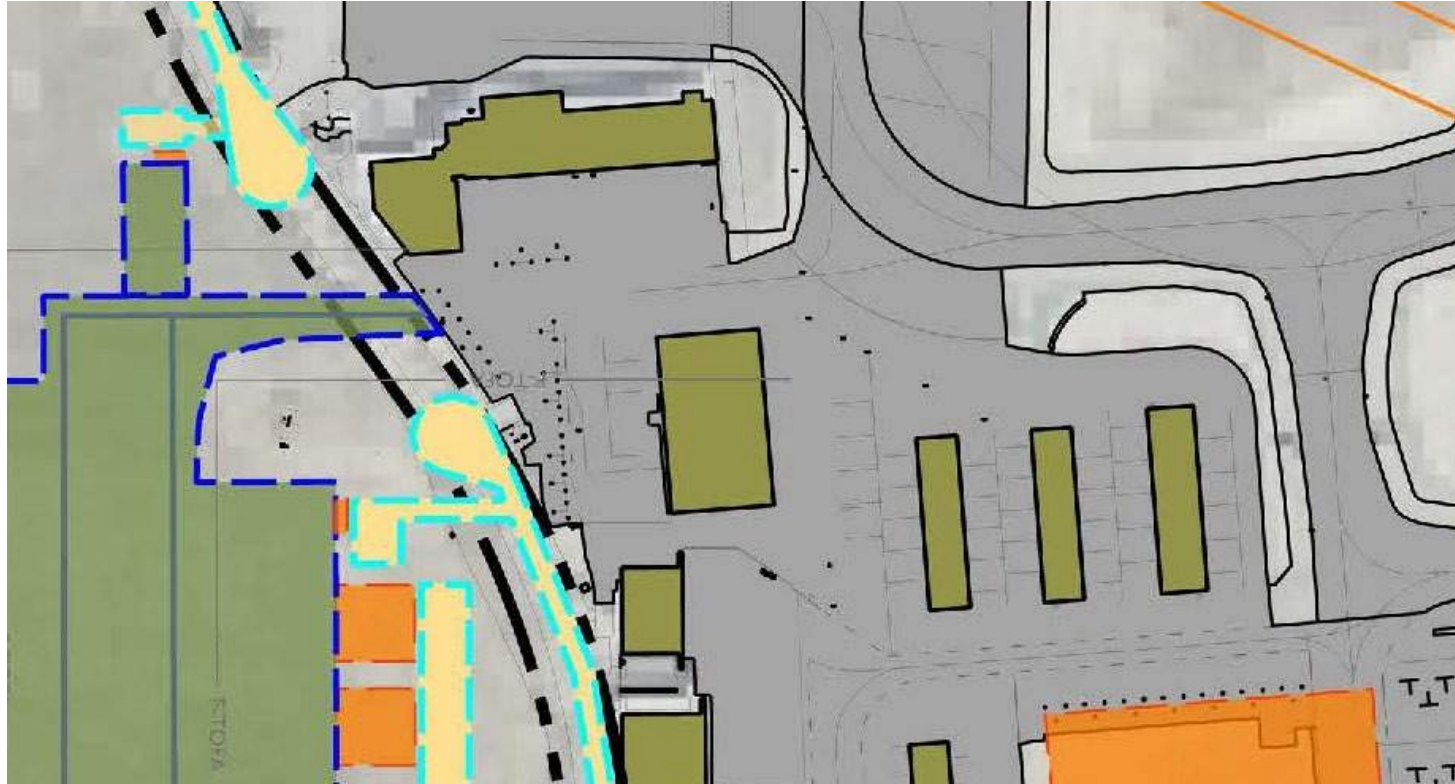
Legend

- | | | | |
|--|----------------------------|---|-----------------------|
|  | Existing Airfield Pavement |  | Proposed Facilities |
|  | Proposed Airfield Pavement |  | Airport Property Line |
|  | Proposed Landside Pavement | | |

Concept Considerations

- Utilizes the parcel across Aeronca Street
- Requires the extension of a new taxiway across Aeronca Street
- Requires that existing leases not be extended or be terminated
- Accommodates the relocation of t-hangars that will be in the RPZ once Runway 10R-28L is shifted along with the shade hangar that will be impacted by the new taxiway

Airside Alternative – Backcountry Operators



Concept Considerations

- Utilizes the parcels in the southwest quadrant of the airfield
- Proposes a 15' by 40' building along with a vehicle parking lot and apron space

Airside Alternative – Corporate



Airside Alternative – Corporate No.1



Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Proposed Landside Pavement

- Proposed Facilities
- Airport Property Line



Concept Considerations

- Utilizes the parcel across existing Orchard Street
- Requires removal the realignment of Orchard Street and extending Taxiway F
- Accommodates the relocation of existing corporate tenants along with forecasted growth
- Taxiway F safety area requirements for Group III aircraft may require the removal of existing facilities
- Requires remediation of the site

Airside Alternative – Corporate No.2



Concept Considerations

- Utilizes the parcel across Aeronca Street
- Requires the extension of a new taxiway across Aeronca Street
- Requires that existing leases not be extended or be terminated
- Requires reconfiguration of roadways
- Accommodates the relocation of existing corporate tenants along with forecasted growth

Airside Alternative – Consolidated Maintenance Facility

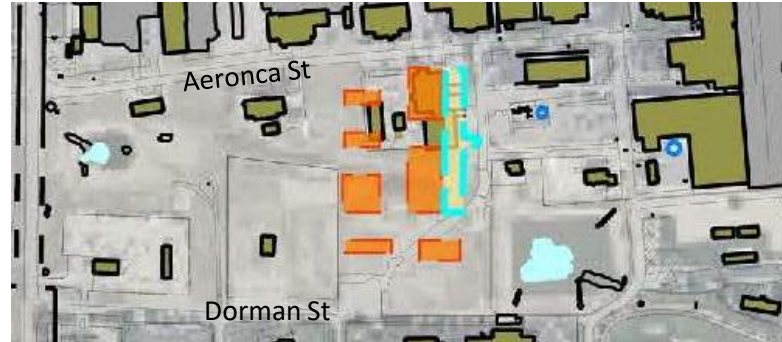


Airside Alternative – Consolidated Maintenance Facility

1. Orchard Street Site



2. Aeronca Street Site



3. Production Street Site



- Existing Airfield Pavement
- Proposed Airfield Pavement
- Proposed Landside Pavement

Legend

- Proposed Facilities
- Airport Property Line



Concept Considerations

Option 1.

- Utilizes the northern portion of the Orchard Street parcel
- Would require the remediation of the Orchard Street site

Option 2.

- Utilizes space south of Aeronca Street
- Would require the current leases not get extended

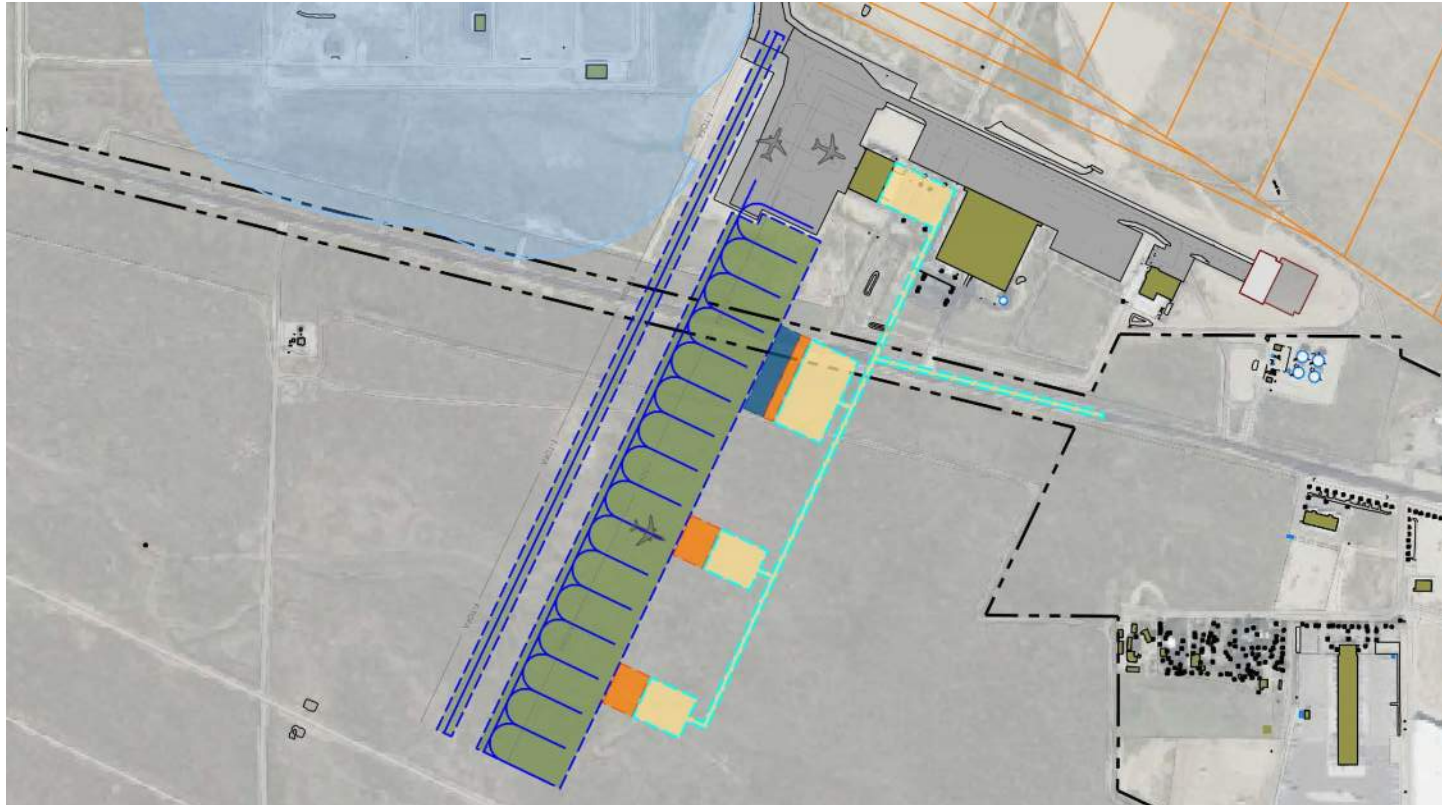
Option 3.

- Utilizes space northeast of Production Street
- Would require the current lease not be extended

Airside Alternative - Cargo



Airside Alternative – Cargo No.1



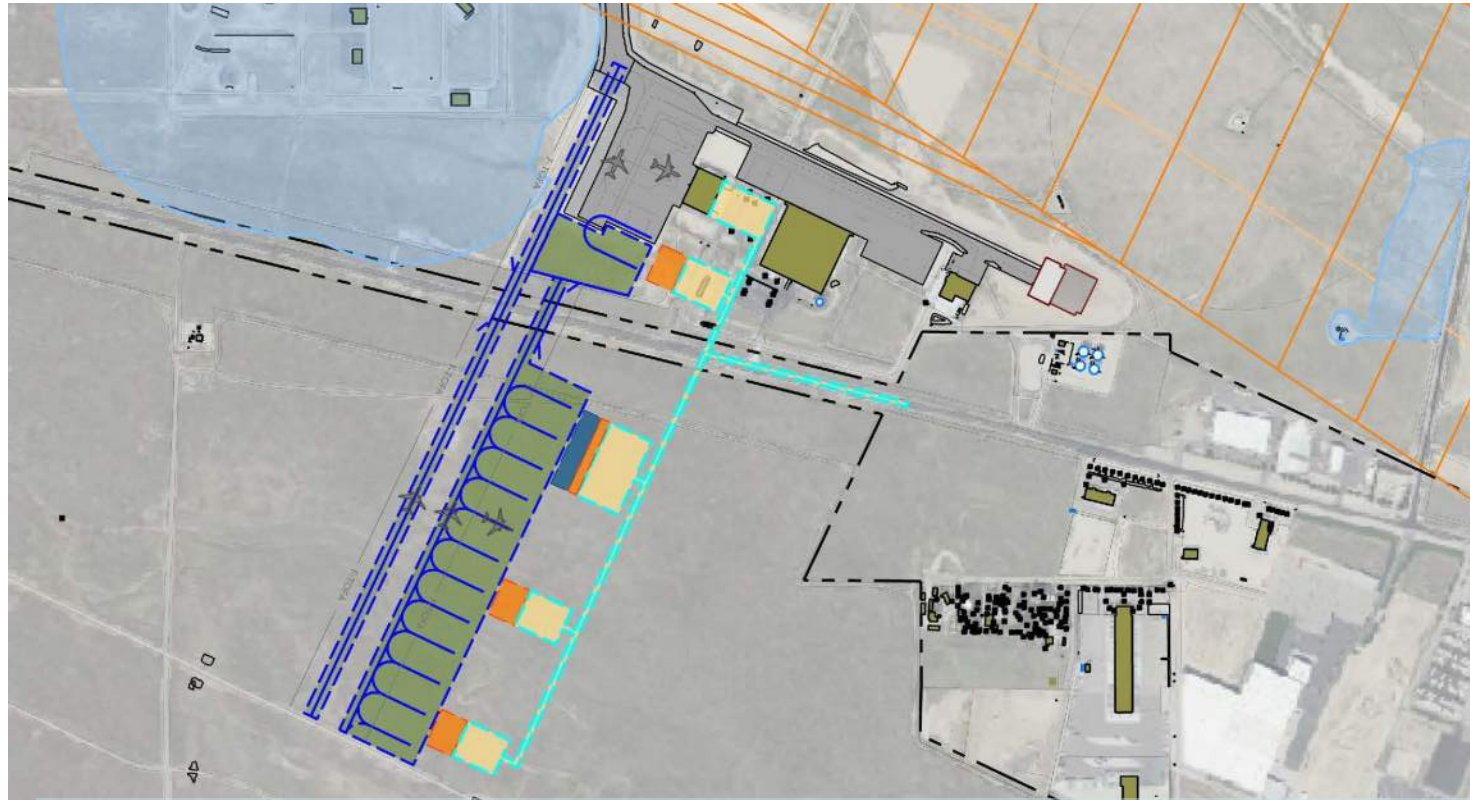
Legend

- | | |
|---|---|
|  Existing Airfield Pavement |  Proposed Facilities |
|  Proposed Airfield Pavement |  Airport Property Line |
|  Proposed Landside Pavement | |

Concept Considerations

- Maximizes buildout of the area south of Gowen Road using a linear configuration
- Accommodates the relocation of existing cargo operators while providing capacity for forecast growth in cargo operations
- Requires the closure of Gowen Road to provide airfield access to the development area

