I. Call to Order

II. Employee of the Month

III. Community Outreach

IV. Comments from Grand Teton National Park, Town of Jackson, Teton County, and Public

V. Action Items

V.A. Consent Agenda

V.A.1. Approval of the Minutes

V.A.1.a. March 17, 2025 Special Meeting

V.A.1.b. April 7, 2025 Budget Workshop

V.A.2. 2025 Seal Coat & Mark Project Contract - American Road Maintenance

V.A.3. USGS Agreement for Groundwater Monitoring

V.B. Financial Reports

V.C. FY2025 - 2026 Budget

V.D. Knife River Contract for Schedules I and VII of Phase 2 of the Deice Pad Project

VI. Director's Comments

VI.A. Activity Reports

VI.B. Operations/Security/FBO Updates

VII. Board Comments

VIII. Adjourn

MINUTES OF THE JACKSON HOLE AIRPORT BOARD SPECIAL MEETING

Date: April 7, 2025

BOARD PRESENT: Rob Wallace, Melissa Turley, and Bob McLaurin were present in person in the Airport Board Room, and Valerie Brown and Ed Liebzeit were present via Webex.

OTHER PRESENT: Jim Elwood, Dustin Havel, Michelle Anderson, Aimee Crook, Tony Cross, Craig Foster, Jordyn McDougall, Taylor Gemmel, Jac Stelly, Kevin Dunnigan, and Jamey Miles, Jackson Hole Airport. Other individuals not individually documented were present in person or watched the meeting live through the Webex platform.

I. **CALL TO ORDER:** Board President Wallace called the Board Meeting to order at 9:02 AM.

II. **FY 2025 – 2026 BUDGET:** Elwood provided the Board's established vision, "To be recognized as a leader delivering a positive and unique guest experience, an unwavering commitment to environmental stewardship, and a culture based on people helping people," which serves as the basis for the budget.

Anderson presented a Draft Full Budget Review focused on incorporating the feedback from the last workshops: Capital Projects and Revenue & Expenses. She stated that the budget will continue evolving based on the Board's input and that the final budget will be presented at the Regular Board Meeting on April 16, 2025.

III. **ADJOURN:** McLaurin motioned to adjourn the meeting at 10:14 AM. Turley seconded the motion, and it passed unanimously.

Rob Wallace, President

Ed Liebzeit, Secretary

MINUTES OF THE JACKSON HOLE AIRPORT BOARD SPECIAL MEETING

Date: March 17, 2025

BOARD PRESENT: Rob Wallace, Melissa Turley, Bob McLaurin, Ed Liebzeit, and Valerie Brown were present in person in the Airport Board Room.

OTHER PRESENT: Jim Elwood, Dustin Havel, Michelle Anderson, Aimee Crook, Anna Valsing, Tony Cross, Craig Foster, Jordyn McDougall, Gina Van Slyke, Taylor Gemmel, Kevin Dunnigan, Jac Stelly, Chance Grimmett, Jamey Miles, Jackson Hole Airport; Jessica Jaubert, Three Elephant; Jeremy Barnum, Grand Teton National Park; Dan Reimer, Airport Attorney; Chris Boniface, Knife River, and Stuart Schiff, Woolpert. Other individuals not individually documented were present in person or watched the meeting live through the Webex platform.

I. **CALL TO ORDER:** Board President Wallace called the Board Meeting to order at 9 AM.

II. **EMPLOYEE OF THE MONTH:** Grimmett recognized Rafael Vejar Galvan as the Employee of the Month for March.

III. **COMMUNITY OUTREACH:** Jordyn McDougall provided updates on recent airport community outreach activities. She said several staff members attended a Womentum event. The panel featured various local leaders including Board member Melissa Turley who engaged in an open and well-received discussion.

McDougall advised that the airport hosted two classes of young children from a local preschool as part of their curriculum. She said that they visited the Airport firehouse, maintenance facilities, and hangars. She stated that the children were excited to view the fire trucks, snow removal equipment, and aircraft.

IV. **COMMENTS FROM GRAND TETON NATIONAL PARK, TOWN OF JACKSON, TETON COUNTY, AND THE PUBLIC:** Jeremy Barnum, a representative from Grand Teton National Park (the "Park"), provided an update on recent weather challenges and the Park operations. He stated that the recent storm required the road north of Moose to be closed for several hours. He noted that preparations are also underway to clear the inside Park road for pedestrians and cyclists by April 1, 2025. Barnum said the Park is busy preparing for some visitors. He noted there have been no verified grizzly bear sightings yet, but recent activity in Yellowstone suggests they will soon emerge, serving as a reminder for recreationists to carry bear spray, even when skiing.

Mayor Arne Jorgensen, representing the city of Jackson, introduced Alyson Spery, the new Jackson Town Councilor, to the Board, who was recently appointed to fill the vacant seat.

V. ACTION ITEMS

A. Consent Agenda

1. Approval of the Minutes
    a. February 3, 2025, Special Meeting
    b. March 5, 2025, Budget Workshop
2. Mead and Hunt 12th Amendment – 2025 On-Call Services
3. FAA Supplemental Agreement No. 1 to AWOS Lease
4. 2025 Seal Coat and Mark Project Notice of Aware American Road Maintenance

Turley moved approval of each of the consent agenda items A1 through A4. Brown seconded the motion, and it passed unanimously.

B. **Financial Reports:** Anderson presented the financial reports for January 2025 and February 2025 to the Board for acceptance. She advised that both income and expenses are below budgeted levels, resulting from the projected fuel cost being lower than the budgeted amount.

McLaurin moved acceptance of the financial reports for January 2025 and February 2025. Brown seconded the motion, and it passed unanimously.

C. **Knife River Notice of Award for Schedules I and VII of Phase 2 of the Deice Pad Project:** Havel presented to the Board for approval a Notice of Award to Knife River Corporation – Mountain West for Schedules I (Federal) and VII (Non-Federal) of Phase 2 of the Deice Pad Project. He stated that Schedules I and VII need to be completed in May and June to keep the project on schedule before the fire season, thereby minimizing operational impacts to the Teton Interagency Helitack base. Havel noted that these schedules include the construction of the utility corridor that transitions the Helitack base up to the Deice Pad. He said the total cost of Schedule I and Schedule VII is $4,497,887.50.

Havel advised that an Invitation for Bid (IFB) for Phase 2 of the Deice Pad Project was advertised in February 2025, with a bid opening on Friday, March 7, 2025. He noted that in response to the IFB, two contractors, HK and Knife River, submitted formal bids, and Knife River was the lowest responsive bid. He continued that Phase 2 IFB included eight schedules of work to be completed in 2025 and 2026. Havel said that the overall bids came in notably higher than the engineers' estimates due to uncertainty surrounding tariffs.

Havel stated that staff anticipates Schedule I to be funded by a combination of Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Apportionment Funding and a Wyoming Department of Transportation match grant. He advised that the FAA Grant for this portion of the project will be received in April or May. He confirmed that staff will carefully monitor the grant funding against the cash flow as the project proceeds. He closed by stating that Schedule VII is not eligible for federal reimbursement and will be funded by airport cash reserves.

Liebzeit moved selection of Knife River Corporation as the low bidder for Schedule I and VII of Phase 2 of the Deice Pad Project in the amount of $4,497,887.50. Brown seconded the motion, and it passed unanimously.

VI. DIRECTOR'S COMMENTS: Elwood presented the activity reports. He stated that general aviation (GA) operations increased by 7.98% and commercial operations by 3.29% compared to February 2024. He advised that year-to-day GA operations are up 12%, and commercial operations were up 7.29%. Elwood stated that the load factor for February was 74.83%, up from 72.79% in February 2024; the year-to-date load factor is 71.88%. Elwood advised that the Jackson Hole Travel & Tourism Board received a grant and may contribute to the START bus airport shuttle next fall.

Havel provided an Operations and Maintenance update, Crook provided a Security update, and Foster provided an update on the Fixed Base Operator (FBO).

VII. BOARD COMMENTS: The Board thanked the airport staff for maintaining a clean airport and for their excellent job in keeping up with the snow removal. Turley thanked the airport for their community support, including the Womentum event. President Wallace acknowledged the loss of Senator Al Simpson and all the contributions he made to the state of Wyoming.

VIII. FY 2025 – 2026 BUDGET WORKSHOP #2: Elwood provided the Board's established vision, "To be recognized as a leader delivering a positive and unique guest experience, an unwavering commitment to environmental stewardship, and a culture based on people helping people," which serves as the basis for the budget.

Anderson provided an overview of the budget process, focusing on revenues and expenses across the three enterprise centers: airport operations, FBO, and fuel farm. Cross provided an overview of HR initiatives addressing the local tight labor market. Anderson stated that the budget will continue to evolve based on the Board's feedback, with the goal of adoption of the final budget at the Regular Board Meeting on April 16, 2025.

IX. ADJOURN: Turley motioned to adjourn the meeting at 12:04 PM. McLaurin seconded the motion, and it passed unanimously.

_____ _____

Rob Wallace, President **Ed Liebzeit, Secretary**

CONTRACT FOR IMPROVEMENTS
Jackson Hole Airport
Jackson, Wyoming

WYDOT PROJECT NO. AGMP40X/AJA013A

This Contract for Improvements is made and entered into this 16th day of April, 2025, by and between **Jackson Hole Airport Board** ("Sponsor", "Owner", "Airport"), a body corporate organized under the laws of Wyoming, having an address of 1250 E. Airport Road, Jackson, Wyoming 83001, and American Road Maintenance, Inc., a corporation organized under the laws of Illinois, having an address of 4554 E. Eco Industrial Pl, Tucson, AZ 85756 ("Contractor").

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Sponsor and Contractor agree as follows:

1. The Contract. The "Contract" shall include "Contract Documents" as they are defined in Paragraph 10-16, Section 10 of the General Provisions and consist of the Invitation for Bid, Information for Bidders, all issued Addenda, Proposal, Statement of Qualifications (if provided), Anticipated Sub-Contracts, Form of Proposal Guaranty, Notice of Award, Contract Agreement, Performance & Payment Bonds, Notice to Proceed, Notice of Contractor's Settlement, Wage Rates, General Provisions, Special Provisions, Plans, Technical Specifications, attached appendices and all documents incorporated by reference therein. The Contract Documents are made a part of the Contract as if fully set forth herein.

2. Scope of Work. The intent of this Contract is to provide for completion in every detail of the improvements defined in the Contract Documents (the "Work"). Contractor shall furnish all labor, equipment, tools, transportation and supplies required to complete the Work in strict compliance with the Contract and in a good and workmanlike manner. If the Sponsor has awarded any Schedule or Bid Alternative to the Contractor contingent on the availability of federal funding for the same, then the work described in such Schedule or Bid Alternative shall not become a part of the Work subject to this Contract unless and until the Sponsor delivers a Notice to Proceed with such Schedule or Bid Alternative.

3. Time.

3.1 Contractor agrees to commence work within ten consecutive (10) calendar days after the receipt of a Notice to Proceed and complete the Work within the Total Number of Allowable Consecutive Calendar Day(s) for each Schedule/Phase and/or by the Contract Substantial Completion Date as stipulated in the **'Schedule Table'** on the pages to follow. Extensions of the Contract time may only be permitted upon execution of a written modification to the Contract approved by the Sponsor.

3.2 Subject to the provisions of the Contract Documents, the Sponsor shall be entitled to liquidated damages for failure of the Contractor to complete the Work which exceeds the Total Number of Allowable Consecutive Calendar Day(s) for each Schedule/Phase and/or for the time which exceeds the Contract Substantial Completion Date allowed in the Contract. Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Sponsor of any of its rights under the contract.

The Contractor further agrees to pay liquidated damage(s) as compensation for non-use for damages incurred by the Sponsor should the Contractor fail to complete the work in the time provided in their Contract. The Contractor shall be assessed liquidated damage(s) as stipulated in the **'Schedule Table'** on the pages to follow for each period (day, hour, etc.) that the work remains uncompleted beyond the Contract period.

Schedule Table (see superscripts on following page for more details):

Schedule / Phase	Total Number of Allowable Consecutive Calendar Days	Contract Substantial Completion Date[1]	Liquidated Damages
Schedule I, II, III, IV, & V	30 Calendar Days[2] 25 Working Days[2] (Total for all Schedules)	July 15, 2025	$1,000 per Calendar Day and/or $1,000 per Hour[3] and/or $2,500 per Hour[4]

[1]Substantial Completion ("Substantial Completion") shall be defined as the point in the construction process when the work outlined to be completed in the individual Schedule and/or Phase has been satisfactorily completed in compliance with the Contract, has met all FAA & WYDOT acceptance criteria, and is ready for use by the Owner, as determined in a written notification to the Owner by the RPR, issued in the sole but reasonable discretion of the RPR. To facilitate an inspection by the RPR, the Contractor shall give the RPR written notice at least three (3) calendar days before it believes the schedule of work will reach Substantial Completion. It is expressly understood by all parties that the time outlined for each Schedule and/or Phase to attain Substantial Completion of the Work is a reasonable time for the Substantial Completion of the Work, taking into consideration all relevant factors, including the climactic range and industrial and construction conditions prevailing in the Project locality. The Substantial Completion, specific for Schedules I, II, and III shall be additionally defined by the opening and safe operation of the runways, taxiways/taxilanes, and aprons to aircraft traffic as determined by the sole but reasonable discretion of the RPR and the JAC Airport.

[2]The time allowance to complete Schedules I, II, III, IV, and V shall be limited to a total of thirty (30) consecutive calendar days (of which twenty-five (25) working days are anticipated to be worked by the Contractor within that timeframe) and shall be completed between the dates of **June 15, 2025 - July 15, 2025**. Furthermore, the time allowance to complete each Schedule and/or Phase of work shall be limited to the timeframe and/or the number of days as noted in the plans. For the airfield work, all work shall be completed between the hours of 10:00pm – 6:00am (2200 – 0600) local time after the runway is closed each night and/or after the last commercial flight arrives unless directed otherwise by the RPR and/or by JAC Airport Operations and/or as shown on the plans. During this time, the JAC Airport will be completing several other projects/improvements throughout the airfield airport which will require the Contractor for the 2025 Seal Coat and Mark Project to coordinate with JAC and RPR staff in order to determine which areas can be completed at what time and/or date.

[3]The Contractor shall have Taxiway A, Taxiway A1, and Taxiway A4 (including all associated safety and object free areas) opened to aircraft traffic no later than 6:00am local time each morning unless otherwise approved in advanced by the RPR and/or JAC Airport. If the Contractor fails to open Taxiway A, Taxiway A1, and Taxiway A4 (including all associated safety and object free areas) to aircraft traffic due to incomplete work, safety concerns, and/or for any other reason as determined by the sole but reasonable discretion of the RPR, the Contractor shall be accessed an additional liquidated damage of $1,000 per hour (not to exceed $5,000 per day).

[4]The Contractor shall have Runway 1/19 (including all associated safety and object free areas) opened to aircraft traffic no later than 6:00am local time each morning unless otherwise approved in advanced by the RPR and/or JAC Airport. If the Contractor fails to open Runway 1/19 (including all associated safety and object free areas) to aircraft traffic due to incomplete work, safety concerns, and/or for any other reason as determined by the sole but reasonable discretion of the RPR, the Contractor shall be accessed an additional liquidated damage of $2,500 per hour (not to exceed $10,000 per day).

The Contractor further agrees to pay compensation for the unscheduled employment of the Engineer/RPR necessitated by the Contractor for any of the following: 1) working more than ten (10) hours per day, 2) furnishing materials or equipment not in conformance with the Contract Documents necessitating redesign, retesting, or additional review time by the Engineer/RPR and their Sub-Contractors, and 3) working beyond the time of completion as stipulated within the **'Schedule Table'** on the previous pages for each period (day, hour, etc.) Construction according to the following rates:

Description	Straight Time
Resident Project Representative (RPR)	$225.00/hr
Project Manager	$250.00/hr
Per Diem (per each onsite staff)	$374.00/day*
Vehicle Charge	$70.00/day
Airfare Travel	$1,200.00/trip
Out of Pocket Cost, material, equipment, supplies, vehicle mileage.	At Cost

*Per diem will be calculated based on the United States General Services Administration (GSA) rates at the time of the unscheduled employment.

Compensation for liquidated damages shall be paid by deduction from the Contractor's final payment.