Airside Alternative – Cargo No.2



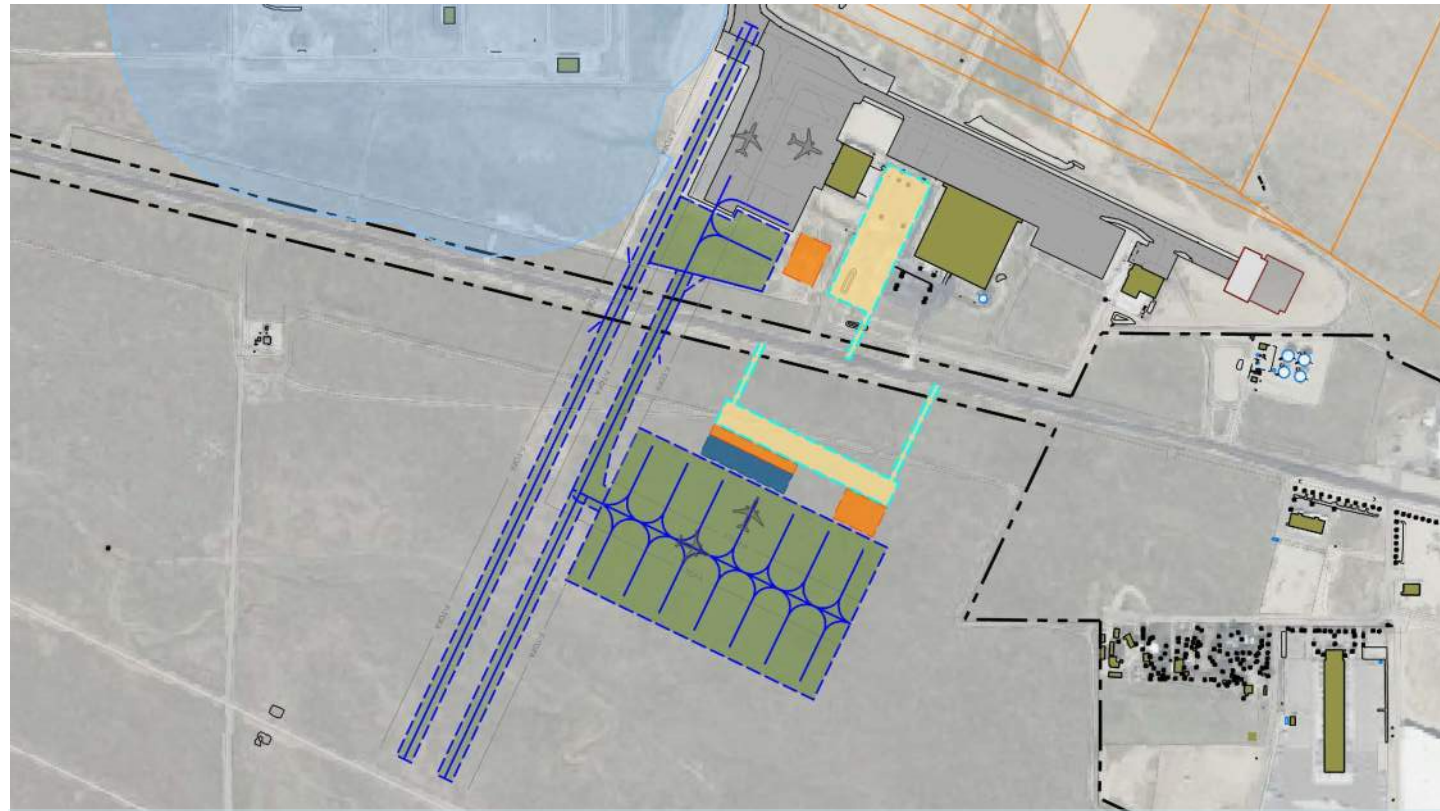
Legend

- | | | | |
|--|----------------------------|---|-----------------------|
|  | Existing Airfield Pavement |  | Proposed Facilities |
|  | Proposed Airfield Pavement |  | Airport Property Line |
|  | Proposed Landside Pavement | | |

Concept Considerations

- Maximizes buildout of the area south of Gowen Road using a linear configuration
- Accommodates the relocation of existing cargo operators while providing capacity for forecast growth in cargo operations
- Requires a taxiway bridge across Gowen Road to provide airfield access to the development area

Airside Alternative – Cargo No.3



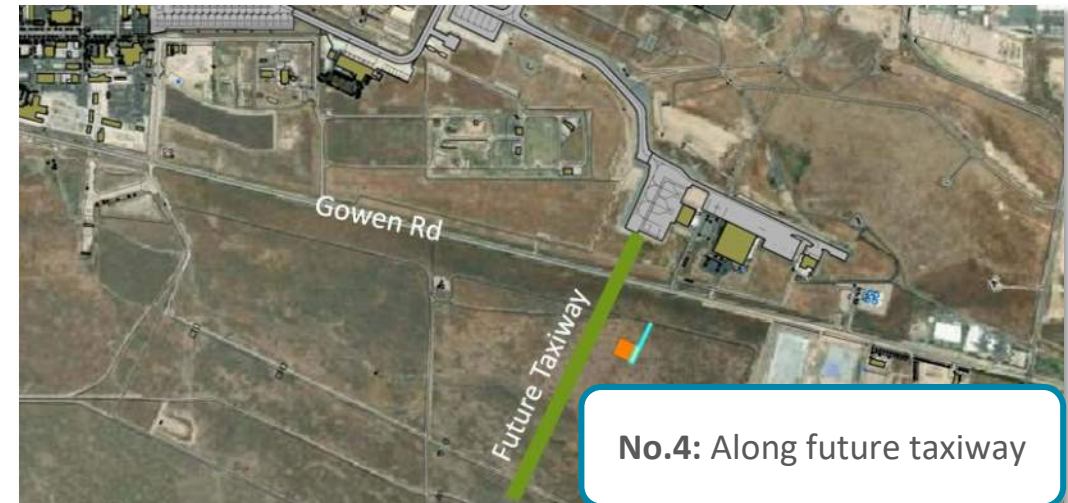
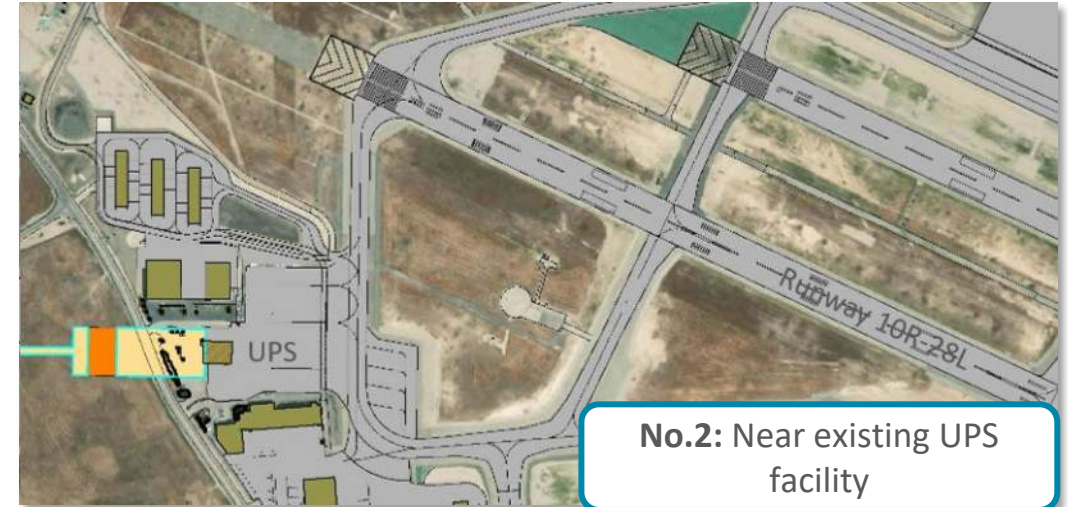
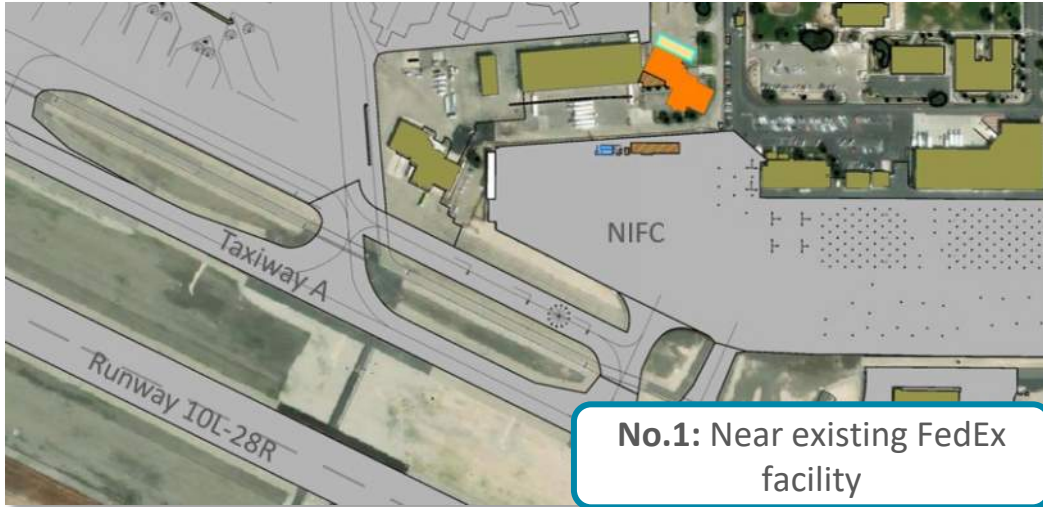
Legend

- | | |
|---|---|
|  Existing Airfield Pavement |  Proposed Facilities |
|  Proposed Airfield Pavement |  Airport Property Line |
|  Proposed Landside Pavement | |

Concept Considerations

- Maximizes buildout of the area south of Gowen Road to the east using a modular development configuration
- Accommodates the relocation of existing cargo operators while providing capacity for forecast growth in cargo operations
- Requires a taxiway bridge across Gowen Road to provide airfield access to the development area

Initial ARFF Station Concepts





Terminal

Aircraft Gate Requirements

Operations	Existing (2024)	3.1 MAP (2029)	3.6 MAP (2034)	4.1 MAP (2039)	4.6 MAP (2044)
Peak Hour Arrivals	10	12	14	16	18
Peak Hour Departures	11	12	14	16	18
Peak Hour Total Operations	18	22	24	27	30
Aircraft on the Ground (overnight)	24	28	31	34	38
Aircraft on the Ground (0800-2100)	9	12	13	15	16

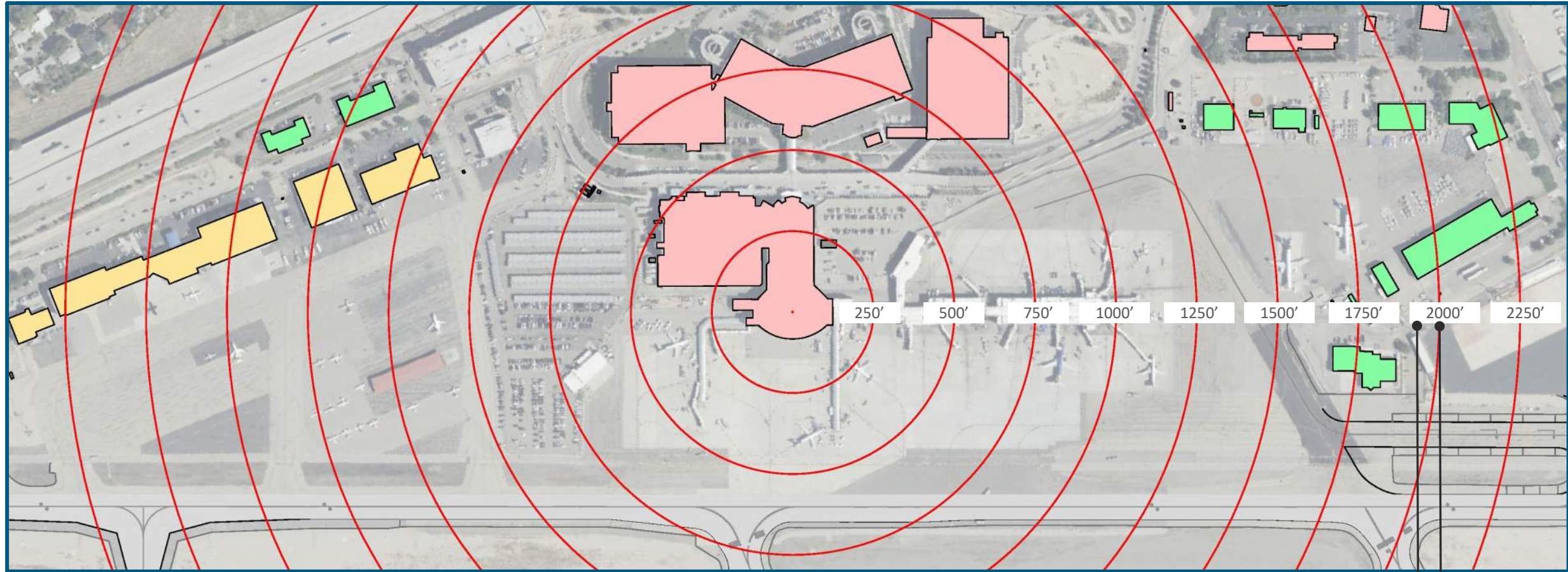
Gate Scenario	Existing (2024)		3.1 MAP (2029)		3.6 MAP (2034)		4.1 MAP (2039)		4.6 MAP (2044)	
	Contact	Remote	Contact	Remote	Contact	Remote	Contact	Remote	Contact	Remote
Maintain Existing Preferential Use	20	5	--		20	18	--		25	19
Full Common Use	n/a	n/a	--		20	18	--		25	19

Note: Remote includes 6-10 aircraft which may be towed to the SkyWest hangar for maintenance

Alternative Characteristics Highlighted

Characteristic	Description
Gates	Number of gates provided
Max walking distance	Maximum walking distance from the rotunda (back of SSCP) to the end of the concourse
Parallel taxilane	Evaluated as full, partial, or none as it relates to providing aircraft maneuvering parallel to Taxiway A
Concourse width	Width of the proposed future concourse(s)
Phasing complexity	Rated on a qualitative low, medium, high scale
Landside compatibility	Evaluation of whether the concept can accommodate landside encroachment onto the airside
Ease of A/C movement	Evaluation of how the concept performs with dead-end aisles
Intuitive wayfinding	As a primarily O/D airport, the ease of finding gates and amenities
Expansion flexibility	Ease of further expanding the concourse alternative to accommodate additional gates beyond the 20-year horizon

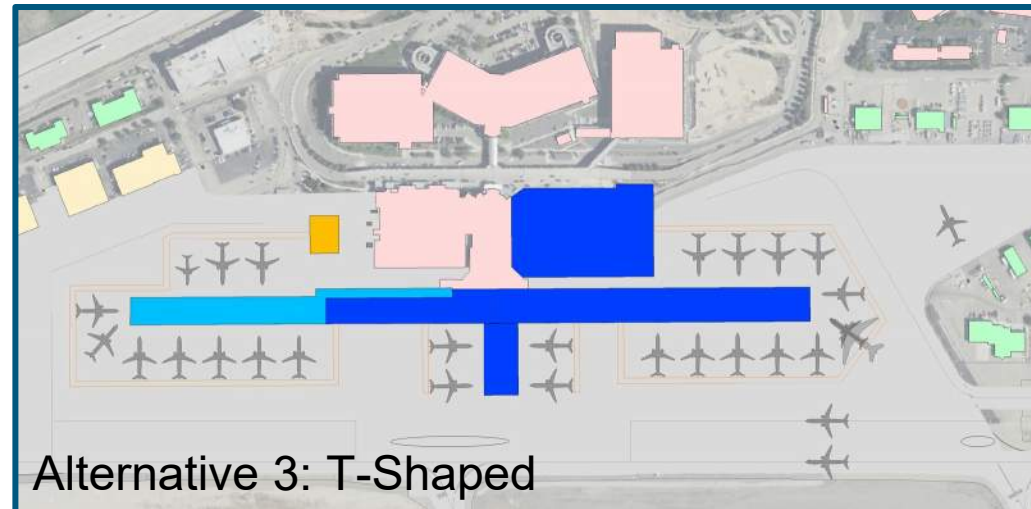
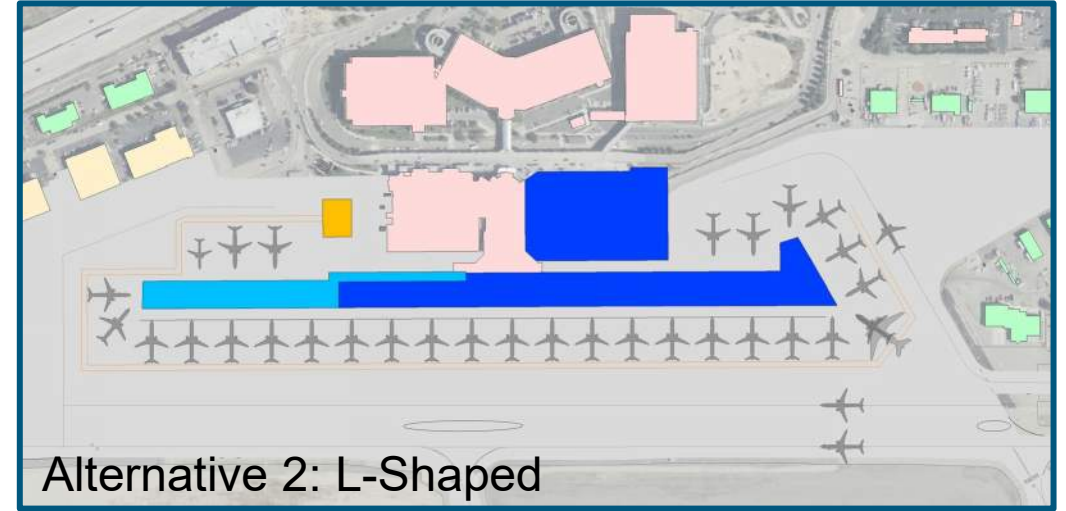
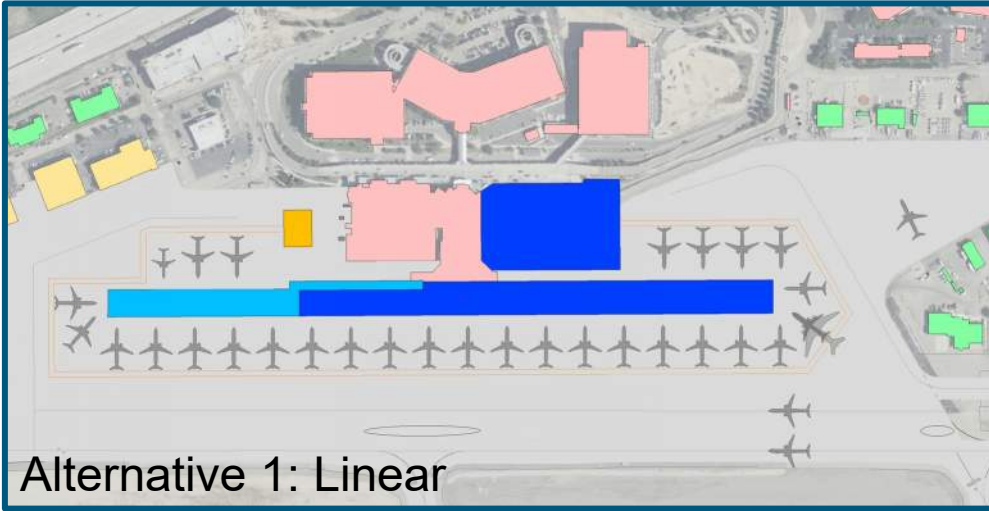
Walking Distance from Rotunda



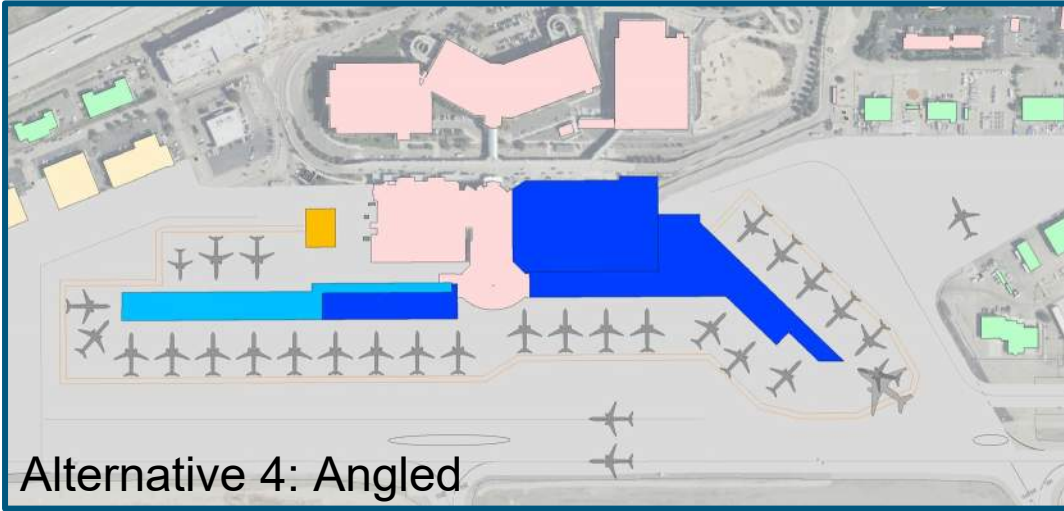
SLC: central node to end of Concourse A

DEN: central node to end of Concourse B

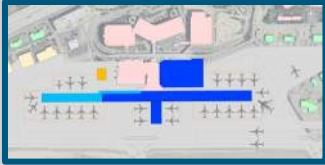
Terminal Expansion Alternatives – Linear Family



Terminal Expansion Alternatives – Other Shapes



Terminal Alternatives Comparison & Evaluation

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
					
Gates	●	●	●	●	●
Max walking distance	●	●	●	●	●
Parallel taxiway	●	●	●	●	●
Concourse width	●	●	●	●	●
Phasing complexity	●	●	●	●	●
Landside compatibility	●	●	●	●	●
Ease of A/C movement	●	●	●	●	●
Intuitive wayfinding	●	●	●	●	●
Expansion flexibility	●	●	●	●	●



Performs well compared to other alternatives

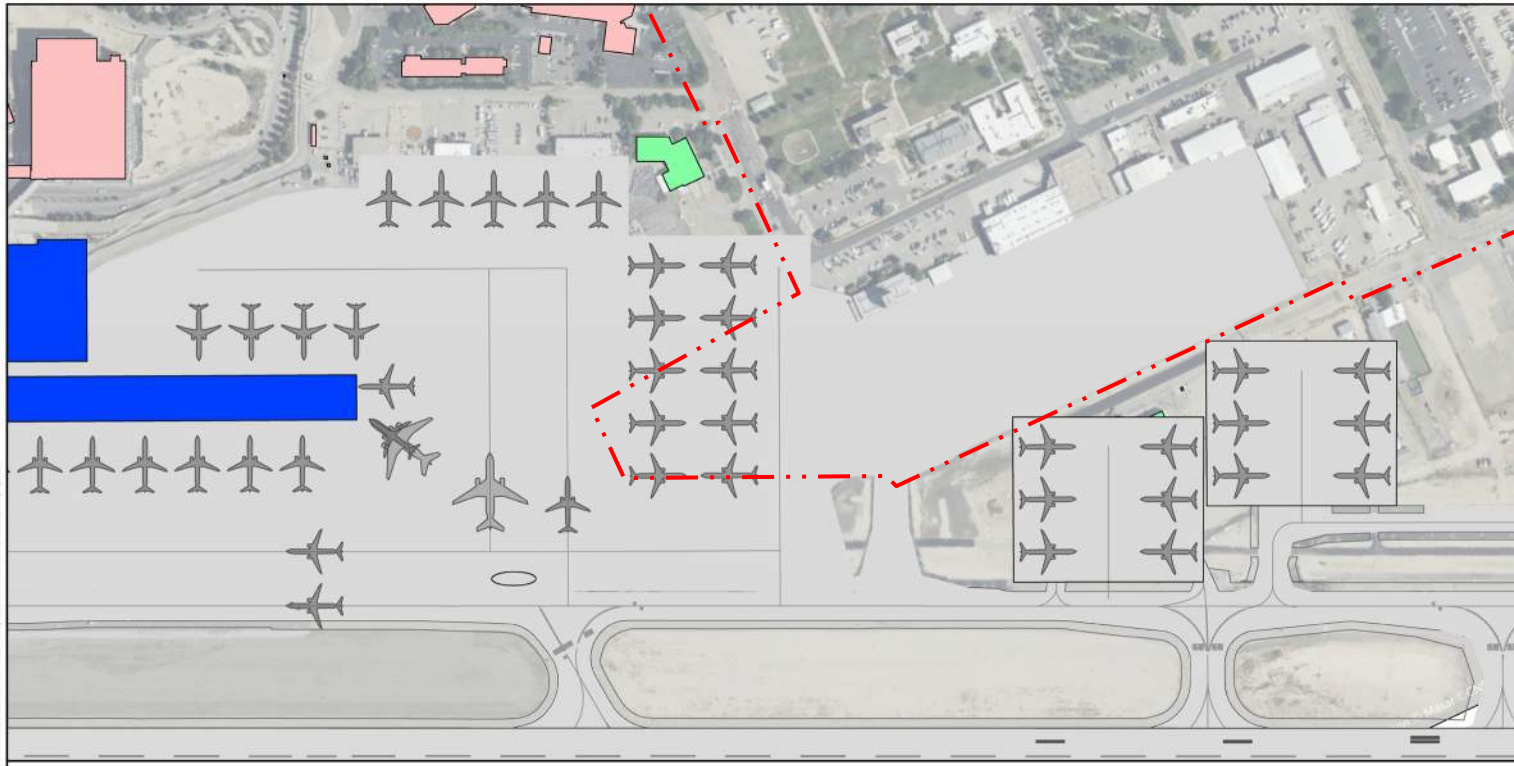


Performs fair compared to other alternatives



Performs poorly compared to other alternatives

RON Alternatives – East Side

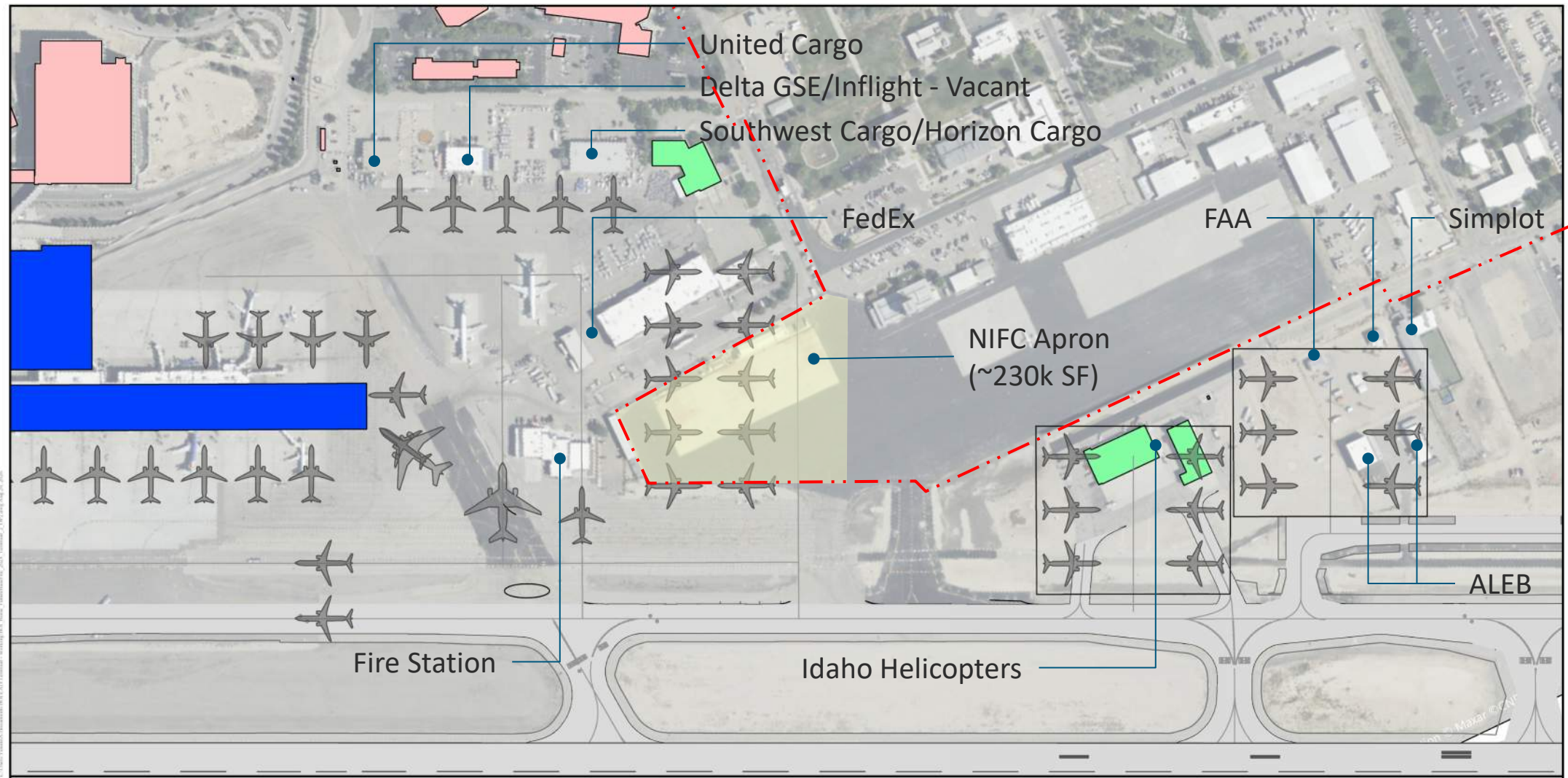


Note: Concepts depict more RON parking than necessary and are intended to provide a menu of potential RON parking options