The engineering budget will be analyzed at the end of the project to determine whether any unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors, during the scheduled contract time, resulted in a cost savings to the Sponsor. If, as a result of working more than (10) ten hours per day, the Contractor completes the project within the scheduled contract time, and if the overtime results in a reduced contract time and cost savings to the Sponsor, no liquidated damages will be assessed for the unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors during the scheduled contract time. Liquidated damages will be assessed as stipulated for each Calendar Day the work remains uncompleted beyond the scheduled contract time.

4. Payment.

4.1 Contractor agrees to perform the Work for the unit prices and lump sums as submitted in the Bid, taking into consideration additions to or deductions from the Bid by reason of actual quantities measured, alterations or modifications of the original estimated quantities, or by reason of "Extra Work" authorized under this Agreement in accordance with the provisions of the Contract Documents.

4.2 No claim for extra work done, materials furnished by Contractor, delay or acceleration will be allowed except as provided by the Contract. Contractor shall not do any work or furnish any materials not covered by the Contract unless such work is first ordered in writing as provided in the Contract, and if appropriate, an amendment to the Contract Sum if agreed upon. Claims for payment for extra work will be rejected if not covered by a Change Order or Supplemental Agreement.

4.3 Notwithstanding anything to the contrary in the Contract Documents, Contractor hereby acknowledges and agrees that Owner's performance under the Contract may be subject

to receipt of funds from the FAA and/or WYDOT Aeronautics and may be subject to annual appropriation by the Sponsor in accordance with a budget adopted by the Sponsor. Owner may issue multiple Notice(s) to Proceed in incremental stages as funding becomes available.

4.4 Sponsor will retain from partial payments five percent (5%) of the total amount due Contractor based on the Contractor's Application for Payment and the RPR's Recommendation of Payment. Final payment will be made only after advertisement as required and in the manner provided by Wyoming Statute Section 16-6-116.

5. Breach of Contract. If Contractor violates or breaches the terms of this Contract, the Sponsor may suspend or terminate this Contract, or take any other action and pursue any other remedy available at law or in equity.

6. Indemnification. Contractor shall indemnify and hold harmless the Sponsor and the Engineer, Resident Project Representative (RPR), their officers and employees, from all suits, actions or claims relating in any way to performance of the Work under this Contract.

7. Governing Law & Attorney Fees. This Contract will be governed by and construed in accordance with the laws of Wyoming. Claims or disputes between the parties arising out of or relating to this Contract will be brought only in a court in and for Teton County, Wyoming, or in the United States District Court for the District of Wyoming, and in any such action the prevailing party will be entitled to an award of reasonable legal fees and costs incurred.

8. Miscellaneous.

8.1 The section headings contained in this Contract are for convenience in reference and are not intended to define or limit the scope of any provision.

8.2 Time is of the essence in this Contract.

8.3 Waiver by either party of, or the failure of either party to insist upon, the strict performance of any provision of this Contract shall not constitute a waiver of the right or prevent any such party from requiring the strict performance of any provision in the future.

8.4 Any covenant, condition or provision herein contained that is held to be invalid by any court of competent jurisdiction shall be considered deleted from this Contract, but such deletion shall in no way affect any other covenant, condition or provision herein contained so long as such deletion does not materially prejudice Contractor or Sponsor in their rights and obligations contained in valid covenants, conditions or provisions.

8.5 All covenants, conditions and provisions in this Contract shall extend to and bind the successors of the parties hereto, the assigns of Sponsor, and the permitted assigns of Contractor.

8.6 Notices and demands provided for herein shall be sufficient if sent by certified mail, return receipt requested, postage prepaid, or by nationally recognized overnight courier service providing proof of delivery, to the addresses set forth above or to such other addresses as the parties may from time to time designate in writing.

8.7 This Contract embodies the entire agreement between the parties concerning the subject matter and supersedes all prior conversations, proposals, negotiations, understandings and agreements, whether written or oral.

8.8 In the event of inconsistency between the terms of the Contract Documents or any law or regulations, the inconsistency shall be resolved by giving preference in the following order (1) laws and regulations, (2) this Contract for Improvements, (3) the Special Provisions, (4) the General Provisions, and (5) other of the Contract Documents.

IN WITNESS WHEREOF, Contractor and Sponsor, respectively, have caused this Contract to be duly executed effective on the day and year first written above in five (5) copies, each of which shall be considered an original.

SPONSOR
Jackson Hole Airport Board

ATTEST:

By: _____
Ed Liebzeit, Secretary

By: _____
Rob Wallace, President

CONTRACTOR
American Road Maintenance, Inc.

ATTEST:

By: _____
Title: _____

By: _____
Title: _____

Form 9-1366
(May 2018)

U.S. Department of the Interior
U.S. Geological Survey
Joint Funding Agreement
FOR
Water Resource Investigations

Customer #: 6000000866
Agreement #: 25RSJFA034
Project #: RS00FN6
TIN #: 83-0215181

Fixed Cost Agreement YES[X] NO[ ]

THIS AGREEMENT is entered into as of May 1, 2025, by the U.S. GEOLOGICAL SURVEY, Wyoming-Montana Water Science Center, UNITED STATES DEPARTMENT OF THE INTERIOR, party of the first part, and the Jackson Hole Airport Board party of the second part.

1. The parties hereto agree that subject to the availability of appropriations and in accordance with their respective authorities there shall be maintained in cooperation for negotiated deliverables (see attached), herein called the program. The USGS legal authority is 43 USC 36C; 43 USC 50, and 43 USC 50b.

2. The following amounts shall be contributed to cover all of the cost of the necessary field and analytical work directly related to this program. 2(b) include In-Kind-Services in the amount of $0.00

(a) $250,350 by the party of the first part during the period May 1, 2025 to September 30, 2029

(b) $584,150 by the party of the second part during the period May 1, 2025 to September 30, 2029

(c) Contributions are provided by the party of the first part through other USGS regional or national programs, in the amount of: $0

Description of the USGS regional/national program:

(d) Additional or reduced amounts by each party during the above period or succeeding periods as may be determined by mutual agreement and set forth in an exchange of letters between the parties.

(e) The performance period may be changed by mutual agreement and set forth in an exchange of letters between the parties.

3. The costs of this program may be paid by either party in conformity with the laws and regulations respectively governing each party.

4. The field and analytical work pertaining to this program shall be under the direction of or subject to periodic review by an authorized representative of the party of the first part.

5. The areas to be included in the program shall be determined by mutual agreement between the parties hereto or their authorized representatives. The methods employed in the field and office shall be those adopted by the party of the first part to insure the required standards of accuracy subject to modification by mutual agreement.

6. During the course of this program, all field and analytical work of either party pertaining to this program shall be open to the inspection of the other party, and if the work is not being carried on in a mutually satisfactory manner, either party may terminate this agreement upon 60 days written notice to the other party.

7. The original records resulting from this program will be deposited in the office of origin of those records. Upon request, copies of the original records will be provided to the office of the other party.

8. The maps, records or reports resulting from this program shall be made available to the public as promptly as possible. The maps, records or reports normally will be published by the party of the first part. However, the party of the second part reserves the right to publish the results of this program, and if already published by the party of the first part shall, upon request, be furnished by the party of the first part, at cost, impressions suitable for purposes of reproduction similar to that for which the original copy was prepared. The maps, records or reports published by either party shall contain a statement of the cooperative relations between the parties. The Parties acknowledge that scientific information and data developed as a result of the Scope of Work (SOW) are subject to applicable USGS review, approval, and release requirements, which are available on the USGS Fundamental Science Practices website (https://www.usgs.gov/office-of-science-quality-and-integrity/fundamental-science-practices).

Form 9-1366
(May 2018)

U.S. Department of the Interior
U.S. Geological Survey
Joint Funding Agreement
FOR
Water Resource Investigations

Customer #: 6000000866
Agreement #: 25RSJFA034
Project #: RS00FN6
TIN #: 83-0215181

9. Billing for this agreement will be rendered **quarterly**. Invoices not paid within 60 days from the billing date will bear Interest, Penalties, and Administrative cost at the annual rate pursuant the Debt Collection Act of 1982, (codified at 31 U.S.C. § 3717) established by the U.S. Treasury.

USGS Technical Point of Contact

Name: Peter Wright
Hydrologist
Address: 1728 Lampman Drive Suite D
Billings, MT 59102
Telephone: (406) 656-1444
Fax: (406) 656-3557
Email: prwright@usgs.gov

Customer Technical Point of Contact

Name: James Elwood
Executive Director
Address: P.O. Box 159
Jackson, WY 82001
Telephone: (307) 733-7695
Fax: (n/a)
Email: jim.elwood@jhairport.org

USGS Billing Point of Contact

Name: Jason Mandy
Administrative Officer
Address: 3162 Bozeman Ave
Helena, MT 59601
Telephone: (406) 457-5900
Fax: (n/a)
Email: jmandy@usgs.gov

Customer Billing Point of Contact

Name: James Elwood
Executive Director
Address: P.O. Box 159
Jackson, WY 82001
Telephone: (307) 733-7695
Fax: (n/a)
Email: jim.elwood@jhairport.org

U.S. Geological Survey
United States
Department of Interior

Signature

MELINDA CHAPMAN
Digitally signed by MELINDA CHAPMAN
Date: 2025.04.05 13:17:32 -04'00'

By_____ **Date: 4/04/2025**
Name: Melinda Chapman
Title: Acting Center Director

Jackson Hole Airport Board

Signatures

By_____ **Date:** _____
Name:
Title:

By_____ **Date:** _____
Name:
Title:

By_____ **Date:** _____
Name:
Title:

Characterization of groundwater in the Snake River alluvial aquifer at Jackson Hole Airport

May 2025 - December 2029

Prepared for Jackson Hole Airport

BACKGROUND/INTRODUCTION

The Jackson Hole Airport (JHA), located in western Wyoming, in the southern part of Grand Teton National Park (fig. 1). The Snake River alluvial aquifer underlies the airport which is used by the JHA and nearby residents for domestic and commercial uses. To address issues of infiltration to the groundwater of compounds from anti-icing activities (deicing) and provide containment of deicing materials used on aircraft, JHA has constructed a new dedicated deicing facility (fig. 2). This facility began operation during the fall of 2012 and deicing and anti-icing activities have ceased at the historical deicing area along the airport apron adjacent to the terminal (fig. 2). Prior to the operation of the new facility, chemical constituents (deicers) used during aircraft deicing activities that ended up on the pavement were collected using a vacuum truck; however, there was no dedicated collection system to prevent deicers from entering groundwater.

In order to address concerns from residents with wells downgradient from the airport, in 2008, the USGS began a study of groundwater at the JHA in cooperation with the Teton Conservation District and the JHA Board. Studies occurring 2008–2009 (Wright, 2010) and 2011–2012 (Wright, 2013), found groundwater in the aquifer below the airport flowed from airport operations, to the southwest, towards the adjacent residential community and groundwater in the vicinity of several wells along this flow path were highly reduced (dissolved oxygen <0.5 mg/L) in relation to other wells sampled at the airport. These studies did not measure and identify the organic compounds (gasoline range organics, diesel range organics, and glycols) which could cause the reduced conditions at the airport; however, triazole compounds, once an additive to aircraft deicing and anti-icing fluids (ADAF) were detected in samples from several wells with reduced conditions. In recent years, in addition to the improvements in containing de-icing compounds, the JHA has made improvements to facilities including moving disposal and treatment of sewage from onsite to the Jackson wastewater treatment facility, containment and treatment of storm water runoff from the impervious surfaces of the airport and removing the underground fuel storage tanks and replacing with a state of the art above ground fuel storage and containment system.