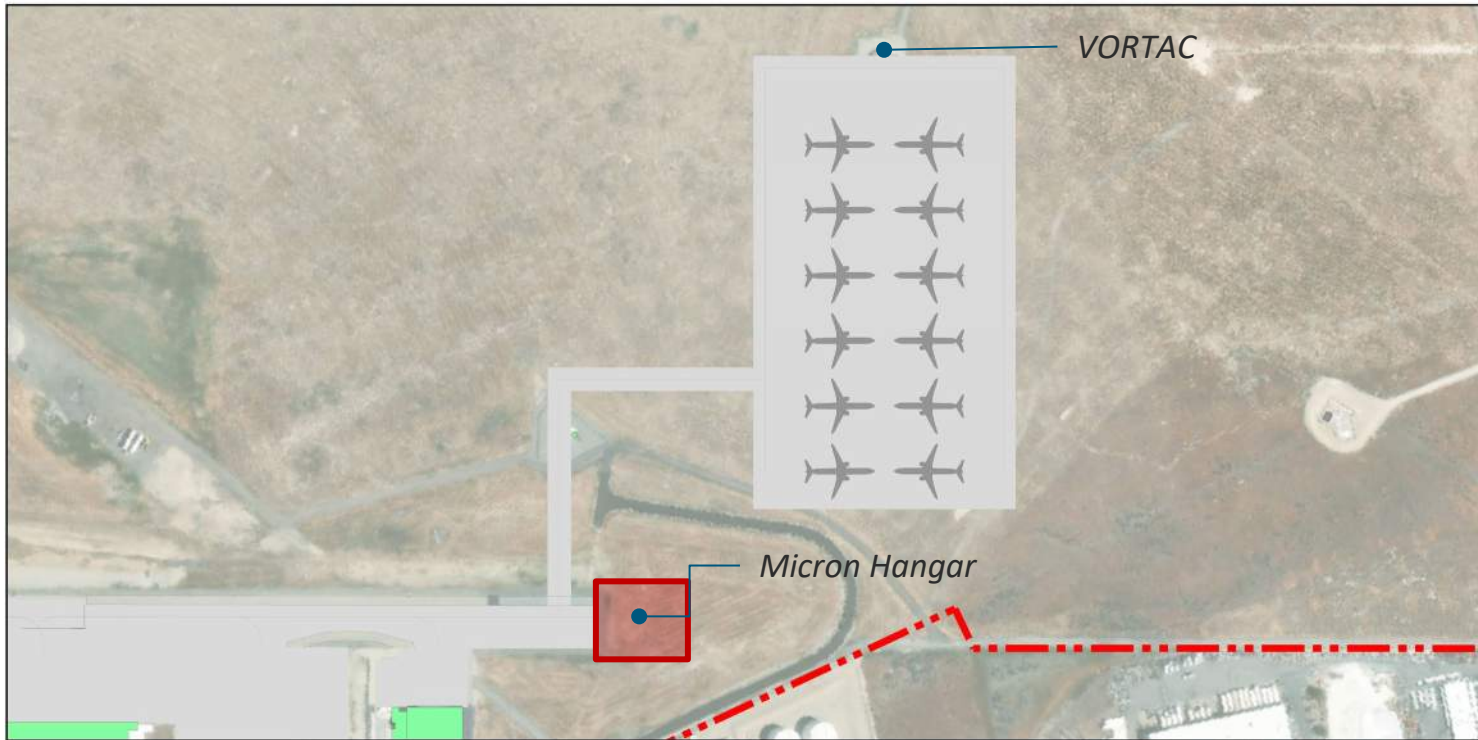
Concept Considerations

- Provides **up to 27 ADG III** remote RON parking positions (up to 15 in terminal area)
- Improves aircraft circulation to north side of concourse by providing dual taxilanes
- RON positions immediately east of concourse could support off-stand deicing of aircraft during winter season
- Terminal Area RON positions require relocation of FedEx, airline cargo facilities along Apollo St., and BOI Fire Station #19
- Encroaches on NIFC property
- RON pads east of NIFC property provide capacity options which avoid NIFC impacts but impact existing facilities

RON Alternatives – East Side Impacted Facilities



RON Alternatives – Southeast Quadrant



Note: Concepts depict more RON parking than necessary and are intended to provide a menu of potential RON parking options

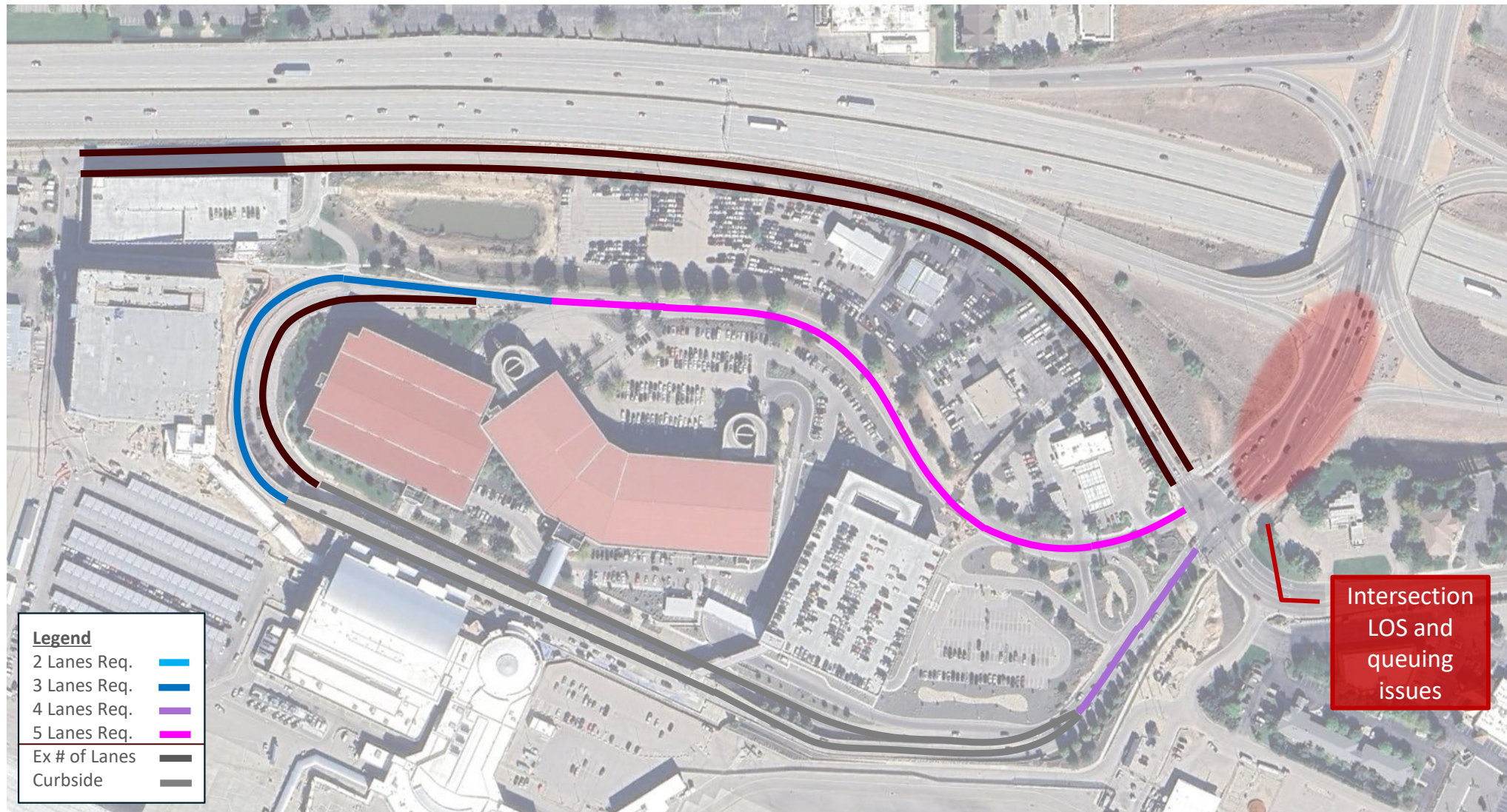
Concept Considerations

- Provides up to **12 ADG III** remote RON parking positions
- Location is far from the terminal area and only accessible via a single taxiway
- Requires relocation of the VORTAC
- While sited outside of the RPZ, there may not be a desire to park aircraft under the approach path



Landside

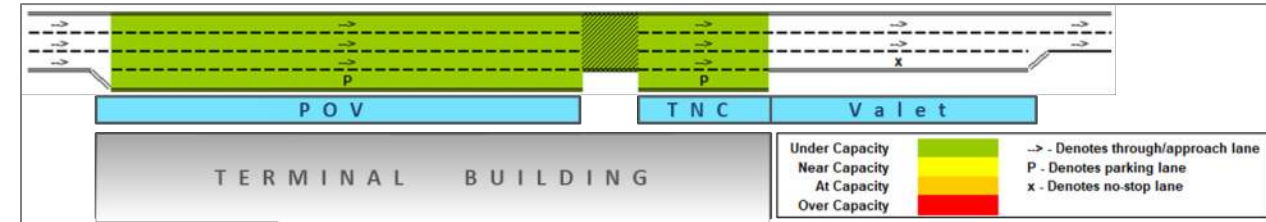
Roadway Requirement (PAL 4, LOS C)



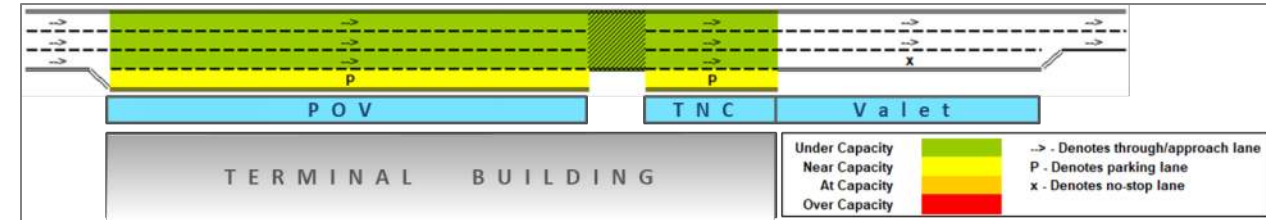
Terminal Departure Curb Requirements

+ Level of service declines as passenger growth increases

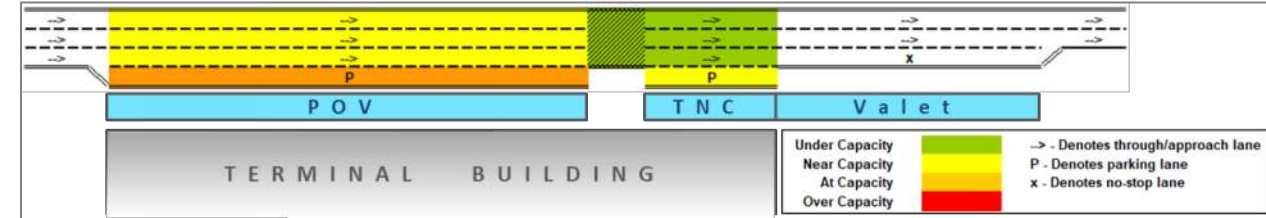
Existing Departure Curb Side LOS



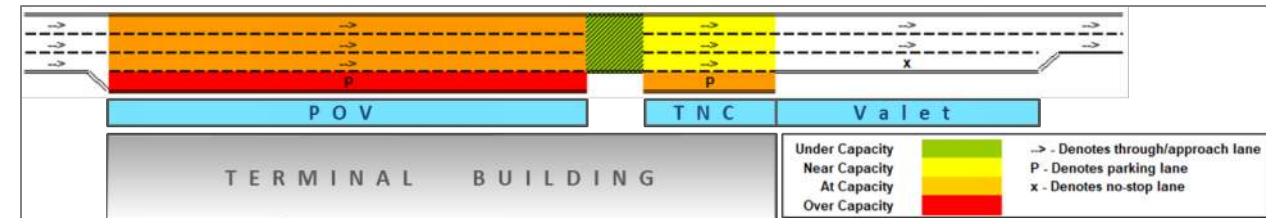
PAL 2 Departure Curb Side LOS



PAL 3 Departure Curb Side LOS



PAL 4 Departure Curb Side LOS

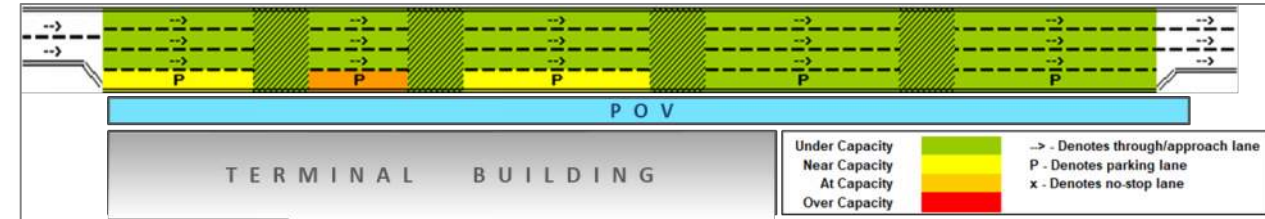


Source: InterVISTAS Boise Airport – Facility Requirements, Terminal Departure Curb LOS

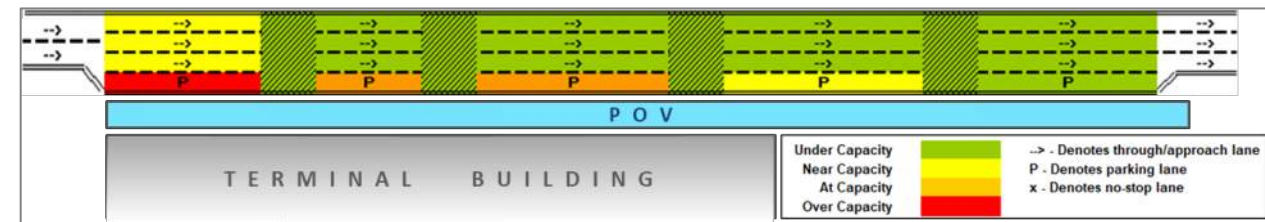
Terminal Arrivals Curb Requirements

+ Level of service declines as passenger growth increases

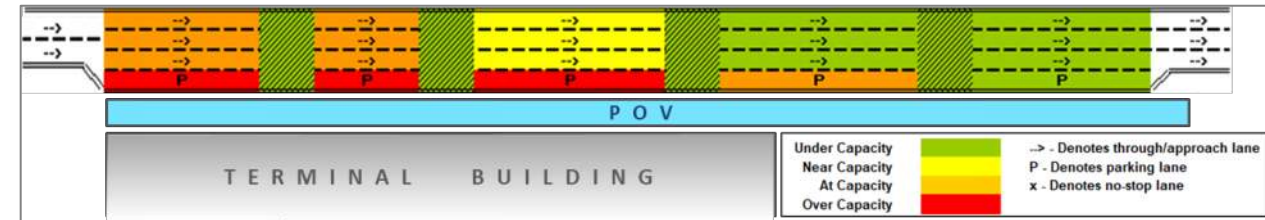
Existing Arrivals Curbside LOS



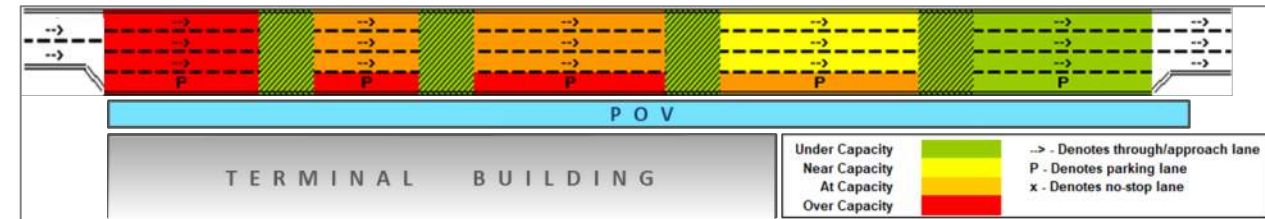
PAL 2 Arrivals Curbside LOS



PAL 3 Arrivals Curbside LOS



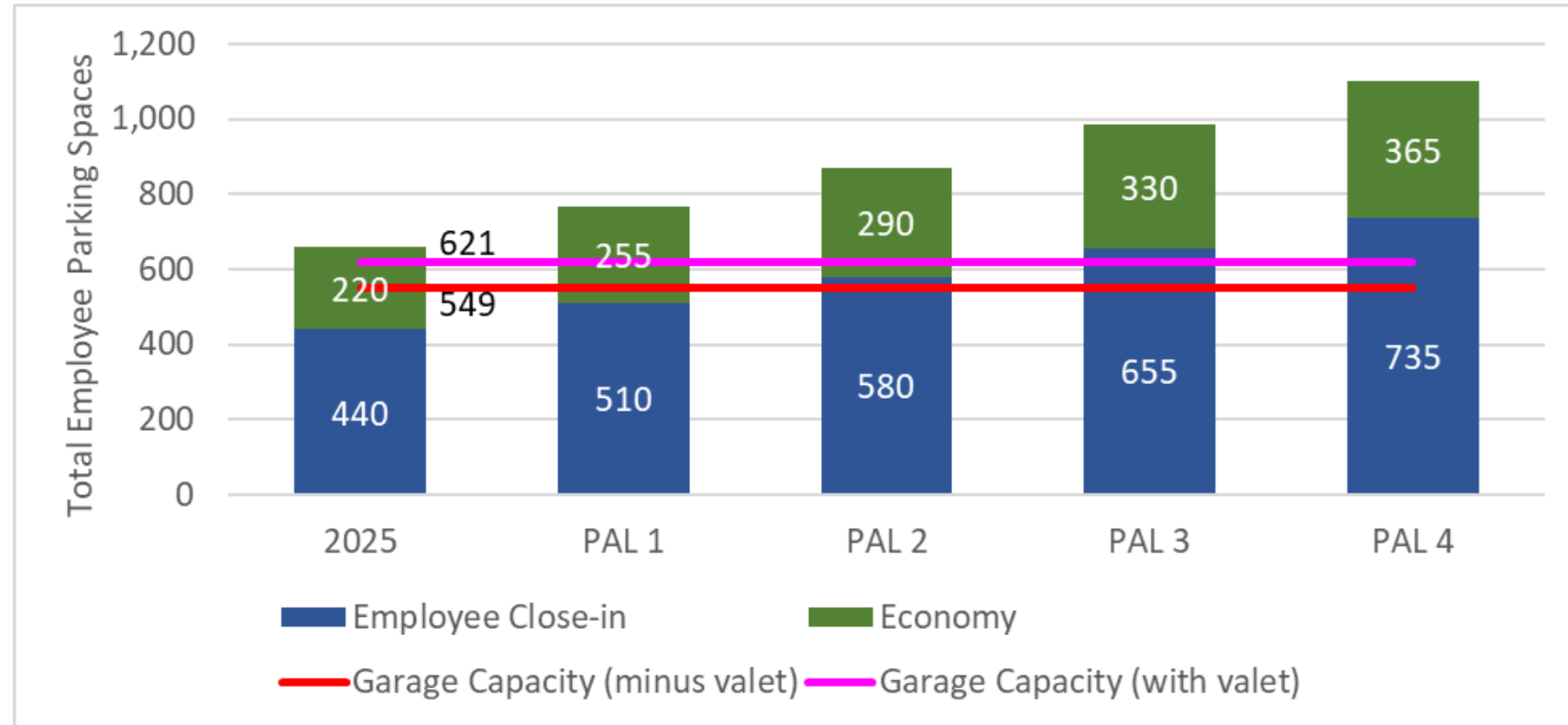
PAL 4 Arrivals Curbside LOS



Source: InterVISTAS Boise Airport – Facility Requirements Terminal Arrivals Curbside

Total Employee Parking Requirements

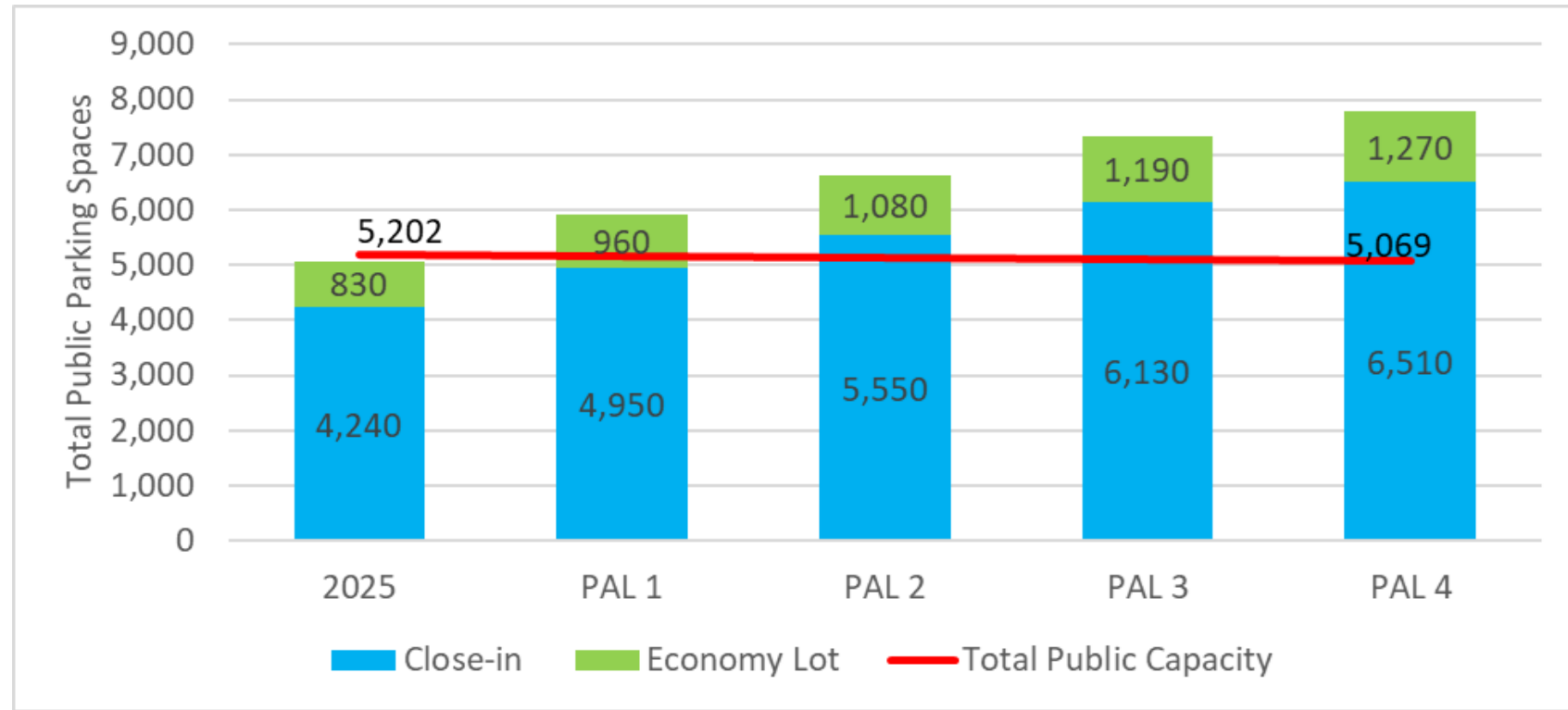
- + Existing employee garage supply is 621 stalls
- + Some employees park in public Economy lot
- + Employee parking demand exceeds current supply
- + Significant deficit of 479 stalls is expected by PAL 4



Source: InterVISTAS Boise Airport – Facility Requirements, Total Employee Parking Requirement

Total Public Parking Requirements

- + Existing parking supply is 5,202 stalls
- + Current parking demand is below existing capacity
- + Deficit of 2,711 stalls across both Close-in and Economy Lot is expected by PAL 4
- + Public parking supply declines slightly due to additional employee demand

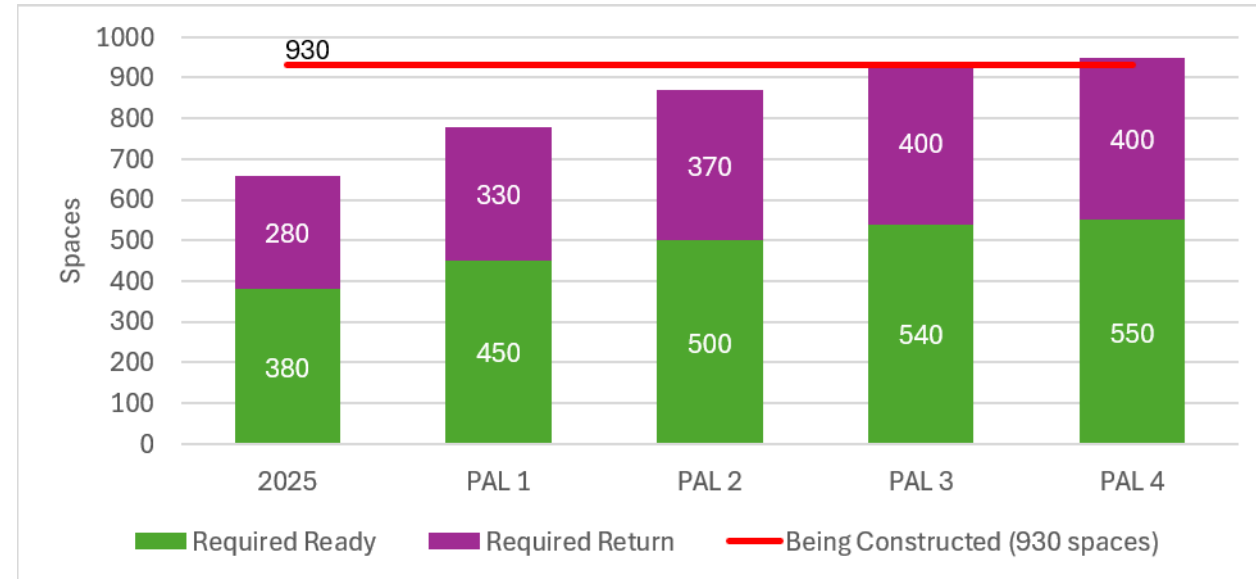


Source: InterVISTAS Boise Airport – Facility Requirements, Total Public Parking Requirement

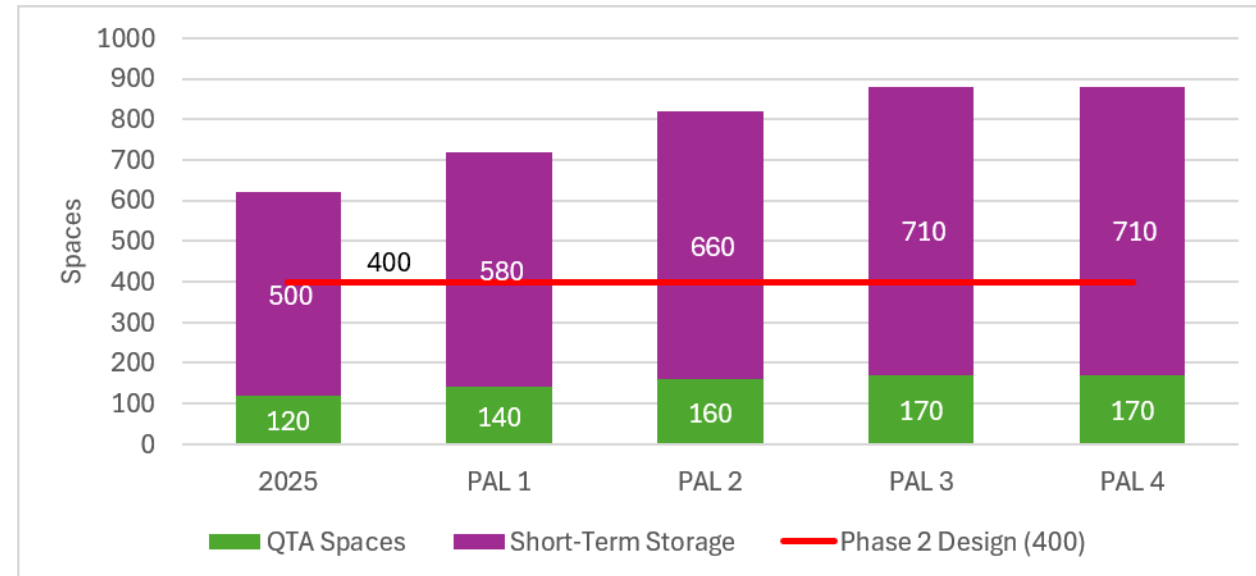
Rental Car Requirements

- + CONRAC Ready/Return supply exceeds current requirement
- + CONRAC Ready/Return demand will exceed supply by PAL 4
- + Storage spaces are insufficient under all PALs

Ready/Return Space Requirement



Idle Storage Requirement



Roadway Alternative 1: Base Airport Way Widening



Concept Considerations

- Airport Way entry widened to 5 lanes
- Airport Way exit widened to 5 lanes (includes turn lanes)
- Most widening to the inside to avoid downslope on north edge of Airport Way
- Base widening assumption to be matched with intersection treatment variations