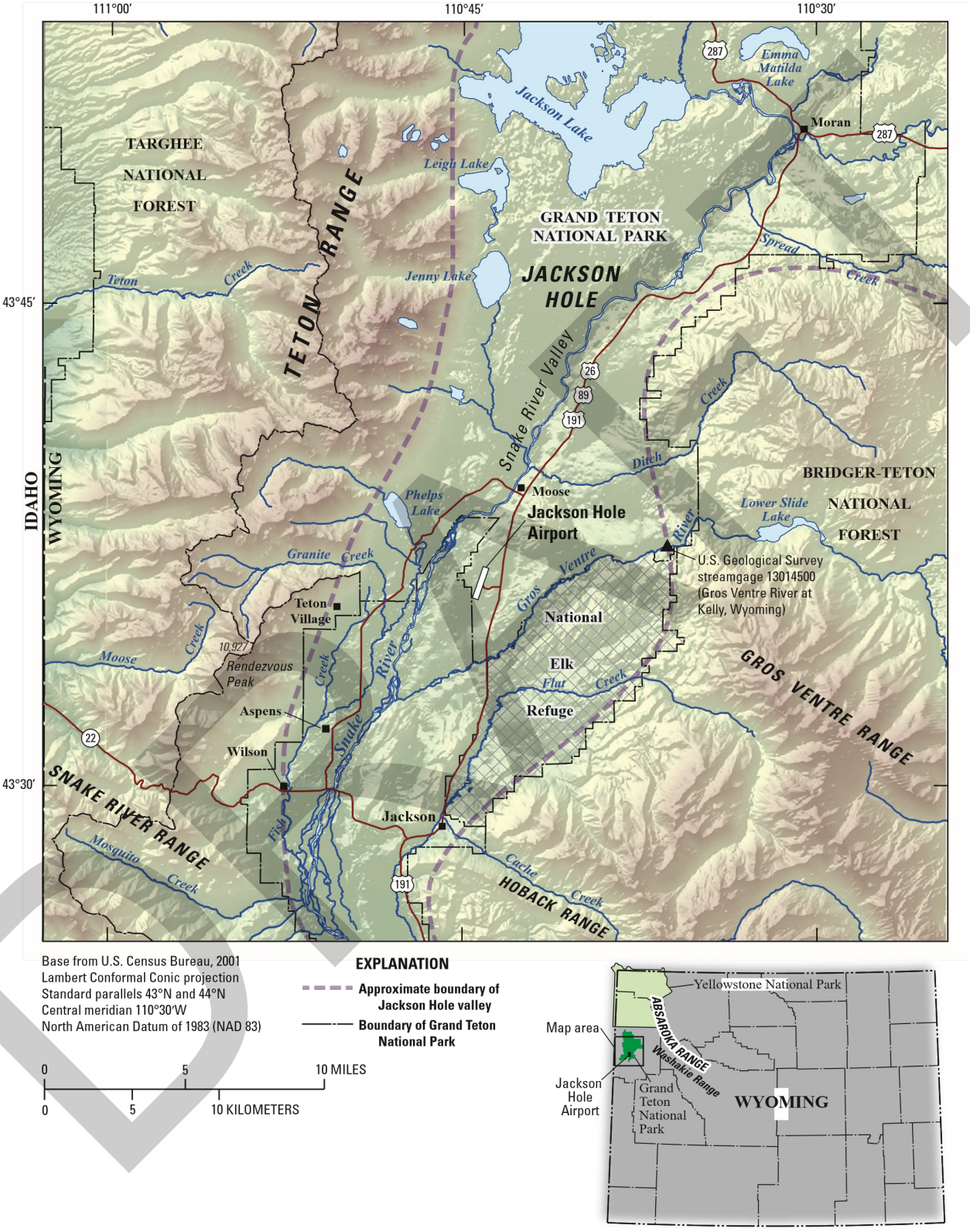

Figure 1. Location of Jackson Hole Airport in the Jackson Hole Valley, Wyoming

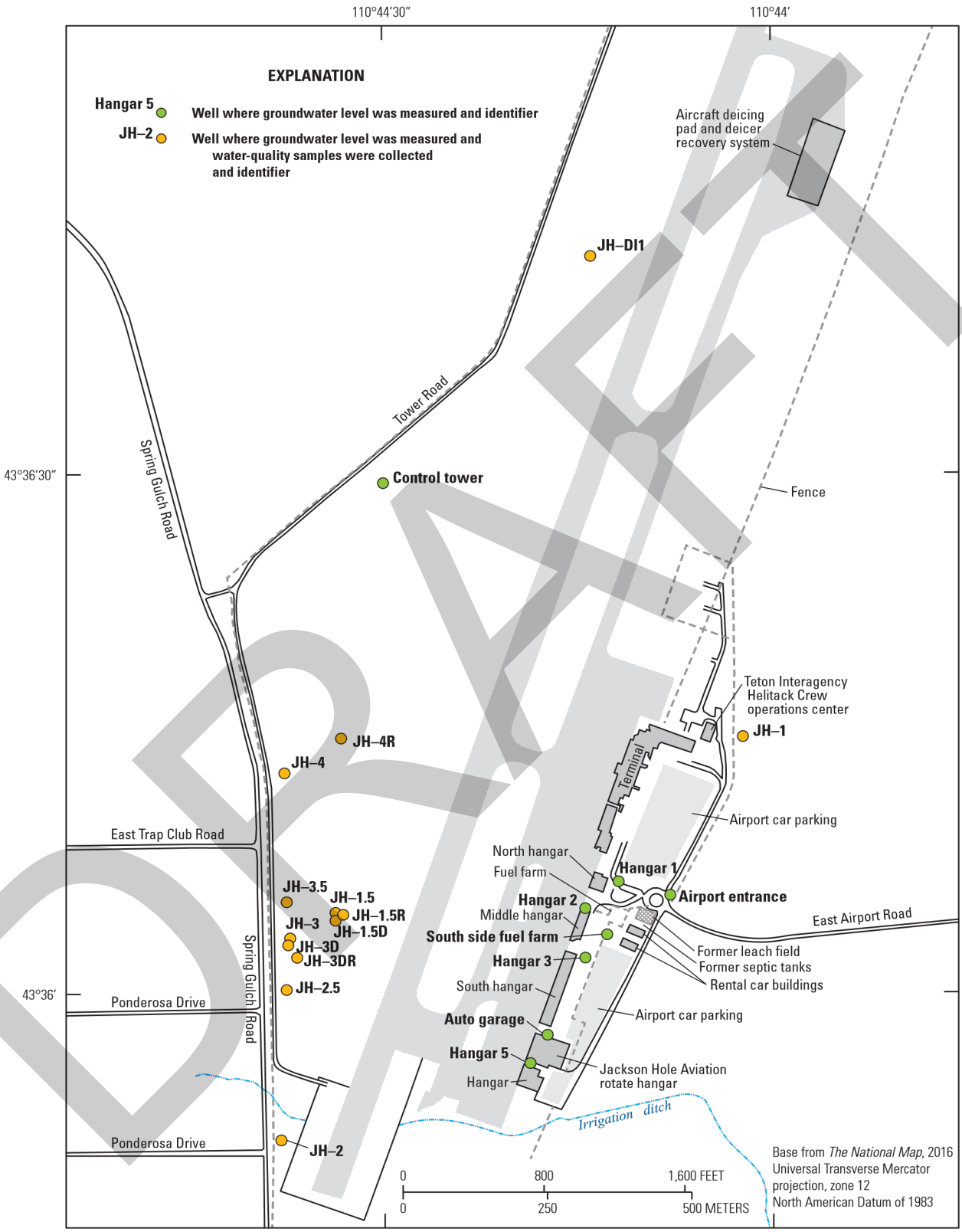

Figure 2. Map showing location of wells used in the study area for data collection, Jackson Hole Airport, Wyoming, 2008–20

A recently completed study [Wright and Bartos, in review (2024)] has identified significant changes of the groundwater quality in several wells over the last 12 years. Specifically, five wells showed improving water-quality conditions where concentrations of compounds related to de-icing were shown decreasing and trending toward background water-quality conditions, however one well (JH-4) had degrading water-quality conditions where constituents concentrations were increasing when compared to background water-quality conditions. During the recently completed study [Wright and Bartos, in review (2024)] triazoles compounds which are indicative of the presence of deicing chemicals, continued to be detected. As a result of the recently completed study results, the JHA has asked the USGS to continue its characterization of the groundwater at the airport to determine if ongoing improvements made to the infrastructure of the airport facilities will continue to improve the local groundwater quality.

PROBLEM

The JHA and adjacent residential subdivisions are located on unconsolidated alluvial deposits of Quaternary age which underlie much of the eastern part of Grand Teton National Park (Park) and the Jackson Hole area (Nolan and Miller, 1995; Nolan and others, 1998). These unconsolidated deposits are saturated and collectively comprise a relatively large water-table aquifer throughout the eastern part of the Park and Jackson Hole (Nolan and Miller, 1995; Nolan and others, 1998) and is referred to as the "alluvial aquifer" in this proposal. The water quality of the alluvial aquifer is generally considered to be good (dissolved solids range from 140-255 mg/L in 2009; Wright, 2010). The alluvial aquifer is comprised of coarse materials with high transmissivity, resulting in vulnerability to contamination from overlying anthropogenic activities throughout its areal extent.

Results of studies of groundwater quality at selected sites during 2008-2020 [Wright, 2009; 2013; Wright and Bartos, in review (2024)] indicated some wells down gradient of airport operations (fig. 2) have been affected by constituents that have been inadvertently allowed to leach into the groundwater. Samples collected from JHA wells between 2011–2020 contained small amounts of triazoles, a corrosion inhibitor, known to have been used in some deicer and anti-icer formulations previously used at JHA. While possibly not directly a cause of low dissolved oxygen and reducing conditions in groundwater, the presence of these chemicals suggest that deicers and/or anti-icers are reaching the underlying aquifer, which could cause reducing conditions in groundwater.

Although Wright and Bartos [in review, 2024] identified trends of increasing (improved) DO concentrations and decreasing (improved) dissolved iron, manganese and triazoles concentrations in groundwater from many wells, triazoles are still being detected in small concentrations and manganese was still detected at a concentration exceeding the EPA secondary maximum contaminant level in one well (JH-4R). The JHA would like to continue monitoring

groundwater at the airport to determine if improvements made to the infrastructure of the airport facilities will continue to improve the local groundwater quality.

OBJECTIVES and SCOPE

The objectives of the study are:

1) Monitor groundwater quality along an established flowpath (transect) relative to current and historical deicing and anti-icing activities and downgradient of the aircraft deicing pad and deicer recovery system,
2) Monitor seasonal groundwater levels to confirm direction of groundwater flow for the alluvial aquifer at the JHA,
3) Provide maintenance and continue to improve interactive web application which presents and allows ready access to water-level and water-quality data collected at the JHA, and
4) Report findings in a Fact Sheet to be published in 2026

The geographic scope of groundwater characterization is limited to the current airport boundaries as delineated by the fence in figure 2. Ten existing monitor wells will continue to be monitored biannually, including 7 wells (JH-1, JH-1.5R, JH-1.5D, JH-2, JH2.5, JH3, and JH3.5) installed for the characterization of groundwater quality, the monitoring well installed downgradient of the deicer pad and glycol recapture system (JH-DI1), and 2 wells (JH-3DR and JH-4R) installed during 2024 as replacement wells for wells JH-3D and JH-4, respectively.

RELEVANCE and BENEFITS

This study will support the JHA's effort to minimize the impact of operations to the groundwater quality. Information to document the extent of change to the groundwater as an effect of the infrastructure improvements will support decision making at JHA. Data collected from within the Snake River alluvial aquifer will contribute to the USGS mission by increasing the understanding of the hydrologic system and serve goals of the USGS Strategic Plan by providing data on constituents that may affect human and ecosystem health (U.S. Geological Survey, 2007). Additionally, the JHA sits within Grand Teton National Park and this study supports National Park Service management policies (USNPS, 2006) in which "surface water and ground water resources of Grand Teton National Park (USNPS, 2010) are managed in a manner that will leave them unimpaired for the enjoyment of future generations" and "water resources are maintained or restored such that water quality as a minimum meets all applicable Wyoming water quality standards.

APPROACH

Historical data [Wright, 2009; 2013, Wright and Bartos, in review, (2024)] indicate chemical constituent concentrations vary with changes in the water-table elevation. The characterization of groundwater quality and seasonal flow will be determined by timing water-quality and water-

level elevation data collection to times of the year when the elevations are historically nearest and farthest from the land surface. The approach for each of the study objectives is described below. The study area is limited to the current boundaries of the Jackson Hole Airport.

(1) Monitor groundwater quality along an established flowpath (transect) relative to current and historical deicing and anti-icing activities and downgradient of the aircraft deicing pad and deicer recovery system.

Wright and Bartos (in review, 2024) identified statistically significant changes in groundwater quality at several of the monitored wells. Monitoring these wells, in addition to wells with long-term data collection will allow current conditions and trends to be determined. Wells included in this study and their purpose are listed in table 1.

Table 1. Name, site number and purpose of wells sampled at the Jackson Hole Airport

Well Name	Site Number	Purpose
JH-1	433615110440001	Long Term Monitoring
JH-1.5R	433604110443403	Trend Analysis
JH-1.5D	433604110443402	Trend Analysis
JH-2	433551110443501	Long Term Monitoring
JH-2.5	433600110443701	Trend Analysis
JH-3	433603110443501	Trend Analysis
JH-3DR	433602110443701	Trend Analysis
JH-3.5	433605110443801	Trend Analysis
JH-4R	433613110443601	Trend Analysis of redox conditions
JH-DI1	433641110441501	Long Term Monitoring

Discrete samples will be collected from the ten wells listed in table 1 twice each year for five years of this study (May 2025– September 2029), one sample to characterize low-water table conditions in early spring and another sample to characterize high-water table conditions in late summer and early fall. Groundwater samples will be analyzed for a variety of constituents to describe local groundwater conditions and geochemistry (table 2). An additional sample for analysis of ethylene and propylene glycol will be collected from well JH-DI1 during each event due to this wells proximity to the aircraft deicing pad and deicer recovery system.

Table 2. Laboratory analyses proposed for objective 1 (Monitor groundwater quality along an established flowpath). [low, low water-table conditions; high, high water-table conditions; X, analyzed]

Laboratory Analyses for flowpath study 2025–29	Visit 1 (low)	Visit 2 (high)
USGS National Water Quality Lab		
Major inorganics (schedule. 2570)	X	X
Nutrients (lab code 2629)	X	X
Dissolved Organic Carbon	X	X
USGS Contract Laboratory		
Ethylene and Propylene Glycol (Well JH-DI1 only)	X	X
Wisconsin State Laboratory of Hygiene		
Benzotriazoles (1*H*-Benzotriazole, 4-Methyl-*1H*-benzotriazole, 5-Methyl-*1H*-benzotriazole)	X	X

Samples will be sent to the USGS National Water Quality Laboratory (NWQL) for analysis of major inorganics, nutrients, and dissolved organic carbon. Samples for triazoles will be analyzed by the Wisconsin State Laboratory of Hygiene. Samples for the analysis of glycol compounds, will be sent to a laboratory contracted by the USGS National Water Quality Laboratory for this purpose.

(2) Monitor seasonal groundwater levels to confirm direction of groundwater flow for the alluvial aquifer at the JHA

Potentiometric-surface maps exist for the alluvial aquifer in the area that is bounded on the west by the Snake River, on the east by terrace deposits east of U.S. Highway 26, on the south by the Gros Ventre River, and on the north by terrace deposits near Moose, WY. The most recent potentiometric-surface maps (Wright, 2013; Wright and Bartos, 2024[In review]) provide an improved understanding of the direction of groundwater flow throughout JHA and were used to design the flowpath study described in objective 1. However, because of natural hydrogeologic changes and changes in water use and disposal at the JHA, it is possible that gradients may change. Water-level monitoring to determine the current conditions will be used to confirm that groundwater flow direction has not changed from historically defined flowpaths.

Two existing production wells used by JHA are completed in the alluvial aquifer will continue to be used to measure discrete groundwater levels. Water-level recorders installed in four of the monitoring wells (JH-1, JH-1.5R, JH-1.5D and JH-DI1) will continue to be monitored to provide continuous measurements. Discrete water levels are measured periodically in the other

monitoring wells, as part of the groundwater sampling. (objective 1). Staff will make two additional visits to the airport each year to measure water levels at all wells and download water-level recorder data. Annually, all water-level measurements will be used to verify seasonal groundwater flow to verify that the direction of groundwater flow has not changed. If the flow direction changed, the JHA will be notified since a change in the flow direction could effect the results of groundwater sampling along the flowpath.

(3) Provide maintenance and continue to improve interactive web application which presents and allows ready access to water-level and water-quality data collected at the JHA.

The USGS, in consultation with the JHA, has developed an interactive web application to allow ready access to water-level and water-quality data collected at the airport as part of previous, current, and future cooperative studies. Under objective 3, the USGS would provide maintenance and application improvements, as needed, during the USGS fiscal years 2025–29 (Beginning May 1, 2025 – September 30, 2029).

(4) Report findings in a Fact Sheet to be published in 2026.

A USGS Fact Sheet will be published to summarize the report *Hydrogeology and Groundwater Quality in the Snake River Alluvial Aquifer at Jackson Hole Airport* by Wright and Bartos, 2024. Fact sheets are written to inform the general public of USGS science and products in clear nontechnical language.

QUALITY ASSURANCE/QUALITY CONTROL

Quality-assurance and quality-control (QA/QC) samples will be collected as part of the groundwater-quality sampling. A minimum of two QA/QC samples will be collected during a randomly selected sampling event: one replicate and one field-equipment blank sample will be collected each year. Groundwater-quality samples will be collected and processed in accordance with the USGS National Field Manual for the collection of water-quality data (http://pubs.water.usgs.gov/twri9A).

Laboratory samples will be analyzed in accordance with established analytical procedures for each analyte. Inorganic samples sent to the USGS NWQL will be analyzed using methods described in Fishman and Friedman (1989), Fishman (1993) and American Public Health Association (1998). The method used by NWQL for the analysis of DOC is described in Brenton and Arnett (1993). Groundwater samples will be analyzed for triazoles at the Wisconsin State Laboratory of Hygiene using method ESS ORG METHOD 1615 (Analysis of Benzotriazoles in water by direct aqueous injection HPLC-MS/MS). Glycol samples will be analyzed by a laboratory contracted by the NWQL and will be analyzed using EPA method 8015B-mod (USEPA, 1986).

DATA MANAGEMENT

Groundwater level and related field measurements will be noted in SVMobileAQ. These SVMobileAQ files will be loaded into Aquarius Time Series. Field measurements collected during groundwater-quality sampling will be noted in an electronic field form (currently Superfly program). These groundwater-quality data will be electronically stored in the USGS National Water Information System (NWIS). All electronic field forms will be stored in the WY-MT Water Science Centers electronic archive. Additionally, if paper forms are necessary, such as laboratory analytical services request forms or chain-of-custody documents, they will be scanned and electronically stored in the WY-MT Water Science Center's electronic archive.

PRODUCTS

Data will be electronically stored in and available through the USGS National Water Information System (NWIS). Groundwater-quality results will be presented to the JHA prior to providing results to the public. Results for each sampling event will be provided in an Excel worksheet until a better method is available. This step will give the airport a "heads-up" prior to releasing the data to the public. All results of water-chemistry analyses and groundwater-level measurements will be publicly accessible through the NWISWeb interface (Water Data for the Nation) using the site numbers included in table 1 and the Jackson Hole Airport Data Review Dashboard.

The interactive web application "Jackson Hole Airport Data Review Dashboard" described above will be maintained and updated as needed during this study period.

A USGS Fact Sheet will be published to summarize the report *Hydrogeology and Groundwater Quality in the Snake River Alluvial Aquifer at Jackson Hole Airport* by Wright and Bartos, 2024.

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TIMELINE

Workplan Elements	FY2025		FY2026				FY2027			
	May-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Collect groundwater-quality samples	X	X			X	X			X	X
Compile and review water-quality results	X	X	X		X	X	X		X	X
Provide water-quality results to Jackson Hole Airport	X	X	X	X	X	X	X	X	X	X
Water-quality results published through USGS NWIS/Web App	X	X	X	X	X	X	X	X	X	X
Measure groundwater levels, maintain continuous monitors	X	X	X	X	X	X	X	X	X	X
Load water-level records into Aquarius, analyze records	X	X	X	X	X	X	X	X	X	X
Review and approve water-level records	X	X	X	X	X	X	X	X	X	X
Groundwater-level results available through NWIS	X	X	X	X	X	X	X	X	X	X
Groundwater-level results available through Web Application	X	X	X	X	X	X	X	X	X	X
JHA data review dashboard maintenance and improvements	X	X	X	X	X	X	X	X	X	X
Compile Fact Sheet	X	X	X							
Fact Sheet going through internal review process			X	X						
Fact Sheet publication					X					

Timeline - continued

Workplan Elements	FY2028				FY2029			
	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Collect groundwater-quality samples			X	X			X	X
Compile and review water-quality results	X		X	X	X		X	X
Provide water-quality results to Jackson Hole Airport	X	X	X	X	X	X	X	X
Water-quality results published through USGS NWIS/Web App	X	X	X	X	X	X	X	X
Measure groundwater levels, maintain continuous monitors	X	X	X	X	X	X	X	X
Load water-level records into Aquarius, analyze records	X	X	X	X	X	X	X	X
Review and approve water-level records	X	X	X	X	X	X	X	X
Groundwater-level results available through NWIS	X	X	X	X	X	X	X	X
Groundwater-level results available through Web Application	X	X	X	X	X	X	X	X
JHA data review dashboard maintenance and improvements	X	X	X	X	X	X	X	X

PERSONNEL

A hydrologist will manage the project and will conduct field activities with the assistance of another hydrologist or hydrologic technician as personnel are available. Discrete and continuous water-level measurements will be entered into NWIS and the records analyzed by one qualified employee and the 'analyzed' records will be reviewed and approved by another qualified employee. A qualified hydrologist or hydrologic technician will maintain and update the interactive web application as needed.