Intersection Alternative 1a: Signal Expansion



Concept Considerations

- Carry 4 lanes each direction through Vista signal
- Add 3rd left-turn lane at I-84 interchange
- Increases vehicle queue storage and throughput between Vista signal and I-84 interchange
- Increases number of lane changes for a short weave segment

Intersection Alternative 1b: Folded Diamond



Concept Considerations

- Remove Vista signal
- Realign Wright Str under Vista Ave
- Access to Wright St via ramps
- Add 3rd left-turn lane at I-84 interchange
- ~~Impact gas station~~
- Alleviates southbound queue, northbound queue remains
- Increases number of lane changes for weave segment

Intersection Alternative 1c: Eliminate Wright St Access



Concept Considerations

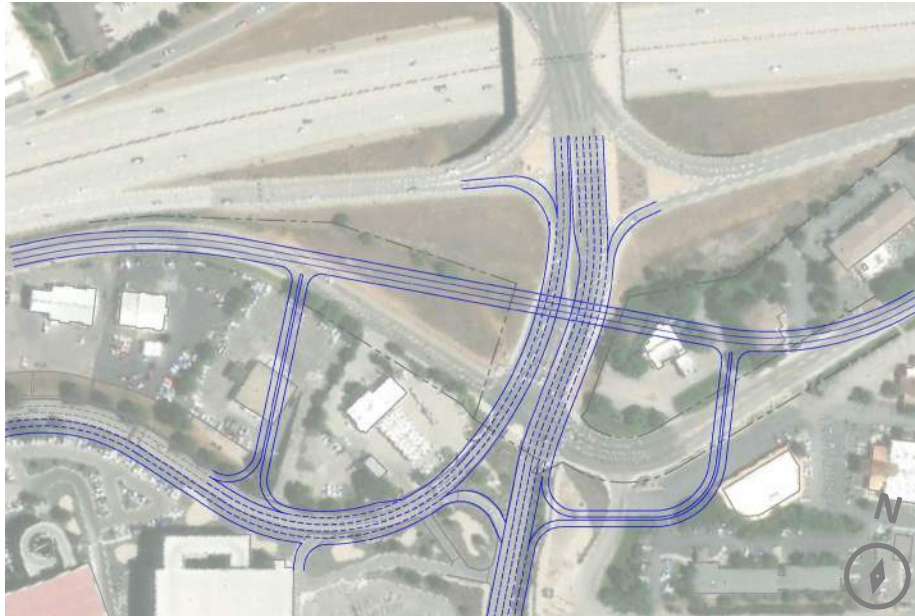
- Remove Vista signal
- Realign Wright St under Vista Ave
- No access to Wright St
- No 3rd left-turn lane necessary at I-84 interchange
- Eliminates southbound queue, provides more storage for northbound queue
- Wright St traffic must use Broadway Ave or Orchard St for I-84 access
- Economy lot shuttle must use I-84

Vista Signal & I-84 Treatments

1a Add Lanes + SPUI Triple LT



1b Folded Diamond Interchange
+ SPUI Triple LT



1c Eliminate Wright St Access
+ no SPUI additions



Roadway Alternative 1d: Airport Way Expansion



Concept Considerations

- Expand Airport Way to the east
- Realign Wright St under Vista Ave
- No interchange lane additions
- Eliminates southbound queue, provides more storage for northbound queue
- Limited or indirect access to local streets
- Opens more infield area for development

Parking Alternative: Meet Close-in Demand



Note: Parking stall layouts are conceptual only

Concept Considerations

- Maximize public close-in spaces
- Add ~2,700 public close-in spaces
- Main garage expansion north
- Main garage expansion south
- East garage expansion east
- Repurpose employee garage for public parking
- Employee parking to economy lot

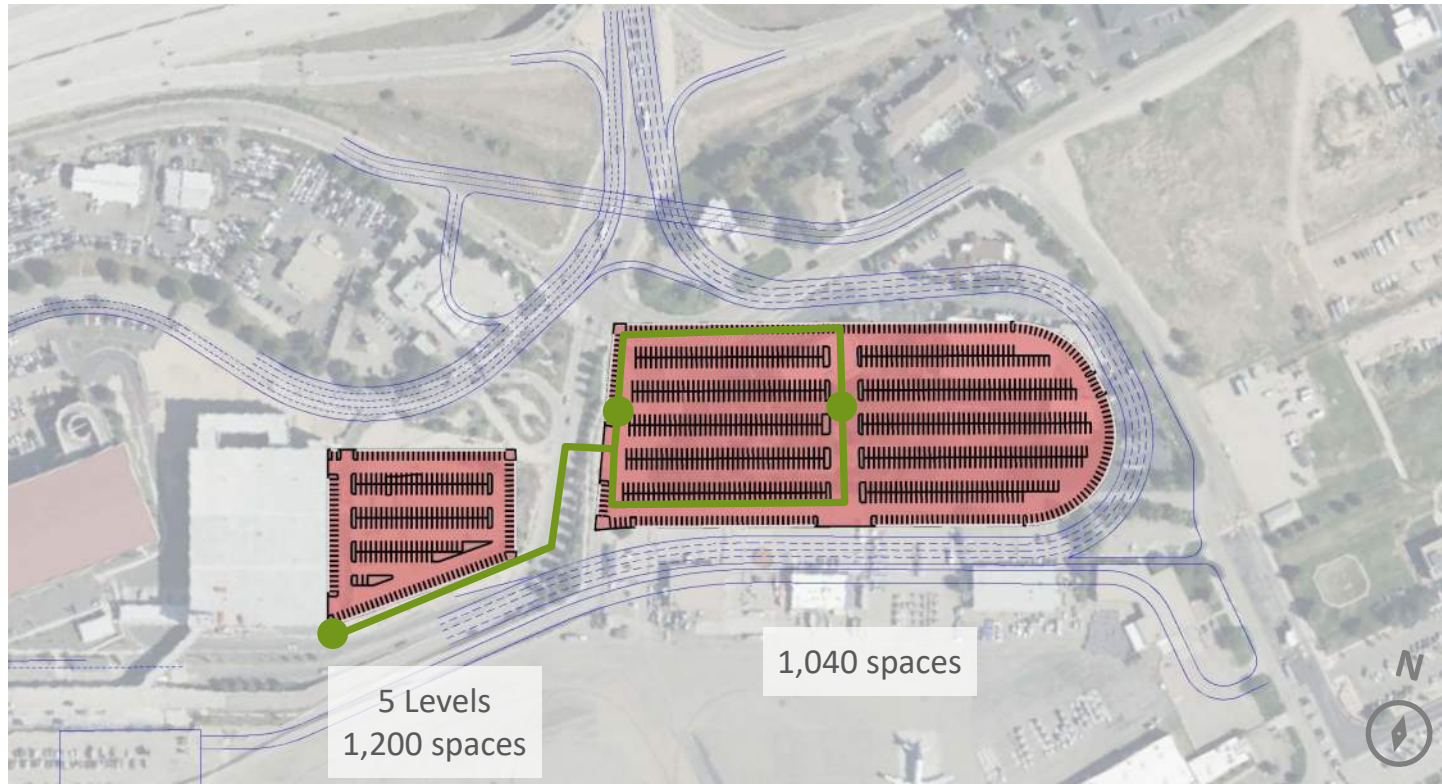
Parking Alternative: Shift to Economy Lot



Concept Considerations

- Push unmet close-in demand to economy lot
- Add ~3,600 economy spaces in addition to 410 space expansion underway
- Expand to airport-owned property north, west and east
- Stay north of Victory Rd to maintain single shuttle operation
- Mixed use for public and employee parking

Public Parking Alternative: East Loop Focus



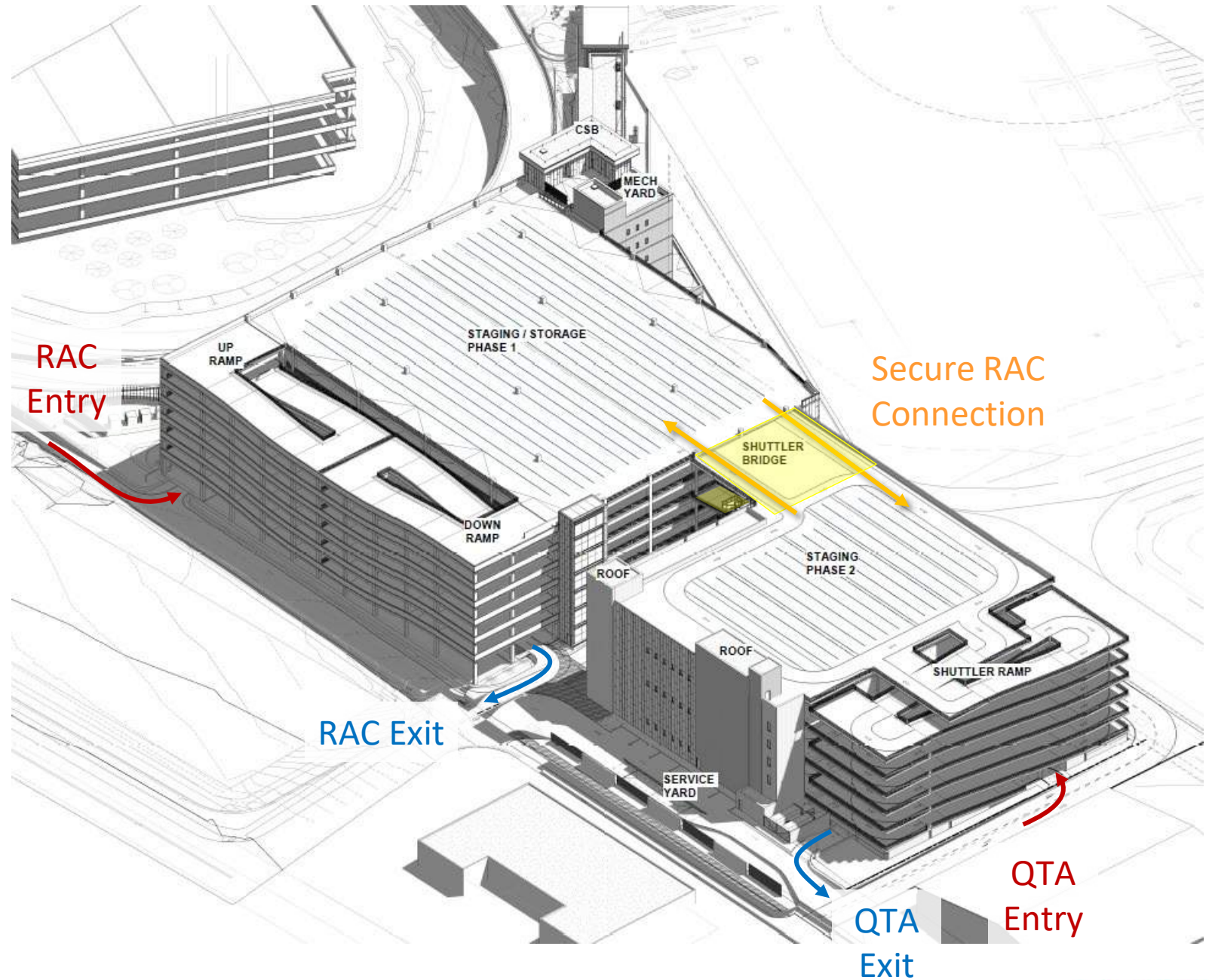
Note: Parking stall layouts are conceptual only

Concept Considerations

- Only applicable with Airport Way expansion
- East garage expansion + new surface lot
- ~1,240 stalls
- Internal shuttle to bring passengers in surface lot to East Garage area to walk to terminal

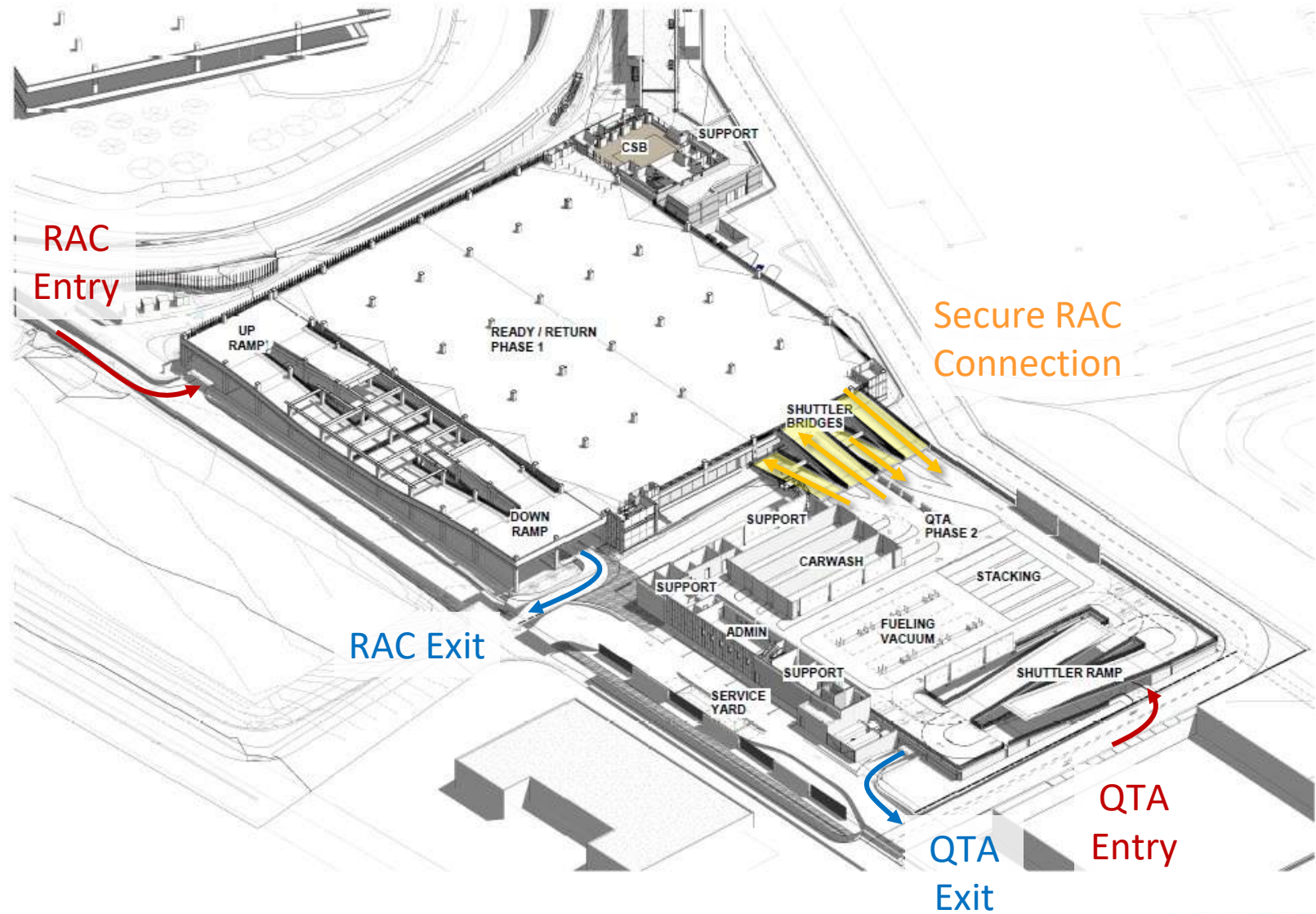
Rental Cars

- + Phase 2 QTA
- + Secure connection from fuel/wash stations in QTA to ready/return area
- + Connection across multiple levels
- + Eliminates rental car shuttler traffic on surface streets
- + *Potential conflict with airside needs*

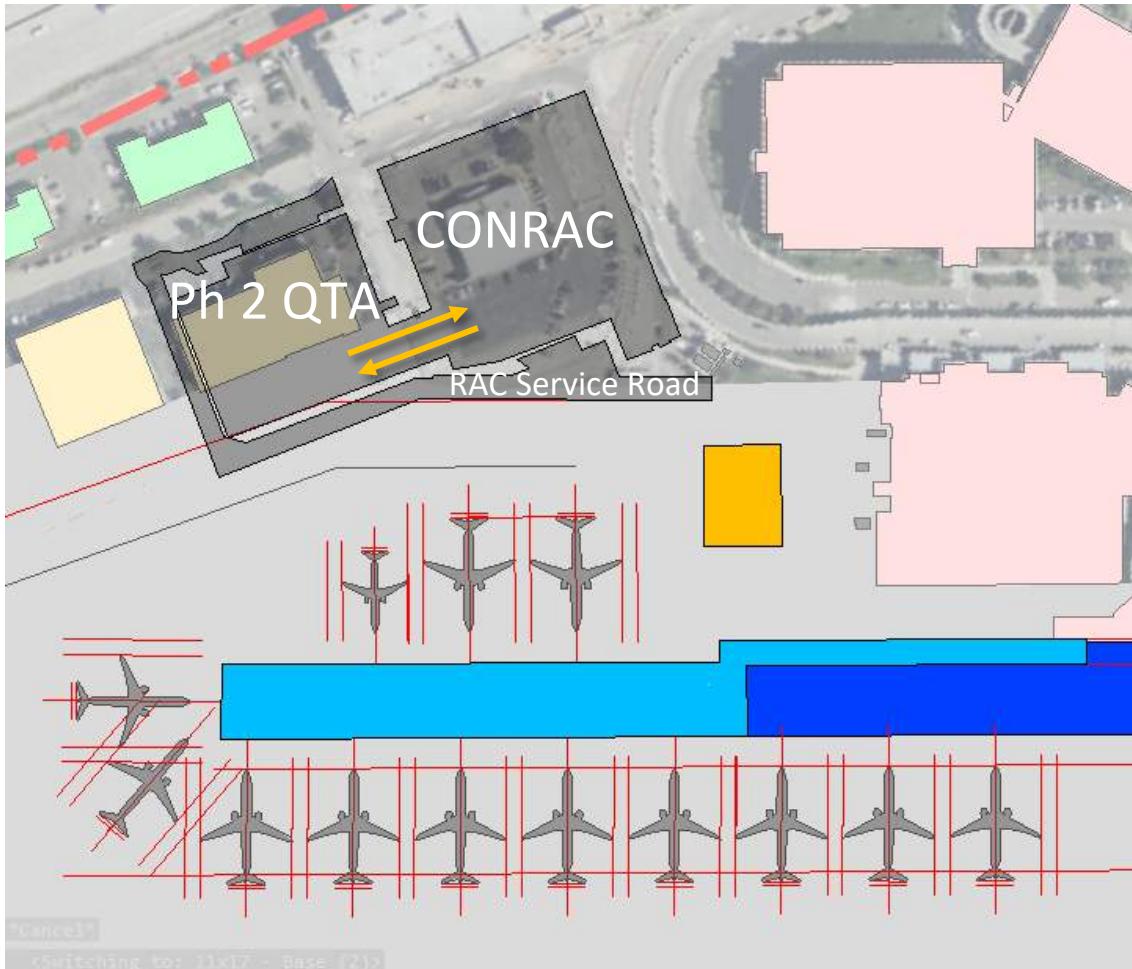


Rental Cars

- + Shuttler bridges connect 1 QTA level to 2 RAC levels
- + Minimal vehicle stacking (short-term storage) within the QTA



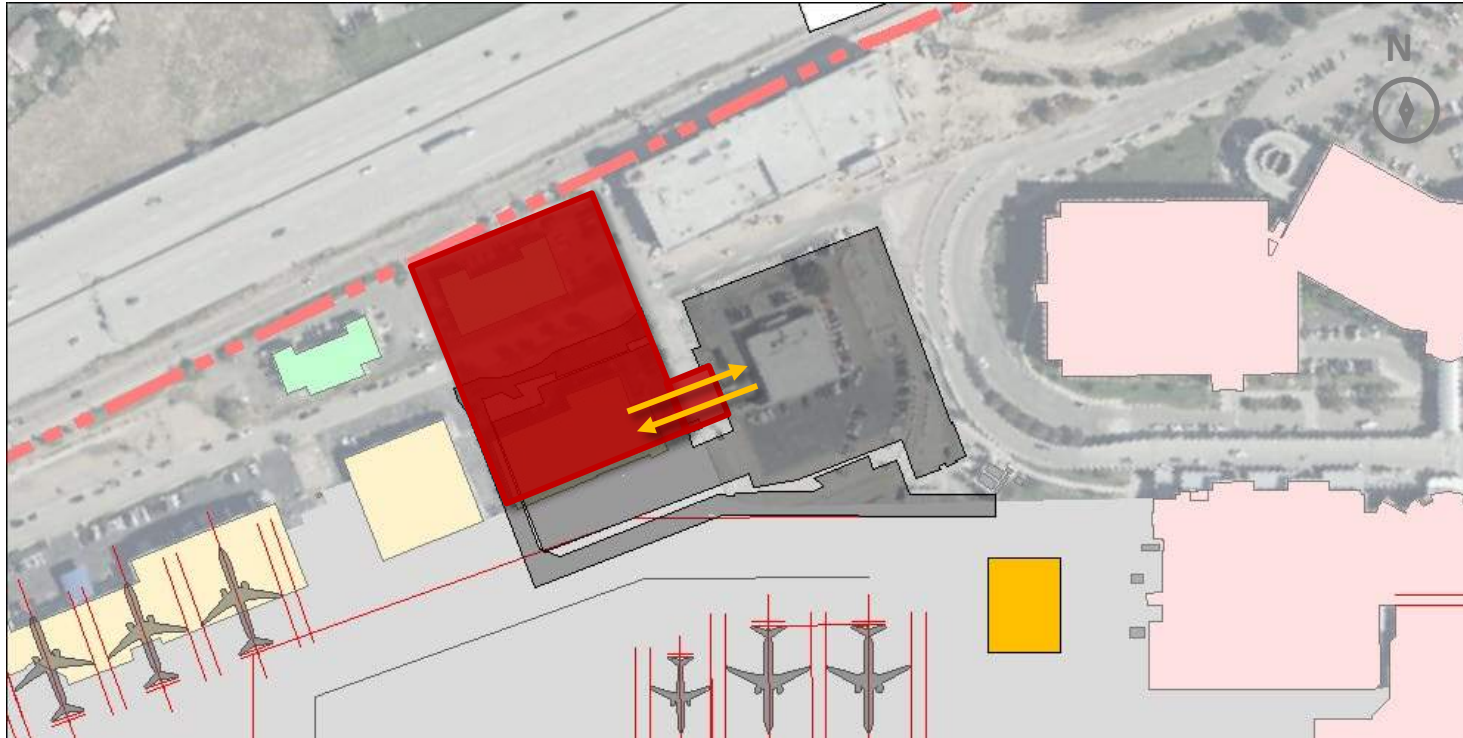
QTA Alternative: Ph 2 Location



Concept Considerations

- Preserves secure connection between RAC and QTA
- Airfield considerations

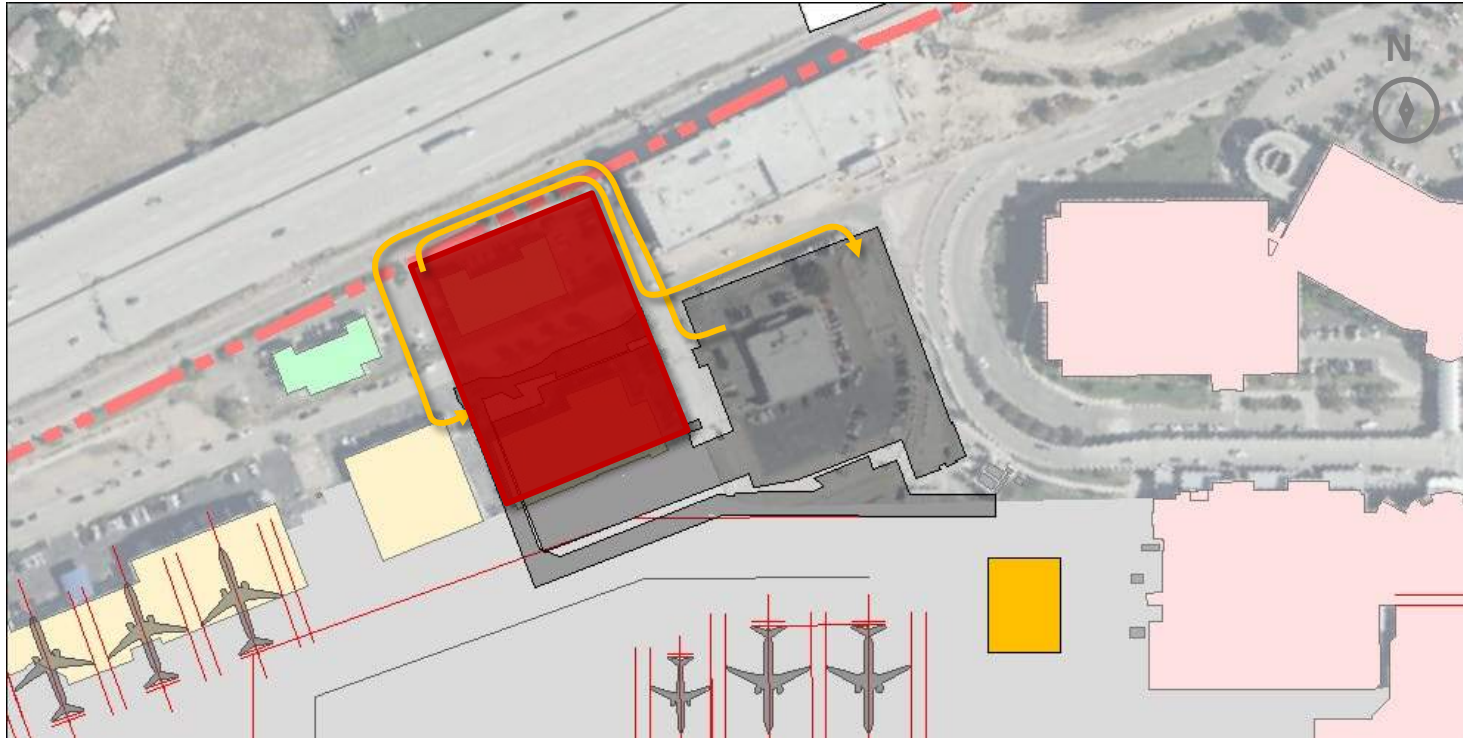
QTA Alternative: Shift North, Retain Bridges



Concept Considerations

- Preserves secure connection between RAC and QTA
- Allows more space for airside
- Internal circulation need to be revised
- Vertical grade difference may need to be mitigated
- Closes section of Rickenbacker Street

QTA Alternative: Shift North, Surface Street Connect



Concept Considerations

- No secure connection
- Allows more space for airside
- Shuttler traffic on public streets and mixing with customer traffic at RAC entrances, exits, and ramps
- Heavy shuttler traffic on vertical ramps in QTA and RAC may increase vehicle damage
- Short distance between QTA and RAC

QTA Alternative: Victory Road



Concept Considerations

- Compatible with a future remote CONRAC
- No airside conflicts
- Sufficient idle storage space
- No secure connection to existing CONRAC
- Shuttler traffic on public streets and mixing with customer traffic at RAC entrances and exits
- Longer QTA turnaround times due to longer travel distances
- Impacts customer service
- Clear of RPZ after runway shift

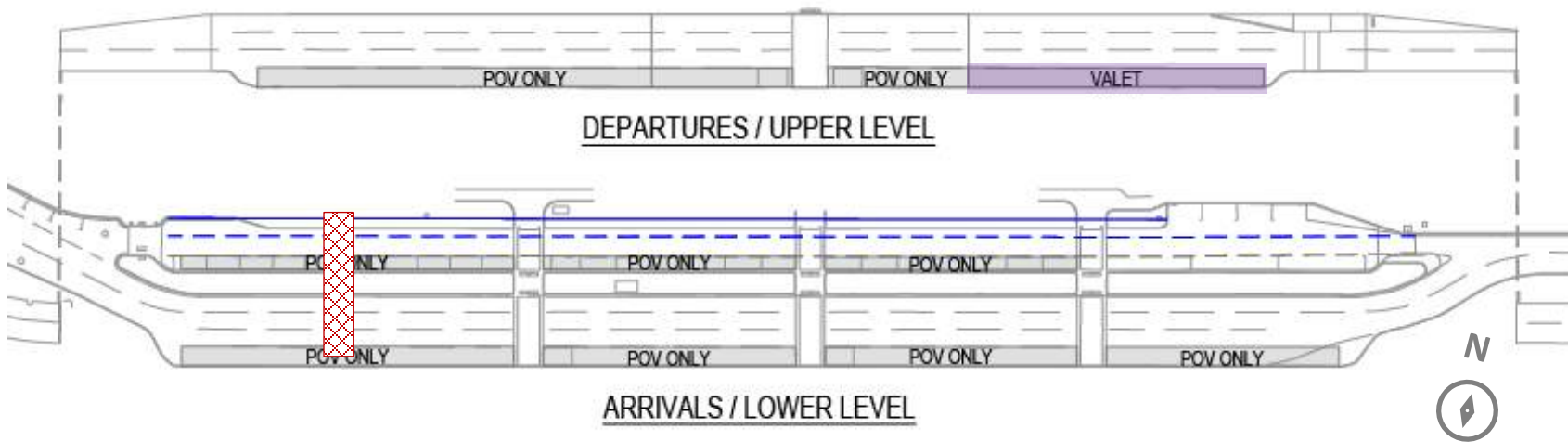
Rental Short-term Storage Alt: Remote CONRAC



Concept Considerations

- Move entire RAC operation to remote facility: rental/return, QTA, short-term storage, heavy maintenance
- Ample space
- No rental shuttler traffic
- Secure environment for RACs
- Requires customer shuttle to terminal
- Poor customer service