BUDGET SUMMARY

Budget summary is based on USGS providing all staff with travel from within the WY-MT Water Science Center. The proposed budget is $834,500, of which JHA will provide about 70% of the proposed budget or $584,150 of the funding. USGS will provide Cooperative Water Program matching funds equal to about 30% of the proposed budget or $250,350. Due to the JHA and USGS following different fiscal year, the budget has been presented in tables below for each fiscal year.

Proposed budget - By JHA fiscal year (July 1 - June 30)

Budget Item	May-June 2025 FY2025	July 2025 – June 2026 FY2026	July 2026 - June 2027 FY2027	July 2027 - June 2028 FY2028	July 2028 – June 2029 FY2029	July–Sept 2029 FY2030	Total Project Cost
Salary	$48,800	$110,700	$101,000	$103,500	$106,000	$33,100	$503,100
Travel	$9,000	$23,200	$23,500	$24,000	$24,400	$10,800	$114,900
Laboratory	$13,600	$31,700	$33,100	$34,600	$36,300	$15,900	$165,200
Equipment and Supplies	$8,600	$9,600	$10,300	$10,900	$11,600	$300	$51,300
Jackson Hole Airport funding	$56,000	$122,640	$117,530	$121,100	$124,810	$42,070	$584,150
USGS Cooperative Water Program funding	$24,000	$52,560	$50,370	$51,900	$53,490	$18,030	$250,350
Gross Funding	$80,000	$175,200	$167,900	$173,000	$178,300	$60,100	$834,500

Proposed budget - By USGS fiscal year (Oct 1 – Sept 30)

Budget Item	May-Sept 2025 FY2025	Oct 2025-Sept 2026 FY2026	Oct 2026-Sept 2027 FY2027	Oct 2027-Sept 2028 FY2028	Oct 2028-Sept 2029 FY2029	Total Project Cost
Salary	$81,900	$110,700	$101,00	$103,500	$106,000	$503,100
Travel	$19,700	$23,200	$23,600	$24,000	$24,400	$114,900
Laboratory	$29,600	$31,700	$33,000	$34,600	$36,300	$165,200
Equipment and Supplies	$8,900	$9,600	$10,300	$10,900	$11,600	$51,300
Jackson Hole Airport funding	$98,070	$122,640	$117,530	$121,100	$124,810	$584,150
USGS Cooperative Water Program funding	$42,030	$52,560	$50,370	$51,900	$53,490	$250,350
Gross Funding	$140,100	$175,200	$167,900	$173,000	$178,300	$834,500

Jackson Hole Airport Operating Budget 2025-2026

The following document presents the Jackson Hole Airport Board's operating budget for the Fiscal Year Ending June 30, 2026

Accounting & Finance Department

Jackson Hole Airport Board
1250 E. Airport Rd.
Jackson, WY 83001
307-733-7695

Table of Contents

Background

The following pages present the Jackson Hole Airport Board's ("the Board") operating budget for fiscal year 2025/2026. The Board consists of five members jointly appointed by the Town and County. The Joint Powers Agreement sets forth the terms by which the Town, County and Airport operate. Under this agreement, the Town and County annually review the Airport Budget. The Town and County also sign all FAA grant agreements as co-sponsors. The Board operates under the authority of both an Airport Board under Wyoming State Statute and as a Joint Powers Board and holds ownership of all facilities, equipment, lease holdings and operating rights.

The Board adopted a Certificate of Organization on January 2, 1968, pursuant to the Town of Jackson Ordinance and Board of Teton County Commissioners Resolution officially forming the Airport Board and electing officers. Annually the Certificate of Organization is renewed, and new officers are elected as appointed by the Town and County. For the year February 1, 2025 – January 31, 2026, the slate of officers is Rob Wallace, President; Melissa Turley, Vice President; Bob McLaurin, Treasurer; Ed Liebzeit, Secretary; and Valerie Brown, Member. The Board operates the Airport inside the boundaries of Grand Teton National Park ("the Park") under a Use Agreement with the U.S. Department of Interior.

The Board's fiscal year is from July 1 – June 30 each year. Once the Board approves the budget, it is submitted to the Town and County for review by May 1st of each year. The Board approves changes to the rates and charges prior to July 1 by resolution. These changes may include ground transportation fees, parking fees, rents, landing fees and other standard fees. The Board approved rates and charges can be found under financial information on the airport website at https://www.jacksonholeairport.com/airport-board/records-reports/.

The Board operates the Airport as a business enterprise to be financially self-sufficient. The Airport does not have the authority to tax and does not use local tax dollars, property tax or sales tax for operations. The Airport is funded primarily by fees paid by airport users, including airlines and businesses that operate at the airport. The airport is a key piece of infrastructure for our community, connecting citizens and employers to the country and globally. The airport supports not just passenger travel but also search and rescue, wildland firefighting, air medical, the National Park Service and Wyoming Game and Fish, among many other activities. More specific information on the airport's local and statewide benefits can be found on the Wyoming Department of Transportation website at: (https://www.dot.state.wy.us/home/aeronautics/2020-aviation-economic-impact-study.html).

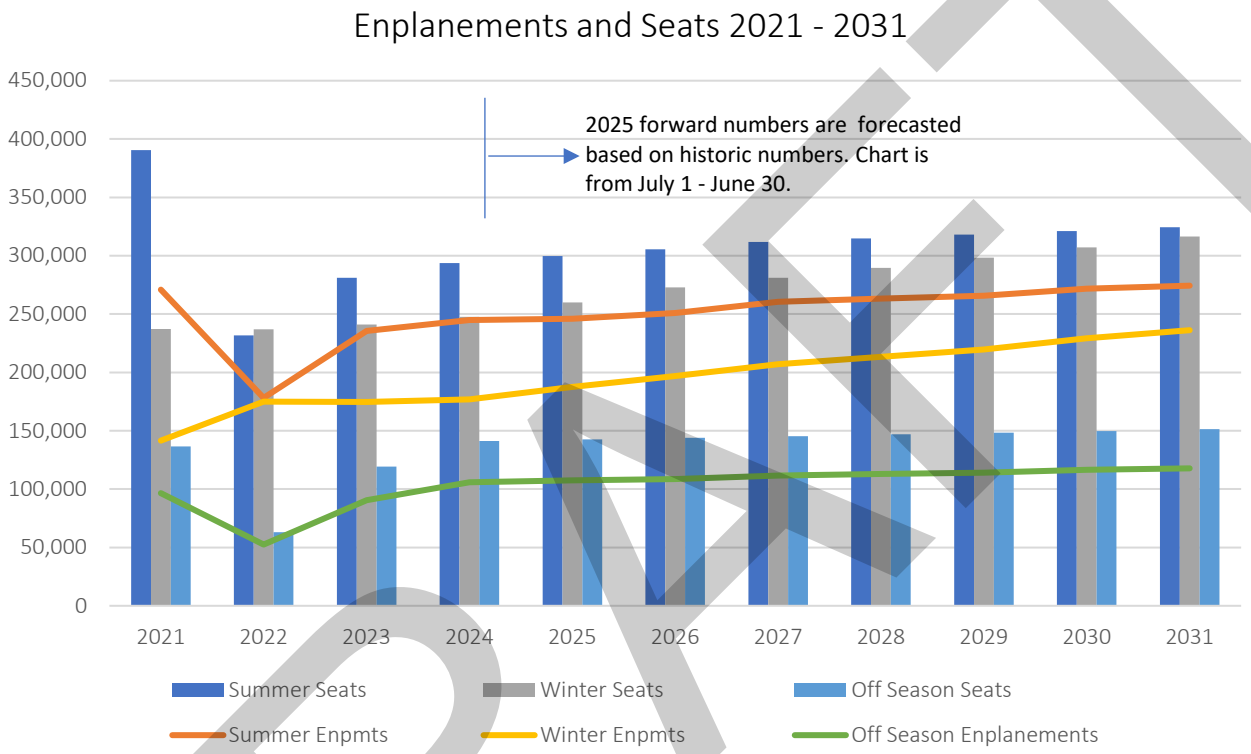
Budget Goals

The goals for this budget cycle are as follows:

- Operate a safe, secure, and environmentally responsible airport.
- Fiscal responsibility – execute a financial plan that provides the resources necessary to achieve objectives while maintaining a strong financial position.
- Provide services that exceed customer expectations and world-class facilities.
- Community relationships.
- Attract, develop, and retain high performing employees – Employer of Choice.

Airport Activity

Reviewing the Airport's activity numbers is important to planning long-term needs for infrastructure, staffing, and operations. Five years post-pandemic, the aviation industry has recovered and is on a new trajectory. The numbers in the forecast below represent a "best estimate" following conversations with the airlines and considering the dynamic environment that currently exists related to historic travel demand and current economic conditions.



Jackson Hole Airport Board Budget Summary

This year we are presenting the budget with three enterprise centers and six cost centers. The enterprise centers are Airport Operations, Fuel Farm, and Fixed Based Operator (FBO). The Airport operates the fixed base operation under the name Jackson Hole Flight Services. Where appropriate, cost center expenses have been allocated between the JAC Operations and the JAC FBO enterprise centers. The six specific cost centers listed below remain unchanged from prior years: airfield, landside, terminal, other buildings and grounds, environmental, and community outreach. Revenues, expenses and cost centers for the various enterprise centers and their associated cost centers are outlined in the following pages.

Presented on the following page is a chart summarizing the Airport Board's total budget for fiscal year 2025/2026.

Revenues		2025-2026
	Airport Operations	30,674,060
	Fuel Farm Operations	30,818,873
	FBO Operations	37,819,354
Bond Revenue	Fuel Fees	2,338,550
	Customer Facility Charges	2,153,551
	Passenger Facility Charges	2,004,000
Total Revenue		105,808,387
Expenses		
	Airport Operations	(29,402,468)
	Fuel Farm Operations	(30,127,251)
	FBO Operations	(23,061,458)
Bond Expense	Rental Car QTA	(1,253,776)
	Fuel Farm	(950,278)
	FBO - Hangars	(4,258,982)
	Restaurant	(3,709,873)
	Administration/FBO Building	(1,839,073)
	Aviation Safety Facility	-
Total Expense		(94,603,157)
	Net Income	**11,205,230**
Capital and Bond Sources		
	Federal Grants	19,521,842
	State Grants	1,139,494
	Other Grants	1,661,000
	Bond Funding	18,849,817
Total Capital and Bond Sources		41,172,153
Capital Expenditures		
	Administration/FBO Building	(24,239,952)
	Terminal	(400,000)
	Airfield	(15,262,519)
	Landside	(1,492,800)
	Equipment	(2,983,000)
	Minor Capital Projects	(2,915,000)
Total Capital Expenditures		(47,293,270)
	Subtotal Capital and Bonds	(6,121,117)
To/(From) Net Reserves FY 25/26		5,084,113
Unrestricted Cash Balance Forecast FYE June 30, 2025		20,948,073
Unrestricted Cash Balance Forecast FYE June 30, 2026		26,032,186

Airport Operations

The Airport operating budget is a stand-alone enterprise center separate from fuel farm operations and FBO operations. All revenues generated from the operation of this enterprise center, including rents, landing fees, and other operating fees, will be used to offset the expenses related to airport operations. The year-end balance expected from airport operations is anticipated to be -$434,280 after debt service. The specific details for the airport operations enterprise center are outlined on pages 6-14. The Airport's capital plan can be found on pages 22-23.

Fuel Farm

The fuel farm operation has been set up with an individual operating budget as an enterprise center, which includes income, expense, and debt service payment. Fuel sales have been adjusted based on predicted activity levels for the upcoming budget year. Income includes fuel and glycol revenues, the administration fee on fuel and glycol, and the fees on fuel delivered. Fuel farm expenses include fuel and glycol purchases, glycol recovery and trucking expenses, labor, overhead and maintenance expenses at the fuel farm, and glycol recapture pad and debt service. Year-end income anticipated to be received from the fuel farm operations is $2,079,894 after debt service. The fuel farm enterprise center information is detailed on page 15.

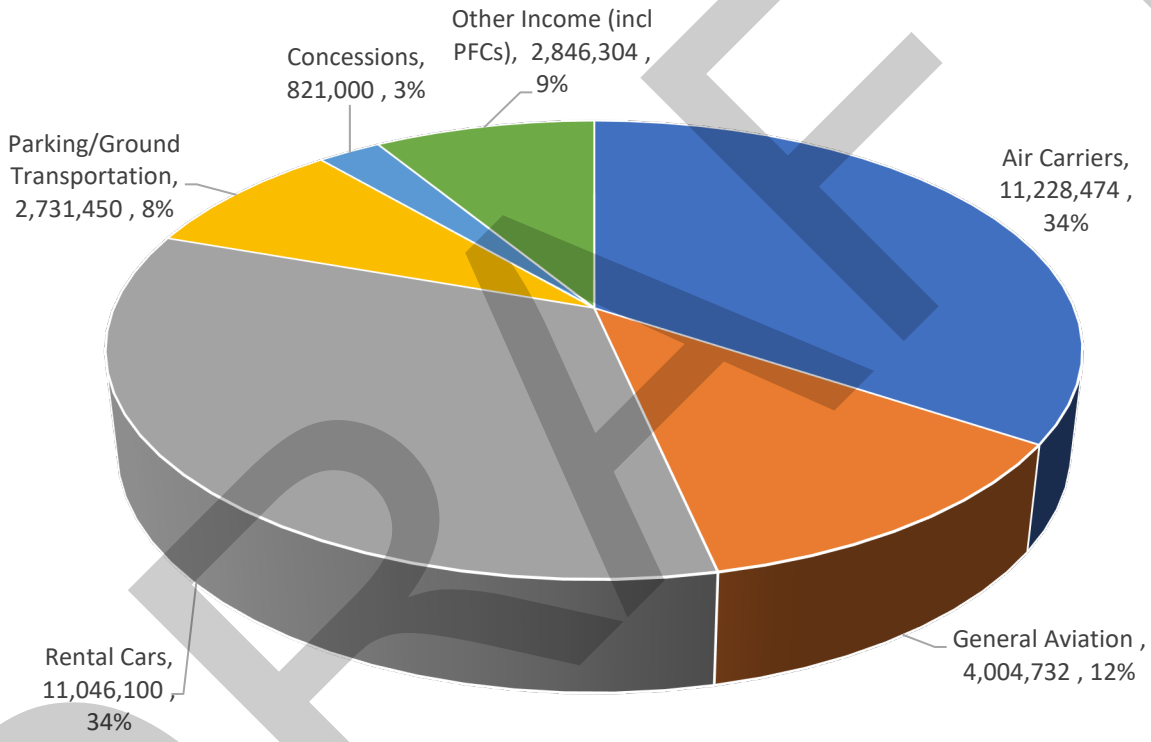
Fixed Base Operation

The FBO provides aeronautical services for both general aviation and airline aircraft. Additionally, it supports private aviation passengers and crew. The FBO has been set up as the third enterprise center with an individual operating budget that includes income, expense, labor, and debt service. Debt service in the FBO enterprise center covers the cost of the Hangar 3 construction project and the administration and FBO terminal building. Year-end net income anticipated to be received from the FBO is $8,659,842 after debt service. The FBO enterprise center information is detailed starting on page 16.

Airport Operations Revenue Summary

The Airport does not have the authority to tax and does not use local tax dollars, property tax or sales tax for operations. Aeronautical revenues are collected from both the fixed base operator and the airlines as well as other aeronautical users of the airport. Non-aeronautical revenues are collected from a variety of sources including terminal concessions, rental cars, and parking. These revenue streams are used to fund cost center expenses. There are six profit centers for airport operations including air carriers, rental cars, general aviation, concessions, parking/ground transportation, and other income. A more detailed review of the anticipated revenues and sources for each of these profit centers is below.