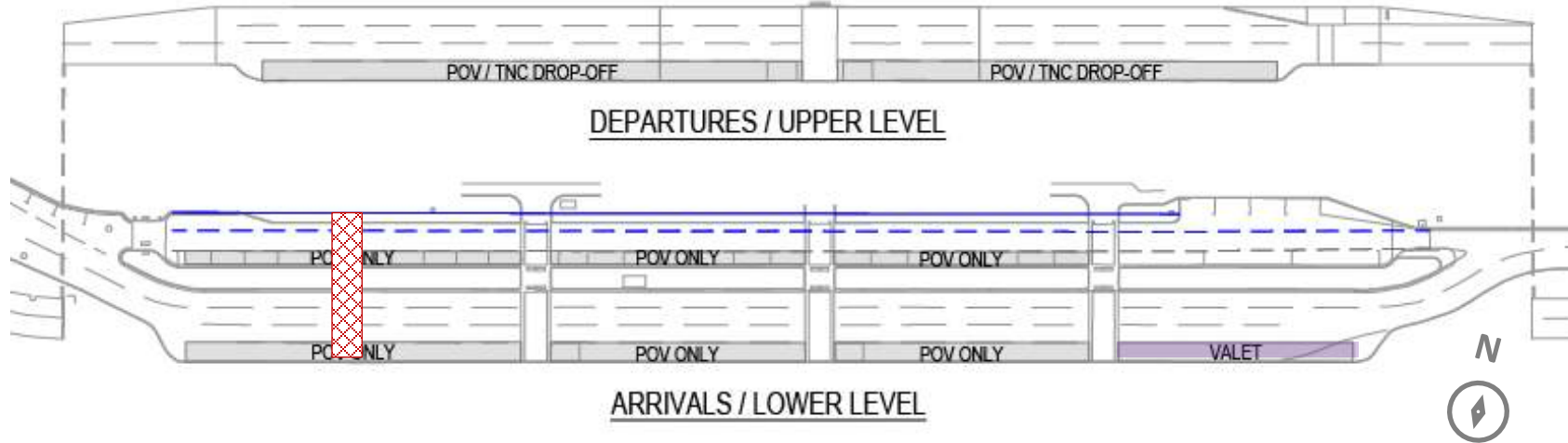
Curb Alternative 1: Relocate Commercial



Concept Considerations

- Remove west arrivals crosswalk
- Widen commercial road to 3 lanes and repurpose as private vehicle arrivals overflow
- Relocate commercial vehicles to a Ground Transportation Center (GTC)
- Relocate TNC pick-ups and drop-offs from upstairs to GTC
- *Keep valet on east end of departures curb*

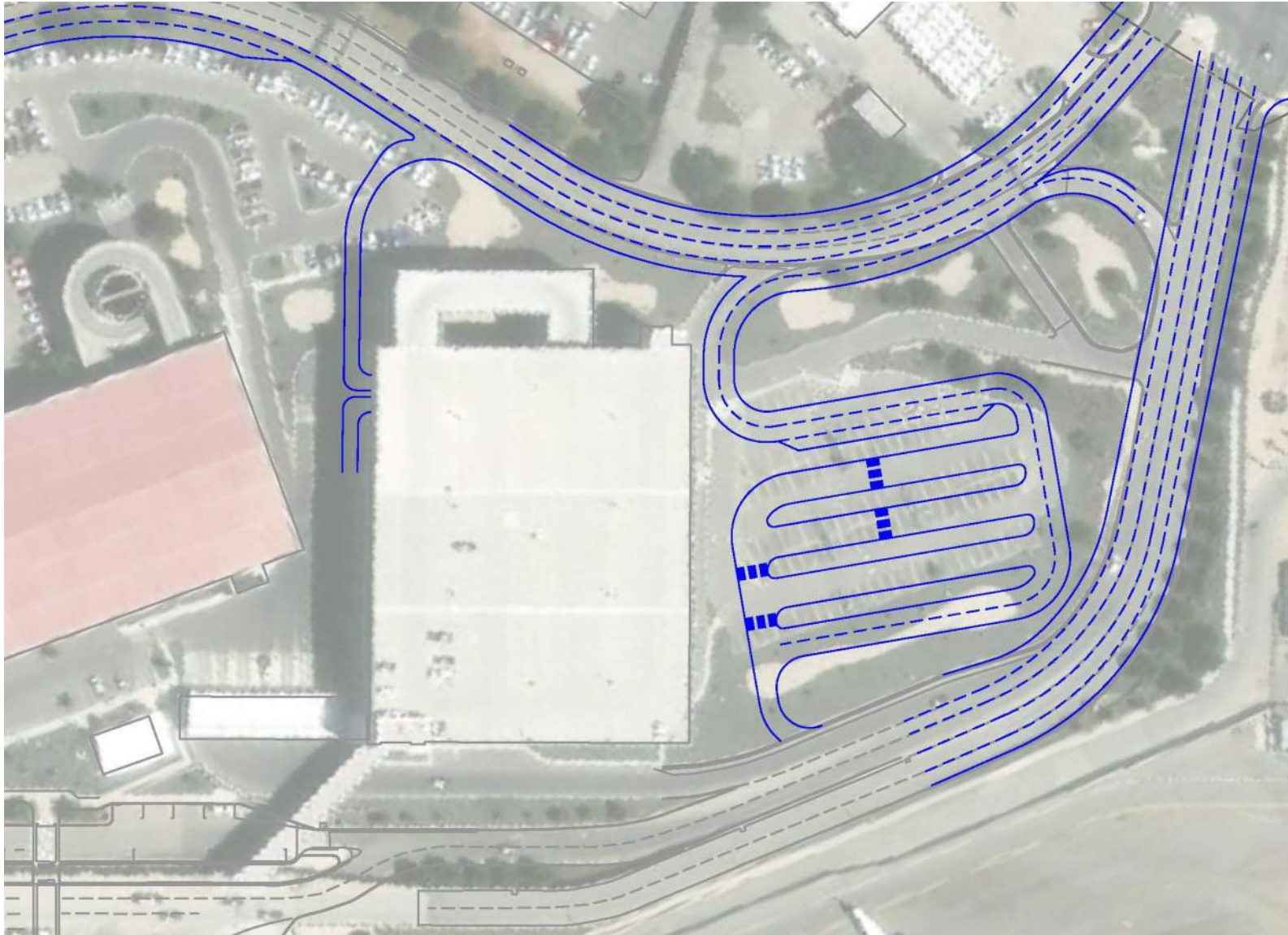
Curb Alternative 2: Relocate Commercial Keep TNC Drop-off



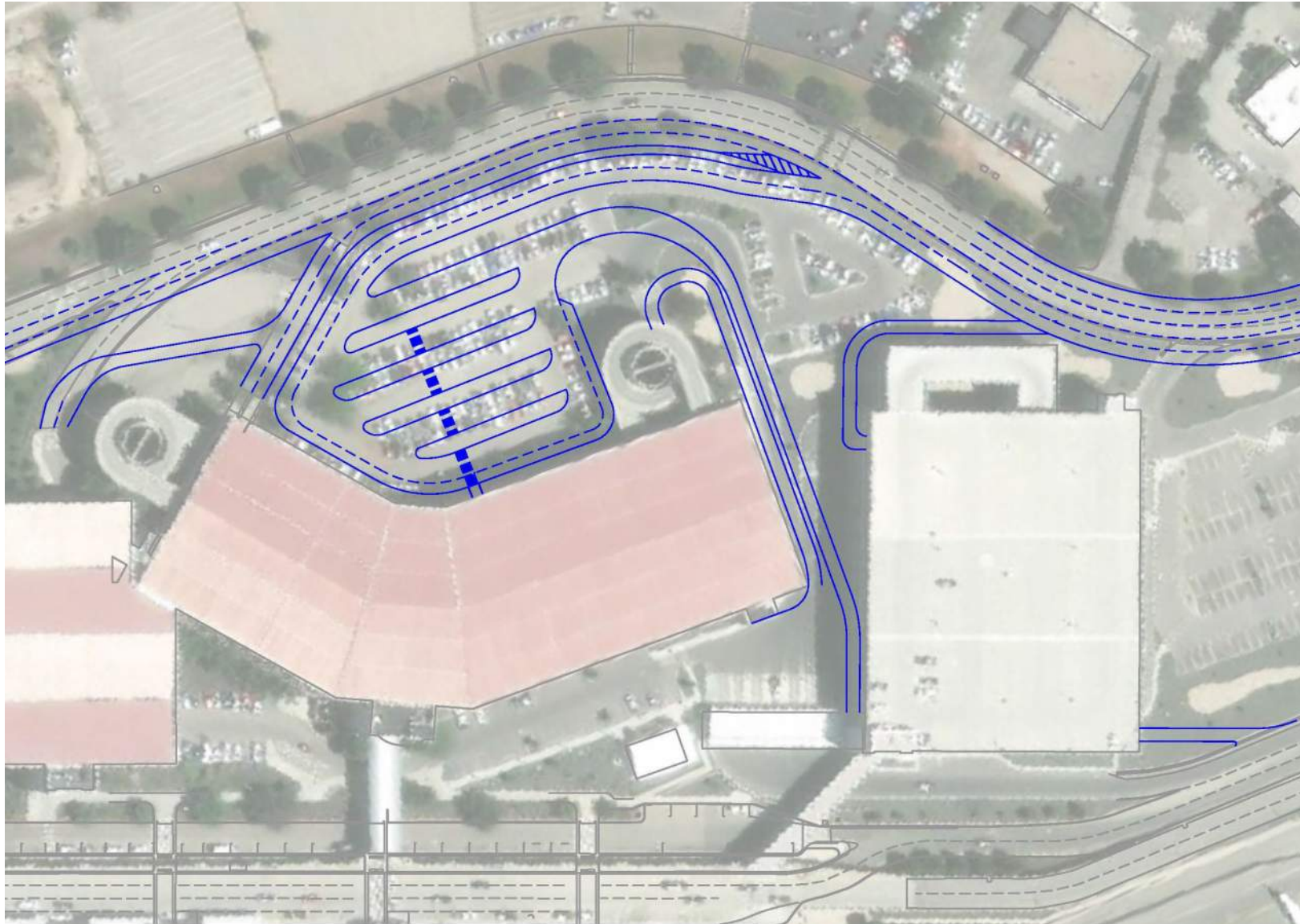
Concept Considerations

- Remove west arrivals crosswalk
- Widen commercial road to 3 lanes and repurpose as private vehicle arrivals overflow
- Relocate commercial vehicles to a Ground Transportation Center (GTC)
- *Relocate TNC pick-ups from upstairs to GTC*
- *Move valet on east end of arrivals curb*

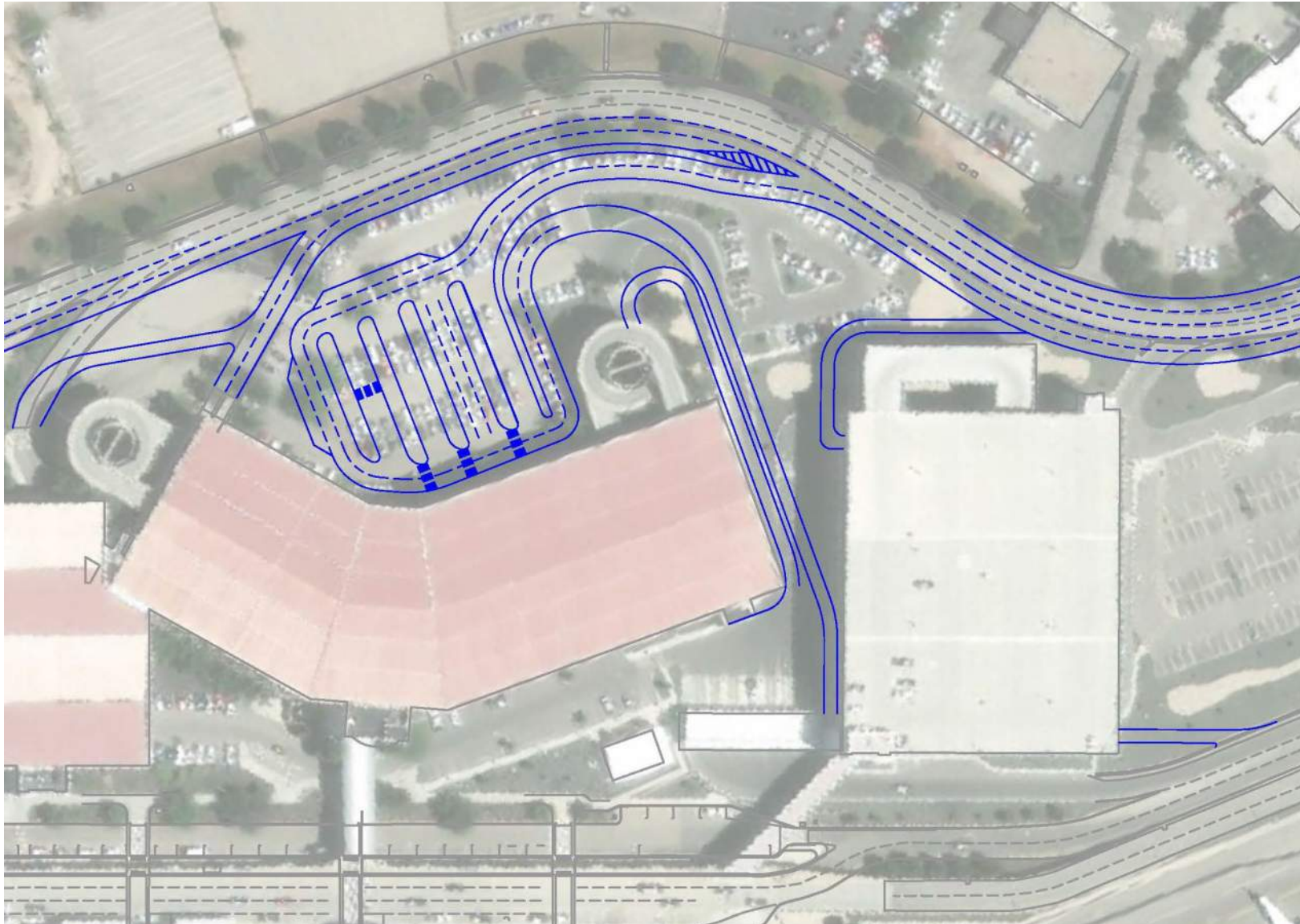
GTC Alternative – East of East Garage



GTC Alternative – North of Main Garage 1



GTC Alternative – North of Main Garage 2



Next Steps

- + FAA approval of forecast
- + TAC to provide comments on Facility Requirements Chapter
- + Provide today's slide deck
- + Evaluate alternatives
- + Determine environmental consequences
- + Determine priorities
- + Create implementation plan
- + Evaluate financial feasibility
- + Prepare airport layout plan
- + Final documentation





Thank You

InterVISTAS