Airport Operations Income Budget FY 2025/2026



Air Carriers

Air Carrier income is derived from two sources: landing fees and terminal rents. These revenues are used to offset expenses related to the airfield and terminal operations. Travel to the Jackson Hole area is expected to remain steady throughout the next fiscal year. Landing fees are calculated on a maximum certified gross weight (CGW) basis and will adjust to $8.18 per 1,000 pounds landed CGW. Air carrier revenue is expected to be $11,228,474 in fiscal year 2025/2026. Of this, $5,091,385 is terminal space rental, $5,829,249 is landing fees, and the remaining $300,000 is a new glycol facility fee which will be charged at $3.00 per gallon of glycol dispensed. This fee will help to recoup the Board's anticipated out-of-pocket costs for the new glycol dispensing system which are currently estimated to be about $5.4 million.

Rental Cars

Rental car revenue is predominantly composed of minimum annual guarantee amounts (MAGs). The rental car agreements were bid in 2023 in an open competition process that

established the MAGs. By contract, the on-airport rental car companies are required to pay 10% of gross revenue or their MAG, whichever is higher. The rental cars also pay rent for space in the terminal and parking lot (including storage spaces) to help offset the expenses related to the terminal and landside cost centers. The terminal rent is calculated at the same rate as that charged to the air carriers. The rental cars also pay operations and maintenance costs and rent for the use of the rental car quick turnaround (QTA) car wash facility. These fees help to offset the cost of operating the QTA facility. Finally, off airport rental cars pay 10% of gross revenue for airport operations. The rental car revenue for fiscal year 2025/2026 is anticipated to be $11,046,100.

General Aviation

The general aviation revenue source includes landing fees collected from general aviation users as well as concession fees and rents received from the fixed base operator and general aviation contracts. General aviation revenue is used to help pay for airfield costs as well as environmental costs and general aviation share of costs related to snow removal and ARFF. General aviation landing fees have been adjusted to $9.69 per 1,000 pounds CGW this year. The general aviation revenue stream is budgeted to be $4,004,732 for fiscal year 2025/2026.

Concessions

Much of the revenue from concessions is received from restaurant revenue. All concession revenue is dependent on activity levels. The restaurant revenue is composed of either a percentage of gross revenue or minimum annual guarantee. The operator pays whichever amount is higher. In addition to restaurant revenue, additional concession income is received from bear spray rental income and brochures. The concession revenue stream helps to fund the terminal cost center. Revenue is budgeted to be $821,000 for the fiscal year 2025/2026.

Parking/Ground Transportation

Parking and ground transportation revenue includes parking fees and ground transportation access fees. This income will help to support the maintenance and upgrades of the airport's roadways and parking lots. For fiscal year 2025/2026, parking/ground transportation revenue is budgeted to be $2,731,450.

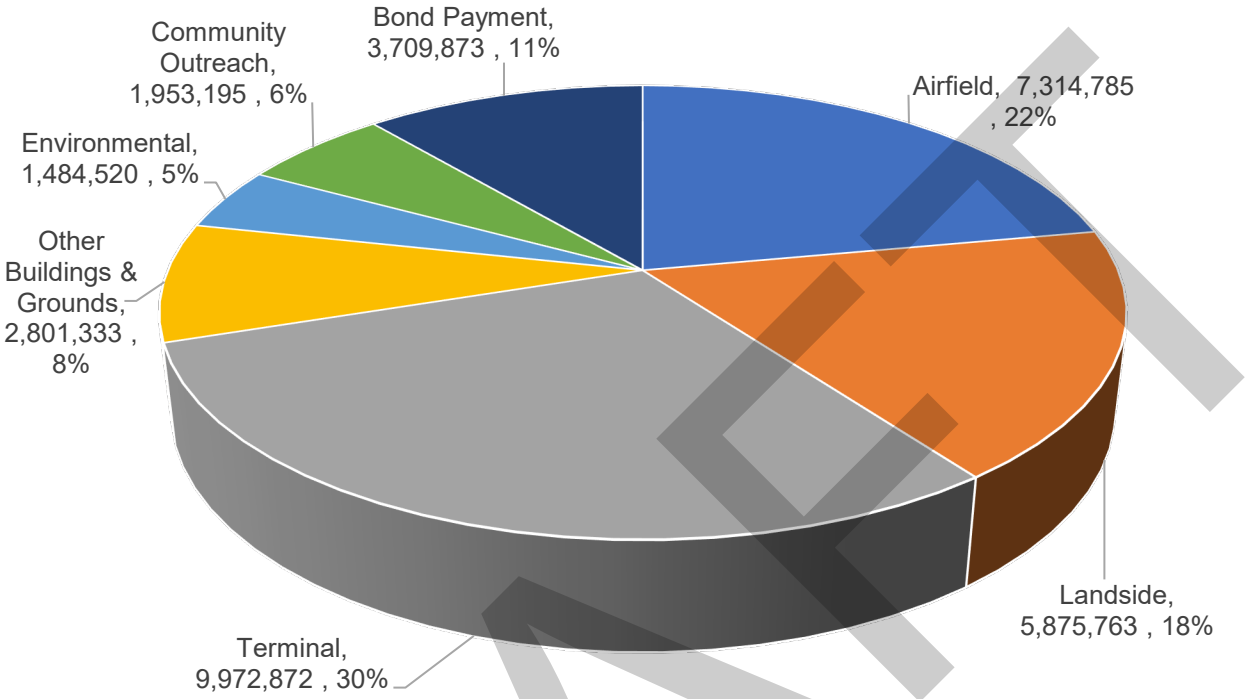
Other Income

Other income includes interest income, security income, and other airport revenue received from smaller lessees such as the Prime Flight agreement. The budgeted amount for fiscal year 2025/2026 including PFC revenue totals $2,846,304.

Airport Operations Expense Summary

As presented on the following pages, the budget has been developed to accomplish the airport's financial objectives. These objectives were detailed above but more broadly include: 1) operating a safe, secure and environmentally responsible airport, 2) exceed customer and community expectations, 3) capital reinvestment to deliver and maintain a facility that meets the needs of the traveling public.

Airport Operations Expense Budget FY 2025/2026



Budgeted expenses for airport operations total $33,112,340 including debt service. Operating expenses exclude fuel farm expenses and FBO expenses as those are reflected in separate budgets on pages 15 (fuel farm) and 16 (FBO) following the detailed cost center information.

The Airport's full-time equivalent (FTE) staffing number is expected to be approximately 150 this upcoming year. This includes airport administration, operations (aircraft rescue fire fighters/ maintenance/IT/custodial), and security employees (93 total). Also included in the FTE number is the Jackson Hole Flight Services (FBO) staff (56) and fuel farm (1). There is a planned adjustment in wages and the housing/transportation stipend this year. The proposed personnel expense adjustments are as follows:

- Six percent pool for merit adjustment = $756,242
- 25% adjustment to housing/transportation stipend = $583,200

As of March 31, 2025, there are 7 open positions the airport is looking to fill including: 1 operations, 3 maintenance, and 3 FBO line staff. The fully burdened cost for these 7 positions is $861,943. The vacancy cost for one FTE is estimated to be $337 per day. With an average time to fill of 130 days, the vacancy cost is $43,810. This does not account for intangible costs such as lost productivity, overtime and time spent filling the open position(s).

The table below presents the fiscal year 2025/2026 budget numbers compared with the projected year end.

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Budget Operating Expense FY 2025-2026
Payroll & Personnel	16,234,506	18,005,383
Administrative Expense	3,836,264	3,810,824
Customer & Employee Relations	604,500	868,377
Environmental Planning & Ops	525,717	662,150
Licenses & Insurance	665,586	738,800
Airfield & ARFF	529,990	242,048
Control Tower Operation	117,500	77,800
Security Operations	274,165	331,518
Information Technology	894,497	1,008,196
Parking	209,000	224,000
Building Facilities/Custodial	1,441,690	1,698,157
Utilities	943,590	873,158
Vehicles	387,374	339,832
Snow Removal Expense	516,116	268,548
QTA Operations	238,844	253,677
TOTAL OPERATING EXPENSE	**27,419,339**	**29,402,468**

Airport Operations Budget Cost Centers

The airport experienced strong passenger traffic with record enplanements in fiscal year 2024 which continues into FY 2025. General aviation activity has exhibited a return to normal activity levels in the past fiscal year.

There are six direct cost centers for the Airport: airfield, landside, terminal, other buildings and grounds, environmental, and community outreach. There are also 15 indirect cost centers for the Airport. The indirect cost centers include areas such as personnel expenses, utilities and building expenses, operations and maintenance expenses and equipment expenses. Some expenses where appropriate have been split between the FBO and JAC Operations enterprise centers, for example the aircraft rescue firefighting, snow removal and environmental programs.

The 2025/2026 budget has been compared with the 2024/2025 budget generally and in each cost center in the following sections. A few key areas that may have an impact on multiple cost centers are highlighted below followed by more detailed information for the individual cost centers:

- Customer and Employee Relations adjustments include costs related to hosting the Wyoming Airports Coalition Conference in Jackson and partnering with Teton County

School District to start an aviation focused career technical education program at the high school.

- Personnel expenses have been adjusted this year to include the items detailed on page 8.
- Security expenses include the replacement of cameras which are at the end of their useful life as well as the purchase of additional storage servers to support the new cameras and increased video storage capacity.
- Information Technology has been adjusted to include a full website redesign for both JH Airport and JH Flight Services.
- Building facilities/custodial have been adjusted due to additional square footage requiring upkeep.

In allocating overhead expenses to the cost centers, staff reviews personnel hours dedicated to the cost centers as well as the budgeted costs associated with each indirect cost center. This is compared with the percentages for the prior year to determine what, if any, adjustments are needed. The expenses for the indirect cost centers excluding administrative expenses are allocated to the direct cost centers based on this analysis. After those direct and indirect costs are allocated to the direct cost centers, administrative expenses can be allocated based on the total actual direct and indirect costs for each cost center. The overall budget numbers and percentages of the FY 2025/2026 budget for allocation purposes can be found in the following table. The comparisons against 2024/2025 projected expenses by cost center are on the following pages.

	Budget Operating Expense FY 2025-2026	Airfield		Landside		Terminal		Other Buildings & Grounds		Environmental		Community Outreach	
Payroll & Personnel	18,005,383	26%	4,713,757	22%	3,985,108	33%	6,027,583	9%	1,608,102	4%	724,577	5%	946,257
Administrative Expense	3,810,824	35%	1,333,788	20%	762,165	32%	1,219,464	10%	381,082	1%	38,108	2%	76,216
Customer & Employee Relations	868,377	1%	8,300	0%	4,150	0%	4,150	0%	-	1%	12,450	97%	839,327
Environmental Planning & Ops	662,150	0%	-	0%	-	0%	-	0%	-	100%	662,150	0%	-
Licenses & Insurance	738,800	14%	103,432	20%	147,760	53%	391,564	10%	73,880	1%	7,388	2%	14,776
Airfield & ARFF	242,048	100%	242,048	0%	-	0%	-	0%	-	0%	-	0%	-
Control Tower Operation	77,800	100%	77,800	0%	-	0%	-	0%	-	0%	-	0%	-
Security Operations	331,518	14%	46,116	14%	46,116	68%	223,914	5%	15,372	0%	-	0%	-
Information Technology	1,008,196	25%	248,002	17%	171,036	44%	439,502	5%	53,021	3%	29,931	7%	66,704
Parking	224,000	0%	-	100%	224,000	0%	-	0%	-	0%	-	0%	-
Building Facilities/Custodial	1,698,157	0%	3,000	14%	245,500	71%	1,208,248	14%	241,409	0%	-	0%	-
Utilities	873,158	27%	234,353	8%	70,697	53%	458,448	10%	89,832	1%	9,915	1%	9,915
Vehicles	339,832	50%	169,916	25%	84,958	0%	-	25%	84,958	0%	-	0%	-
Snow Removal Expense	268,548	50%	134,274	45%	134,274	0%	-	0%	-	0%	-	0%	-
QTA Operations	253,677	0%	-	0%	-	0%	-	100%	253,677	0%	-	0%	-
TOTAL OPERATING EXPENSE	**29,402,468**		**7,314,785**		**5,875,763**		**9,972,872**		**2,801,333**		**1,484,520**		**1,953,195**

* The percentages shown in the table above represent the percentage of total line-item expense allocated to each cost center.

Airfield Cost Center:
This cost center includes the costs associated with the airfield and air carrier apron including snow removal, aircraft rescue firefighting, operations and maintenance expenses, and utilities expenses. Adjustments to this cost center are due to expected increases in insurance, personnel expenses, and security operations. Additionally, there was a reallocation of costs from the JAC Operations to JAC FBO enterprise center in the Airfield & ARFF and Control Tower Operation lines of this cost center.

Airfield

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	4,250,146	4,713,757
Administrative Expense	1,342,692	1,333,788
Customer & Employee Relations	6,045	8,300
Licenses & Insurance	93,182	103,432
Airfield & ARFF	529,990	242,048
Control Tower Operation	117,500	77,800
Security Operations	38,383	46,116
Information Technology	223,624	248,002
Building Facilities/Custodial	-	3,000
Utilities	254,769	234,353
Vehicles	195,607	169,916
Snow Removal Expense	283,864	134,274
TOTAL OPERATING EXPENSE	**7,335,803**	**7,314,785**

Landside Cost Center:
This cost center includes the expenses associated with the parking lots and roadways at the Airport. Adjustments to this cost center are due to expected increases in insurance, personnel expenses, and security operations.

Landside

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	3,593,162	3,985,108
Administrative Expense	767,253	762,165
Customer & Employee Relations	-	4,150
Licenses & Insurance	133,117	147,760
Security Operations	38,383	46,116
Information Technology	143,120	171,036
Parking	209,000	224,000
Building Facilities/Custodial	204,720	245,500
Utilities	75,487	70,697
Vehicles	92,970	84,958
Snow Removal Expense	206,446	134,274
TOTAL OPERATING EXPENSE	**5,463,658**	**5,875,763**

Terminal:
Included in the terminal cost center are all costs associated with the terminal building including repair and maintenance, custodial, utilities, baggage system and certain security items related to access control (cameras, doors, alarms). Adjustments to this cost center are related to increases in building facilities, personnel expenses, security operations and information technology. The increases in building facilities are due to the replacement of the terminal doors which are past their service life and upgrades to the outbound baggage (CBIS) carousels.

Terminal

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	5,434,754	6,027,583
Administrative Expense	1,227,604	1,219,464
Customer & Employee Relations	-	4,150
Licenses & Insurance	352,760	391,564
Security Operations	183,691	223,914
Information Technology	393,579	439,502
Building Facilities/Custodial	1,029,367	1,208,248
Utilities	500,103	458,448
TOTAL OPERATING EXPENSE	**9,121,858**	**9,972,872**

Other Buildings and Grounds:
This cost center includes the Airport owned hangars, control tower, and the rental car quick turnaround wash facilities. Like the terminal cost center, significant expenses in this cost center include operations and maintenance for these buildings, custodial, and non-capital equipment expenses. The most significant change is in QTA operations to account for increased maintenance needs as the facilities age.

Other Buildings & Grounds

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	1,449,941	1,608,102
Administrative Expense	383,626	381,082
Licenses & Insurance	66,559	73,880
Security Operations	13,708	15,372
Information Technology	44,725	53,021
Building Facilities/Custodial	207,603	241,409
Utilities	94,359	89,832
Vehicles	96,844	84,958
Snow Removal Expense	25,806	-
QTA Operations	238,844	253,677
TOTAL OPERATING EXPENSE	**2,622,015**	**2,801,333**

Environmental:

This past year the airport continued the progress made in sustainability. The objective this year is to continue to work on the previously established initiatives including noise monitoring and the Fly Quiet Program. Environmental payroll includes an Environmental manager and payroll costs allocated to the environmental cost center associated with administering the program. With the start of the FBO operation, many of the environmental costs have been reclassified under the general aviation operation and are reflected under that enterprise center including the noise monitoring and Fly Quiet program.

Environmental

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	653,313	724,577
Administrative Expense	38,363	38,108
Customer & Employee Relations	-	12,450
Environmental Planning & Ops	525,717	662,150
Licenses & Insurance	6,656	7,388
Information Technology	26,835	29,931
Utilities	9,436	9,915
Vehicles	651	-
TOTAL OPERATING EXPENSE	**1,260,971**	**1,484,520**

Community Outreach:

Payroll expenses include personnel costs related to the operation of this cost center such as the Chief Communication Officer and Communications Assistant. Customer and employee relations has been adjusted to include several new programs this year. One of these programs is hosting the annual Wyoming Airports Coalition Conference in Jackson this fall. Finally, the Airport is excited to collaborate with Teton County School District to start a new aviation focused career technical education program at the high school.

Community Outreach

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	853,190	946,257
Administrative Expense	76,725	76,216
Customer & Employee Relations	598,455	839,327
Licenses & Insurance	13,312	14,776
Information Technology	62,615	66,704
Utilities	9,436	9,915
Vehicles	1,302	-
TOTAL OPERATING EXPENSE	**1,615,035**	**1,953,195**

Fuel Farm Operations Budget

The fuel farm operating budget is presented below. The fuel farm budget includes staff overhead, fuel purchase expenses, maintenance, glycol trucking expenses, and insurance. Revenues include fuel sales (at cost), administration fees, and fuel facility use fees ($0.25/gallon).

JAC Fuel Farm	Projected Expenses FY 2024-2025	Proposed Budget FY 2025-2026-
Revenue		
Fuel Revenue w/o Fees	26,894,103	26,894,103
Airport Fees - Jet A	2,267,359	2,335,380
Airport Fees -AvGas	3,170	3,170
Fluid Sales - AvGas	78,775	82,714
Fluid Sales - Unleaded Gas	1,132,426	1,245,669
Fluid Sales - Dyed Diesel	251,798	251,798
Fluid Sales - Glycol T-I	1,860,176	1,915,981
Fluid Sales - Glycol T-IV	416,125	428,608
Revenue	**32,903,931**	**33,157,422**
Cost Of Goods Sold		
Fluid Sales - AvGas	62,396	61,759
Fluid Sales - Unleaded Gas	847,274	899,005
Fluid Sales - Dyed Diesel	135,241	147,300
Fluid Sales - Glycol T-I	1,253,389	1,323,746
Fluid Sales - Glycol T-IV	249,088	265,817
Cost Of Goods Sold	**2,547,389**	**2,697,627**
Gross Profit	**30,356,542**	**30,459,795**
Expenses		
Fuel Expense w/o Fees	26,894,103	26,894,103
Personnel Benefits	192,312	206,358
Office Expenses	134	2,000
Licenses & General Insurance	50	100
Information Technology (IT)	821	2,000
Utilities	14,032	15,000
Operations - Fuel Farm	281,875	310,063
Expenses	**27,383,327**	**27,429,623**
Income From Operations Before Bond Payment	**2,973,215**	**3,030,172**

Fixed Base Operations Budget

The FBO will be operated by the airport with all income and expenses relating to the operation allocated to the FBO enterprise center. FBO revenues include aircraft fueling, aircraft maintenance, aircraft parking/handling/tiedown, hangar revenue and landing fees, among others. Some of the expenses include fuel fees, personnel, administrative, operating and overhead expenses. Also included in expenses are costs of goods sold and non-operating expenses. Costs of goods sold are the direct cost of items which the FBO resells or uses for customers. These include products like oil, glycol, batteries, and aircraft parts as well as pass through costs like landing fees and user fees. Non operating expenses includes the airport use fee. A summary of the enterprise center budget is below.

JAC FBO	Projected Expenses FY 2024-2025	Proposed Budget FY 2025-2026
Revenue		
Aircraft Fuel and Services	**29,626,276**	**30,977,456**
Airport Fees Collected Airlines		
Customer Facility Fee Airlines	300,117	315,123
Fuel Facility User Fee Airline	1,200,469	1,260,492
Airline Flow Fee Airlines	900,352	945,369
	2,400,938	**2,520,985**
Airport Fees Collected GA		
Landing Fees GA	2,475,567	2,932,548
Customer Facility Fee GA - Jet	156,158	160,062
Customer Facility Fee GA - AvG	625	625
	2,632,350	**3,093,235**
Maintenance Services	**654,169**	**653,909**
Non-Aero-Transportation	544,668	573,769
Revenue	**35,858,401**	**37,819,354**
Cost Of Goods Sold	**8,961,861**	**9,419,664**
Gross Profit	**26,896,540**	**28,399,690**
Expenses		
Payroll	5,889,402	6,788,735
Personnel Benefits	2,225,911	2,599,136
Office Expenses	662,872	840,851
Contractual Agreements	35,188	39,450
Environmental Plan & Mgnt	724,267	845,016
Licenses & General Insurance	507,372	562,548
Information Technology (IT)	172,129	88,483
Building/Facilities	786,182	1,001,491
Custodial	18,813	87,280
Utilities	206,883	111,741
Vehicles	77,491	84,958
Operations - FBO Line Services	379,316	401,104
Operations - FBO Maintenance	171,502	191,000
Expenses	**11,857,327**	**13,641,794**
Non-Operating Expense	**300,000**	**331,800**
Income from Operations Before Bond Payment	**14,739,212**	**14,426,096**

The table below presents the fiscal year 2025/2026 budget expense numbers compared with projected year end.

FBO Cost Centers	Projected FBO Expense FY 2024-2025	Proposed FBO Expense FY 2025-2026
Payroll & Personnel	8,115,314	9,387,872
Administrative Expense	604,018	652,095
Customer & Employee Relations	94,041	228,206
Environmental Planning & Ops	724,267	845,016
Licenses & Insurance	507,372	562,548
Airfield & ARFF	319,503	363,072
Control Tower Operation	70,020	116,700
Security Operations	23,980	30,744
Information Technology	172,129	88,483
FBO Line	379,316	401,104
Building Facilities/Custodial	73,279	175,434
Utilities	206,883	111,741
Vehicles	77,475	84,958
Snow Removal Expense	318,229	402,822
FBO Maintenance	171,502	191,000
TOTAL OPERATING EXPENSE	**11,857,327**	**13,641,794**

Expenses in the FBO budget have been allocated to cost centers in the same manner as the airport operating budget. The FBO operating expense allocations (excluding fuel purchases) are on the following page:

FBO Cost Centers 2025-2026	Budget FBO Expense FY 2025-2026	Airfield		Landside		FBO Terminal		Environmental		Community Outreach	
Payroll & Personnel	9,387,872	57%	5,351,087	5%	469,394	33%	3,097,998	4%	375,515	1%	93,879
Administrative Expense	652,095	60%	391,257	5%	32,605	32%	208,670	3%	19,563	0%	-
Customer & Employee Relations	228,206	0%	-	0%	-	0%	-	50%	114,103	50%	114,103
Environmental Planning & Ops	845,016	0%	-	0%	-	0%	-	100%	845,016	0%	-
Licenses & Insurance	562,548	0%	-	0%	-	100%	562,548	0%	-	0%	-
Airfield & ARFF	363,072	90%	326,765	0%	-	10%	36,307	0%	-	0%	-
Control Tower Operation	116,700	100%	116,700	0%	-	0%	-	0%	-	0%	-
Security Operations	30,744	50%	15,372	25%	7,686	25%	7,686	0%	-	0%	-
Information Technology	88,483	10%	8,848	10%	8,848	80%	70,786	0%	-	0%	-
FBO Line	401,104	80%	320,883	0%	-	20%	80,221	0%	-	0%	-
Building Facilities/Custodial	175,434	0%	-	5%	8,772	95%	166,662	0%	-	0%	-
Utilities	111,741	70%	78,219	10%	11,174	20%	22,348	0%	-	0%	-
Vehicles	84,958	80%	67,966	5%	4,248	15%	12,744	0%	-	0%	-
Snow Removal Expense	402,822	90%	362,539	10%	40,282	0%	-	0%	-	0%	-
FBO Maintenance	191,000	90%	171,900	5%	9,550	5%	9,550	0%	-	0%	-
TOTAL OPERATING EXPENSE	**13,641,794**	**100%**	**7,211,537**	**-**	**592,558**	**-**	**4,275,520**	**-**	**1,354,197**	**-**	**207,982**

* The percentages shown in the table above represent the percent of total line-item expense allocated to each cost center.

FBO Airfield:
This cost center includes the FBO proportion of costs associated with the airfield and general aviation apron including snow removal, aircraft rescue firefighting, operations and maintenance expenses, and utilities expenses. The adjustment in this cost center is due to an increase in costs associated with the airfield as well as personnel and administrative expenses. The costs associated with the FBO airfield cost center include snow removal, control tower and aircraft rescue firefighting. Adjustments in these areas include the increased cost of maintenance on equipment and the additional pieces of equipment required for snow removal and control tower. Also included are anticipated expenses on the ramp including concrete repairs and light fixture replacement.

Airfield

FBO Cost Centers	Projected FBO Expense FY 2024-2025	Proposed FBO Expense FY 2025-2026
Payroll & Personnel	4,625,729	5,351,087
Administrative Expense	362,411	391,257
Airfield & ARFF	287,553	326,765
Control Tower Operation	70,020	116,700
Security Operations	11,990	15,372
Information Technology	17,213	8,848
Operations Line	303,453	320,883
Utilities	144,818	78,219
Vehicles	61,980	67,966
Snow Removal Expense	286,406	362,539
Operations Maintenance	154,352	171,900
TOTAL OPERATING EXPENSE	**6,325,924**	**7,211,537**

FBO Landside:
This cost center includes the expenses associated with the FBO parking lot and access roads at the Airport.

Landside

FBO Cost Centers	Projected FBO Expense FY 2024-2025	Proposed FBO Expense FY 2025-2026
Payroll & Personnel	405,766	469,394
Administrative Expense	30,201	32,605
Security Operations	5,995	7,686
Information Technology	17,213	8,848
Building Facilities/Custodial	3,664	8,772
Utilities	20,688	11,174
Vehicles	3,874	4,248
Snow Removal Expense	31,823	40,282
Operations Maintenance	8,575	9,550
TOTAL OPERATING EXPENSE	**527,798**	**592,558**

FBO Terminal:

Included in the FBO terminal cost center are all costs associated with the FBO terminal including repair and maintenance, custodial, utilities and certain security items related to access control (cameras, doors, alarms). Increases in this area are related to additional square footage requiring more repair, maintenance, and custodial services.

FBO Terminal

FBO Cost Centers	Projected FBO Expense FY 2024-2025	Proposed FBO Expense FY 2025-2026
Payroll & Personnel	2,678,053	3,097,998
Administrative Expense	193,286	208,670
Licenses & Insurance	507,372	562,548
Airfield & ARFF	31,950	36,307
Security Operations	5,995	7,686
Information Technology	137,703	70,786
Operations Line	75,863	80,221
Building Facilities/Custodial	69,615	166,662
Utilities	41,377	22,348
Vehicles	11,621	12,744
Operations Maintenance	8,575	9,550
TOTAL OPERATING EXPENSE	**3,761,410**	**4,275,520**

FBO Environmental:

The FBO Environmental cost center includes expenses related to the environmental programs at the airport. These programs include water quality, noise monitoring and Fly Quiet.

Environmental

FBO Cost Centers	Projected FBO Expense FY 2024-2025	Proposed FBO Expense FY 2025-2026
Payroll & Personnel	324,613	375,515
Administrative Expense	18,121	19,563
Customer & Employee Relations	47,021	114,103
Environmental Planning & Ops	724,267	845,016
TOTAL OPERATING EXPENSE	**1,114,021**	**1,354,197**

FBO Community Outreach:

FBO community outreach includes outreach related to customer awareness and airport programs. The FBO will be partnering with the JAC Operations enterprise center in a few key programs this fiscal year including hosting the annual Wyoming Airports Coalition Conference. Additionally, the FBO will also be part of the new aviation focused career technical education program at the high school in collaboration with Teton County School District.

Community Outreach

FBO Cost Centers	Projected FBO Expense FY 2024-2025	Proposed FBO Expense FY 2025-2026
Payroll & Personnel	81,153	93,879
Customer & Employee Relations	47,021	114,103
TOTAL OPERATING EXPENSE	**128,174**	**207,982**

Debt

All bonds issued by the Board are "revenue bonds" because they are secured by a specified revenue source. The Board holds sufficient funds as restricted cash to cover at least one year of debt service as well as other restricted cash investments to meet debt service requirements. For the fiscal year 2025/2026 the Board has five bonds outstanding. The anticipated debt service for the upcoming fiscal year is:

	Annual Source	Annual Payment
FIB Rental Car QTA		-$1,253,776
FIB - Fuel Farm		-$950,278
FIB – Restaurant		-$3,709,873
FIB – Hangar 3/GSE		-$4,258,982
FIB – Administration/FBO Building		-$1,839,073
Total Bond Payments		**-$12,011,981**
Paid with CFC	$1,253,776	
Paid with Flow Fee	$950,278	
Paid with Operating Revenues	$3,709,873	
Paid with FBO Revenues	$6,098,054	
Total Bond Sources	**$12,011,981**	

Capital Plan

Capital expenses such as equipment purchases, and construction costs are funded through the Capital Improvement Program (CIP). Capital funds include the Federal Airport Improvement Program (AIP), state grant funds, Passenger Facility Charges (PFCs) and rental car Customer Facility Charges (CFCs). When developing the capital plan, the Board approaches each construction project with awareness of potential environmental and community impacts from the beginning stages of design continuing through project completion. This year, construction is anticipated to continue on the deicing pad improvement project. The deicing pad project is a multi-phase project due to funding and phasing constraints with completion projected in FY 2026-2027. This year the Airport expects to procure the underground deicing fluid dispensing and storage tanks and complete the utility corridor improvements up to the glycol pad including installing the fluid dispensing lines. Once completed, the overall efficiency of deicing operations will improve during the winter season, allowing for better traffic flow during busy times. The Airport anticipates completion of the Administration/FBO Building construction project. Once completed, the Airport administrative offices will be relocated from the current temporary space. There are several small capital projects the Airport intends to complete such as pavement repairs and equipment purchases. While certain projects such as paving may be challenging for the public, staff remains in close collaboration with the construction management team to ensure smooth coordination of all projects and minimize disruptions to travelers. The airport's preparation in having projects ready for construction has strengthened the Board's position to secure all available funding, highlighting the importance of an accurate and flexible CIP. All the proposed projects for FY 2025/2026 are detailed in the capital list on the following page. The list is comprehensive, and not all the listed projects may be completed in a single year.

PROJECT NAME/LOCATION AIRFIELD	2025-2026 BUDGET PROJECT COST	FUNDING SOURCE (FY 2025 - 2026) FEDERAL/STATE	 JHAB/BOND	TOTAL PROJECT COST
Aviation Safety Facility Conceptual Planning Study	2,050,000	1,947,500	102,500	2,050,000
Deice Pad Improvements - Phase 2 (CA/CO)	788,999	764,342	24,656	3,472,034
Deice Pad Improvements - Phase 2 Construction	11,137,500	10,789,453	348,047	30,312,612
Seal Coat/Crack Repair	1,286,020	909,000	377,020	1,286,020
TERMINAL				
Checked Baggage Inspection System (Bagbelt) Upgrades Preliminary Design	400,000	380,000	20,000	400,000
ADMINISTRATION/FBO BUILDING				
Admin/FBO Terminal (CA/CO)	1,529,670	-	1,529,670	4,398,437
Admin/FBO Terminal (Construction)	22,493,916	-	22,493,916	47,043,814
Owner's Representative (FBO Program)	216,366	-	216,366	216,366
LANDSIDE				
Public EV Chargers	1,492,800	298,560	1,194,240	1,492,800
EQUIPMENT				
Replace/Add Vehicles	430,000	-	430,000	430,000
Snow Removal Equipment (SRE)	1,030,000	-	1,030,000	1,030,000
SRE attachments	225,000	-	225,000	225,000
Operations Equipment	450,000	-	450,000	450,000
FBO GSE	848,000	-	848,000	848,000
OTHER PROJECTS				
Construct Backup Automated Weather Observation System	150,000	135,000	15,000	150,000
Bag Belt Programming and Human Maching Interface	500,000	-	500,000	500,000
Explosive Detection Equipment for AWS	105,000	-	105,000	105,000
Pave FBO Infield	150,000	-	150,000	150,000
Rental Car Wall/Family Restroom	450,000	-	450,000	450,000
South MALS Project	100,000	-	100,000	100,000
Lift Station Upsize	200,000	-	200,000	200,000
Administration Building/FBO Terminal (Buildout/Furniture)	960,000	-	960,000	960,000
QTA Replace wash Bays	300,000	-	300,000	300,000
	47,293,270	15,223,855	32,069,415	96,570,083

CONTRACT FOR IMPROVEMENTS

Jackson Hole Airport
Jackson, Wyoming

AIP PROJECT NO. 3-56-0014-083-2024
WYDOT PROJECT NO. AJA024D

Deice Pad and Collection System Improvements

This Contract for Improvements is made and entered into this 16th day of April, 2025, by and between **Jackson Hole Airport Board** ("Sponsor", "Owner", "Airport"), a body corporate organized under the laws of Wyoming, having an address of P.O. Box 159, 1250 E. Airport Road, Jackson, Wyoming 83001, and **Knife River Corporation – Mountain West ("Contractor")**, a Corporation organized under the laws of Delaware, having an address of 5450 W. Gowen Road, Boise, ID 83709.

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Sponsor and Contractor agree as follows:

1. **The Contract.** The "Contract" shall include "Contract Documents" as they are defined in Paragraph 10-16, Section 10 of the General Provisions and consist of the Invitation for Bid, Instruction to Bidders, all issued Addenda, Proposal, Statement of Qualifications, Anticipated Sub-Contracts, Form of Proposal Guaranty, Notice of Award, Contract Agreement, Performance & Payment Bonds, Notice to Proceed for Preconstruction Activities, Notice to Proceed for Construction, Notice of Contractor's Settlement, Wage Rates, General Provisions, Special Provisions, Plans, Technical Specifications, attached appendices and all documents incorporated by reference therein. The Contract Documents are made a part of the Contract as if fully set forth herein.

2. **Scope of Work**. The intent of this Contract is to provide for completion in every detail of the improvements defined in the Contract Documents (the "Work"). Contractor shall furnish all labor, equipment, tools, transportation and supplies required to complete the Work in strict compliance with the Contract and in a good and workmanlike manner. The Sponsor has awarded Schedules I & VII (Non-Federal) to the Contractor contingent on the availability of federal funding for the same, and therefore, the work described in such Schedule(s) shall not become a part of the Work subject to this Contract unless and until the Sponsor delivers a Notice to Proceed for Construction with such Schedule(s) or Bid Alternate(s). Notwithstanding anything to the contrary in the Contract Documents, the Work under this Contract shall be limited to Schedules I and VII (Non-Federal) and all tasks reasonably necessary to complete such Schedule(s). Should the Sponsor elect to proceed with the work described in Schedules I and VII (Non-Federal), then the Sponsor and Contractor shall enter into a separate contract pertaining to such work.

3. **Time.**

3.1 Contractor agrees to commence work within ten consecutive (10) calendar days after the receipt of a Notice to Proceed for Construction, and that the Contractor further agrees to complete said Work within the Total Number of Allowable Consecutive Calendar Day(s) for each Schedule/Phase and/or by the Contract Substantial Completion Date as identified in the **Special Provisions** and **Section 80-08 of the General Provisions** and as stipulated in the **'Schedule Table'** on the pages to follow, and that he/she acknowledges and agrees that the number of Calendar Day(s) allowed to complete the work is reasonable, taking into consideration all relevant factors, including the climatic range, industrial, and/or construction conditions

prevailing in the Project locality. Extensions of the Contract time may only be permitted upon execution of a written modification to the Contract approved by the Sponsor.

3.2 Subject to the provisions of the Contract Documents, the Sponsor shall be entitled to liquidated damages for failure of the Contractor to complete the Work which exceeds the Total Number of Allowable Consecutive Calendar Day(s) for each Schedule/Phase and/or for the time which exceeds the Contract Substantial Completion Date allowed in the Contract. Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Sponsor of any of its rights under the contract.

The Contractor further agrees to pay liquidated damage(s) as compensation for non-use for damages incurred by the Sponsor should the Contractor fail to complete the work in the time provided in their Contract. The Contractor shall be assessed liquidated damage(s) as stipulated in the **'Schedule Table'** on the pages to follow for each period (day, hour, etc.) that the work remains uncompleted beyond the Contract period and as identified in **Section 80-08 of the General Provisions**.

Schedule Table (see superscripts on following page for more details):

Schedule / Phase	Total Number of Allowable Consecutive Calendar Days	Contract Substantial Completion Date[1]	Liquidated Damages
Schedule I Phase 1	25 Days[2]	May 25, 2025	$1,000 per Calendar Day
Schedule I Phase 2	23 Days[2] (Includes three (3) Calendar Days for Seeding and Striping to be completed in the Fall)	June 15, 2025	$1,000 per Calendar Day
Schedule VII (Non-Federal)	45 Days[2]		
Schedule I Phase 3	23 Days[2] (Includes three (3) Calendar Days for Seeding and Striping to be completed in the Fall)	June 15, 2025	$1,000 per Calendar Day

[1]Substantial Completion ("Substantial Completion") shall be defined as the point in the construction process when the work outlined to be completed in the individual Schedule and/or Phase has been satisfactorily completed in compliance with the Contract, has met all FAA acceptance criteria, and is ready for use by the Owner, as determined in a written notification to the Owner by the RPR, issued in the sole but reasonable discretion of the RPR. To facilitate an inspection by the RPR, the Contractor shall give the RPR written notice at least five (5) calendar days before it believes the Schedule and/or Phase of work will reach Substantial Completion. It is expressly understood by all parties that the time outlined for each Schedule and/or Phase to complete the work is reasonable, taking into consideration all relevant factors, including the climatic range, industrial, and/or construction conditions prevailing in the Project locality. Procurement of the Fiberglass Underground Tanks (Work Items: 23 11 15a/b/c) and Concrete Shelters (Work Item: BLD-100a/b/c/d) shall be completed/delivered during the 2026 construction season under Schedules V and VI (Non-Federal). For bidding purposes, the Contractor bidding Schedules V and VI (Non-Federal) shall assume an earliest delivery date of June 15, 2026 for the delivery of the Fiberglass Underground Tanks and Concrete Shelters and shall coordinate the delivery with the Contractor awarded Schedules I and VII (Non-Federal) and/or the RPR/Owner. Any costs due to delays in the completion/delivery of Fiberglass Underground Tanks (Work Item: 23 11 15a/b/c) and Concrete Shelters (Work Item: BLD-100a/b/c/d) as a result of the Contractor awarded Schedule I and Schedule VII (Non-Federal) after June 15, 2026 shall be the responsibility of the Contractor awarded Schedule I and Schedule VII (Non-Federal).

[2]The start of Schedule I and Schedule VII (Non-Federal) work, for which is defined by the Notice to Proceed for Construction, shall begin no earlier than **May 1, 2025** (with exception to the required clearing and grubbing that shall be completed prior to May 1, 2025) and the respective Schedules/Phases shall be sequenced in a manner consistent to the Construction Safety Phasing Plans (CSPP). A later start date on Schedule I and Schedule VI (Non-Federal) work will not change the substantial completion date.

The Contractor further agrees to pay compensation for the unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors (including but not limited to the Quality Assurance testing firm) necessitated by the Contractor for any of the following: 1) working more than twelve (12) hours per day, 2) furnishing materials or equipment not in conformance with the Contract Documents necessitating redesign, retesting, or additional review time by the Engineer/RPR and their Sub-Contractors, and 3) working beyond the time of completion as stipulated within the **'Schedule Table'** on the previous pages for each period (day, hour, etc.) and as identified in the **Special Provisions** and **Section 80-08 of the General Provisions** with Construction according to the following rates:

Description	Straight Time
Market Director	$375.00/hr
Resident Project Representative (RPR)	$270.00/hr
Electrical Engineer	$310.00/hr
Associate Engineer	$215.00/hr
Project Manager	$315.00/hr
Per Diem (per each onsite staff)	$494.00/day*
Vehicle Charge	$135.00/day
Airfare Travel	$1,200.00/trip
Out of Pocket Cost, material, equipment, supplies, vehicle mileage.	At Cost

Quality Assurance Testing Firm	Straight Time
Project Manager	$280.00/hr
Project Engineer	$205.00/hr
Field Technician	$155.00/hr
Per Diem (per each onsite staff)	$494.00/day*
Vehicle Charge	$100.00/day
Out of Pocket Cost, material, equipment, supplies, vehicle fuel.	At Cost

*Per diem will be calculated based on the United States General Services Administration (GSA) rates at the time of the unscheduled employment.

Compensation for liquidated damages shall be paid by deduction from the Contractor's final payment.

The engineering budget will be analyzed at the end of the project to determine whether any unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors, during the scheduled contract time, resulted in a cost savings to the Owner. If, as a result of working more than (12) twelve hours per day, the Contractor completes the project within the scheduled contract time, and if the overtime results in a reduced contract time and cost savings to the Owner, no liquidated damages will be assessed for the unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors during the scheduled contract time. Liquidated damages will be assessed as stipulated for each Calendar Day the work remains uncompleted beyond the scheduled contract time.

4. Payment.

4.1 Contractor agrees to perform the Work for the unit prices and lump sums as submitted in the Bid, taking into consideration additions to or deductions from the Bid by reason of actual quantities measured, alterations or modifications of the original estimated quantities, or by reason of "Extra Work" authorized under this Agreement in accordance with the provisions of the Contract Documents.

4.2 No claim for extra work done, materials furnished by Contractor, delay or acceleration will be allowed except as provided by the Contract. Contractor shall not do any work or furnish any materials not covered by the Contract unless such work is first ordered in writing as provided in the Contract, and if appropriate, an amendment to the Contract Sum if agreed upon. Claims for payment for extra work will be rejected if not covered by a Change Order or Supplemental Agreement.

4.3 Notwithstanding anything to the contrary in the Contract Documents, Contractor hereby acknowledges and agrees that Owner's performance under the Contract is subject to receipt of funds from the FAA and/or WYDOT Aeronautics and is subject to annual appropriation by the Sponsor in accordance with a budget adopted by the Sponsor. Owner may issue multiple Notice(s) to Proceed in incremental stages as funding becomes available.

4.4 Sponsor will retain from partial payments five percent (5%) of the total amount due Contractor based on the Contractor's Application for Payment and the Engineer's Recommendation of Payment. Final payment will be made only after advertisement as required and in the manner provided by Wyoming Statute Section 16-6-116.

5. Breach of Contract. If Contractor violates or breaches the terms of this Contract, the Sponsor may suspend or terminate this Contract, or take any other action and pursue any other remedy available at law or in equity.

6. Indemnification. Contractor shall indemnify and hold harmless the Sponsor and the Engineer, Resident Project Representative (RPR), their officers and employees, from all suits, actions or claims relating in any way to performance of the Work under this Contract.

7. Governing Law & Attorney Fees. This Contract will be governed by and construed in accordance with the laws of Wyoming. Claims or disputes between the parties arising out of or relating to this Contract will be brought only in a court in and for Teton County, Wyoming, or in the United States District Court for the District of Wyoming, and in any such action the prevailing party will be entitled to an award of reasonable legal fees and costs incurred.

8. Miscellaneous.

8.1 The section headings contained in this Contract are for convenience in reference and are not intended to define or limit the scope of any provision.

8.2 Time is of the essence in this Contract.

8.3 Waiver by either party of, or the failure of either party to insist upon, the strict performance of any provision of this Contract shall not constitute a waiver of the right or prevent any such party from requiring the strict performance of any provision in the future.

8.4 Any covenant, condition or provision herein contained that is held to be invalid by any court of competent jurisdiction shall be considered deleted from this Contract, but such deletion shall in no way affect any other covenant, condition or provision herein contained so long as such deletion does not materially prejudice Contractor or Sponsor in their rights and obligations contained in valid covenants, conditions or provisions.

8.5 All covenants, conditions and provisions in this Contract shall extend to and bind the successors of the parties hereto, the assigns of Sponsor, and the permitted assigns of Contractor.

8.6 Notices and demands provided for herein shall be sufficient if sent by certified mail, return receipt requested, postage prepaid, or by nationally recognized overnight courier service providing proof of delivery, to the addresses set forth above or to such other addresses as the parties may from time to time designate in writing.

8.7 This Contract embodies the entire agreement between the parties concerning the subject matter and supersedes all prior conversations, proposals, negotiations, understandings and agreements, whether written or oral.

8.8 In the event of inconsistency between the terms of the Contract Documents or any law or regulations, the inconsistency shall be resolved by giving preference in the following order (1) laws and regulations, (2) this Contract for Improvements, (3) the Special Provisions, (4) the General Provisions, and (5) other of the Contract Documents.

IN WITNESS WHEREOF, Contractor and Sponsor, respectively, have caused this Contract to be duly executed effective on the day and year first written above in five (5) copies, each of which shall be considered an original.

SPONSOR
Jackson Hole Airport Board

ATTEST:

By: _____
Ed Liebzeit, Secretary

By: _____
Rob Wallace, President

CONTRACTOR
Knife River Corporation – Mountain West

ATTEST:

By: _____

Title: _____

By: _____

Title: _____

NOTICE TO PROCEED
FOR
PRECONSTRUCTION ACTIVITIES

DATE: April 16, 2025

TO: Knife River Corporation – Mountain West
5450 W. Gowen Road
Boise, ID 83709

You are hereby authorized to proceed on this date, April 16, 2025, with the preconstruction activities listed in TABLE 1. PRECONSTRUCTION REQUIREMENTS OF ITEM C-105 MOBILIZATION for the improvements to the Jackson Hole Airport, AIP Project No. 3-56-0014-083-2024 / WYDOT Project No. AJA024D Deice Pad and Collection System Improvements Project, Schedules I and VII (Non-Federal) in accordance with the terms of the Contract Documents and your Contract Proposal.

As it pertains to Schedule I, Item No. 23 11 15a: Procure 40,000 Gallon Dual Wall Underground Fiberglass Aircraft Deice Fluid Collection Tank, Complete, the Contractor shall only procure a total of **two (2) each** in lieu of the three (3) each originally identified in the bid proposal.

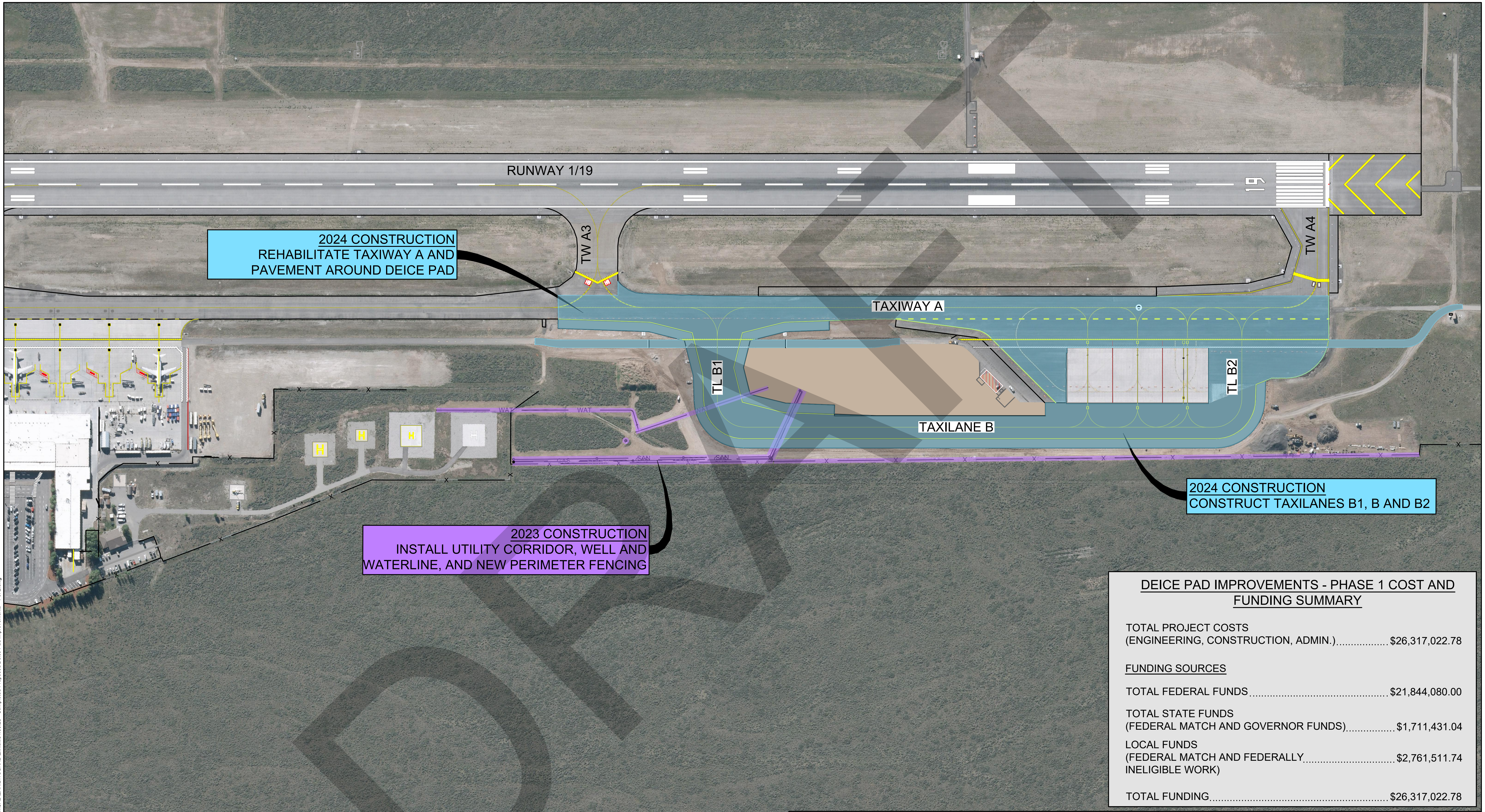
The work shall begin immediately after the date of this notice and shall be in compliance with all requirements of the Contract Documents and as outlined in Section C-105 Mobilization. Contract time will not commence until after the issuance of the Notice to Proceed for Construction.

Jackson Hole Airport Board
Jackson, Wyoming

By: _____
Contract Authorized Representative

_____
Name and Title

_____
Date



DEICE PAD IMPROVEMENTS - PHASE 1 COST AND FUNDING SUMMARY

TOTAL PROJECT COSTS (ENGINEERING, CONSTRUCTION, ADMIN.)	$26,317,022.78
FUNDING SOURCES	
TOTAL FEDERAL FUNDS	$21,844,080.00
TOTAL STATE FUNDS (FEDERAL MATCH AND GOVERNOR FUNDS)	$1,711,431.04
LOCAL FUNDS (FEDERAL MATCH AND FEDERALLY INELIGIBLE WORK)	$2,761,511.74
TOTAL FUNDING	$26,317,022.78

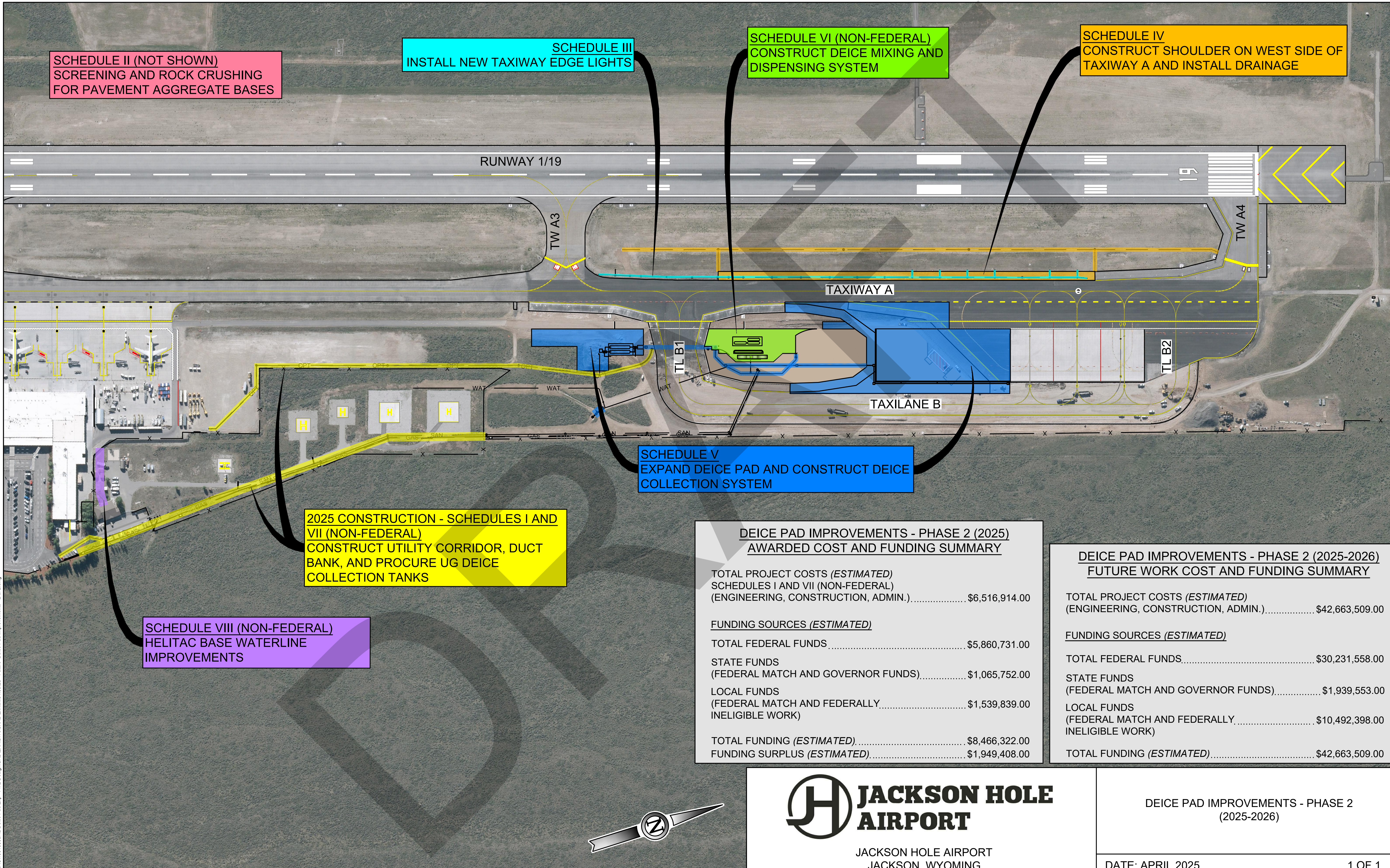
JACKSON HOLE AIRPORT

JACKSON HOLE AIRPORT
JACKSON, WYOMING

DEICE PAD IMPROVEMENTS - PHASE 1
(2023-2024)

DATE: APRIL 2025

1 OF 1



DEICE PAD IMPROVEMENTS - PHASE 2 (2025)
AWARDED COST AND FUNDING SUMMARY

TOTAL PROJECT COSTS *(ESTIMATED)* SCHEDULES I AND VII (NON-FEDERAL) (ENGINEERING, CONSTRUCTION, ADMIN.)	$6,516,914.00
FUNDING SOURCES *(ESTIMATED)*	
TOTAL FEDERAL FUNDS	$5,860,731.00
STATE FUNDS (FEDERAL MATCH AND GOVERNOR FUNDS)	$1,065,752.00
LOCAL FUNDS (FEDERAL MATCH AND FEDERALLY INELIGIBLE WORK)	$1,539,839.00
TOTAL FUNDING *(ESTIMATED)*	$8,466,322.00
FUNDING SURPLUS *(ESTIMATED)*	$1,949,408.00

DEICE PAD IMPROVEMENTS - PHASE 2 (2025-2026)
FUTURE WORK COST AND FUNDING SUMMARY

TOTAL PROJECT COSTS *(ESTIMATED)* (ENGINEERING, CONSTRUCTION, ADMIN.)	$42,663,509.00
FUNDING SOURCES *(ESTIMATED)*	
TOTAL FEDERAL FUNDS	$30,231,558.00
STATE FUNDS (FEDERAL MATCH AND GOVERNOR FUNDS)	$1,939,553.00
LOCAL FUNDS (FEDERAL MATCH AND FEDERALLY INELIGIBLE WORK)	$10,492,398.00
TOTAL FUNDING *(ESTIMATED)*	$42,663,509.00

JACKSON HOLE AIRPORT

JACKSON HOLE AIRPORT
JACKSON, WYOMING

DEICE PAD IMPROVEMENTS - PHASE 2
(2025-2026)

DATE: APRIL 2025 | 1 OF 1

LOAD FACTOR REPORT 2025															
			JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
ALASKA (SkyWest)	ER7	ENPLANED	1,666	1,808	1,988										5,462
		FLIGHTS	42	38	43										123
	76	AVG. ENPL/FLT	39.67	47.58	46.23	-	-	-	-	-	-	-	-	-	44.41
	PASSENGERS	LOAD FACTOR	52%	63%	61%	-	-	-	-	-	-	-	-	-	58%
ALASKA	737-700	ENPLANED	0	0	0										0
		FLIGHTS	0	0	0										0
	124	AVG. ENPL/FLT	-	-	-	-	-	-	-	-	-	-	-	-	-
	PASSENGERS	LOAD FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-
ALASKA	737-800	ENPLANED	0	0	0										0
		FLIGHTS	0	0	0										0
	147	AVG. ENPL/FLT	-	-	-	-	-	-	-	-	-	-	-	-	-
	PASSENGERS	LOAD FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-
AMERICAN	319	ENPLANED	8,258	8,347	10,370										26,975
		FLIGHTS	86	79	91										256
	128	AVG. ENPL/FLT	96.02	105.66	113.96	-	-	-	-	-	-	-	-	-	105.37
	PASSENGERS	LOAD FACTOR	75%	83%	89%	-	-	-	-	-	-	-	-	-	82%
DELTA	757-200	ENPLANED	2,882	3,211	4,365										10,458
		FLIGHTS	21	23	32										76
	199	AVG. ENPL/FLT	137.24	139.61	136.41	-	-	-	-	-	-	-	-	-	137.61
	PASSENGERS	LOAD FACTOR	69%	70%	69%	-	-	-	-	-	-	-	-	-	69%
DELTA	AIR BUS 319	ENPLANED	8,510	6,951	9,314										24,775
		FLIGHTS	78	65	94										237
	132	AVG. ENPL/FLT	109.10	106.94	99.09	-	-	-	-	-	-	-	-	-	104.54
	PASSENGERS	LOAD FACTOR	83%	81%	75%	-	-	-	-	-	-	-	-	-	79%
UNITED (Skywest)	ER7 (E75)(E7T)	ENPLANED	792	1,165	2,698										4,655
		FLIGHTS	13	22	55										90
	70	AVG. ENPL/FLT	60.92	52.95	49.05	-	-	-	-	-	-	-	-	-	51.72
	PASSENGERS	LOAD FACTOR	87%	76%	70%	-	-	-	-	-	-	-	-	-	74%
UNITED (Skywest)	ER7	ENPLANED	2,491	1,564	3,224										7,279
		FLIGHTS	50	30	53										133
	76	AVG. ENPL/FLT	49.82	52.13	60.83	-	-	-	-	-	-	-	-	-	54.73
	PASSENGERS	LOAD FACTOR	66%	69%	80%	-	-	-	-	-	-	-	-	-	72%
DELTA (Skywest)	ER7 (ES4)	ENPLANED	1,437	1,803	1,135										4,375
		FLIGHTS	43	44	32										119
	70	AVG. ENPL/FLT	33.42	40.98	35.47	-	-	-	-	-	-	-	-	-	36.76
	PASSENGERS	LOAD FACTOR	48%	59%	51%	-	-	-	-	-	-	-	-	-	53%
DELTA (Skywest)	ER7 (ES5)	ENPLANED	71	89	215										375
		FLIGHTS	1	2	5										8
	76	AVG. ENPL/FLT	71.00	44.50	43.00	-	-	-	-	-	-	-	-	-	46.88
	PASSENGERS	LOAD FACTOR	93%	59%	57%	-	-	-	-	-	-	-	-	-	62%
AMERICAN (Skywest)	CRJ 700	ENPLANED	915	863	987										2,765
		FLIGHTS	23	22	26										71
	65	AVG. ENPL/FLT	39.78	39.23	37.96	-	-	-	-	-	-	-	-	-	38.94
	PASSENGERS	LOAD FACTOR	61%	60%	58%	-	-	-	-	-	-	-	-	-	60%
UNITED AIRLINES	AIR BUS A319	ENPLANED	5,363	4,356	1,377										11,096
		FLIGHTS	63	45	14										122
	126	AVG. ENPL/FLT	85.13	96.80	98.36	-	-	-	-	-	-	-	-	-	90.95
	PASSENGERS	LOAD FACTOR	68%	77%	78%	-	-	-	-	-	-	-	-	-	72%
UNITED AIRLINES	AIR BUS A320	ENPLANED	6,440	9,013	10,216										25,669
		FLIGHTS	66	78	84										228
	150	AVG. ENPL/FLT	97.58	115.55	121.62	-	-	-	-	-	-	-	-	-	112.58
	PASSENGERS	LOAD FACTOR	65%	77%	81%	-	-	-	-	-	-	-	-	-	75%
UNITED AIRLINES	737-700	ENPLANED	8,655	8,331	6,917										23,903
		FLIGHTS	102	91	72										265
	126	AVG. ENPL/FLT	84.85	91.55	96.07	-	-	-	-	-	-	-	-	-	90.20
	PASSENGERS	LOAD FACTOR	67%	73%	76%	-	-	-	-	-	-	-	-	-	72%
Total Enplanements			47,480	47,501	52,806										147,787
Total Seats			68,656	63,475	69,316										201,447
Total Flights			588	539	601										1728
Total Load Factor			69.16%	74.83%	76.18%	-	-	-	-	-	-	-	-	-	73.36%

March 2025	PASSENGERS ENPLANED				PASSENGERS DEPLANED				AIRCRAFT LANDINGS			
	THIS MONTH 2025	THIS MONTH 2024	CURRENT YTD	PREVIOUS YTD	THIS MONTH 2025	THIS MONTH 2024	CURRENT YTD	PREVIOUS YTD	THIS MONTH 2025	THIS MONTH 2024	CURRENT YTD	PREVIOUS YTD
ALASKA	**1,988**	1,158	**5,462**	6,665	**1,545**	**886**	**4,965**	5,793	**43**	**22**	**123**	129
AMERICAN	**11,357**	11,345	**29,740**	30,196	**9,036**	**8,997**	**26,657**	25,582	**117**	**114**	**327**	337
DELTA	**15,029**	14,014	**39,983**	39,181	**13,323**	**12,822**	**37,422**	37,813	**163**	**132**	**440**	381
UNITED	**24,432**	25,048	**72,602**	69,538	**20,430**	**22,608**	**65,884**	66,161	**278**	**251**	**838**	736
TOTALS	**52,806**	**51,565**	**147,787**	**145,580**	**44,334**	**45,313**	**134,928**	**135,349**	**601**	**519**	**1,728**	**1,583**
PERCENT CHANGE	**2.41%**		**1.52%**		**-2.16%**		**-0.31%**		**15.80%**		**9.16%**	

ENPLANEMENT/DEPLANEMENT SUMMARY

	2022		2023		2024		2025	
	ENP	DEP	ENP	DEP	ENP	DEP	ENP	DEP
JAN	44,543	40,365	46,543	40,922	46,988	41,203	47,480	42,583
FEB	45,055	45,793	45,735	46,390	47,027	48,833	47,501	48,011
MAR	53,990	47,033	50,621	45,361	51,565	45,313	52,806	44,334
APR	8,492	7,915	20,551	19,320	21,463	20,847	0	0
MAY	0	0	22,559	26,039	27,870	33,630	0	0
JUN	2,788	6,027	54,283	59,855	57,482	62,492	0	0
JUL	59,565	63,560	64,100	64,861	64,522	66,328	0	0
AUG	63,140	60,029	65,164	63,209	67,127	66,247	0	0
SEP	52,676	50,536	51,936	49,081	55,666	51,327	0	0
OCT	27,010	22,539	29,818	28,739	37,948	31,394	0	0
NOV	16,986	16,880	17,675	17,335	18,442	17,809	0	0
DEC	31,448	41,587	31,757	41,158	31,192	42,461	0	0
TOTAL	405,693	402,264	500,742	502,270	527,292	527,884	147,787	134,928

2024 Tower Operations

	COMMERCIAL	GENERAL AVIATION	MILITARY	TOWER TOTALS
JAN	1185	2008	27	3,220
FEB	1068	1788	12	2,868
MAR	1188	1620	20	2,828
APR				-
MAY				-
JUNE				-
JULY				-
AUG				-
SEPT				-
OCT				-
NOV				-
DEC				-
TOTALS	**3441**	**5416**	**59**	**8916**

***These numbers do not include aircraft prior to 0700 or after 2100.**

JH Airport 2023 vs 2024 GA and Commercial Activity*

GA	2024	2025	%Change Month 2024	2024 YTD % Change	Commercial	2024	2025	%Change Month 2024	2024 YTD % Change	Overall	2024	2025	%Change Month 2024	2024 YTD % Change
JAN	1,757	2,035	15.8%	15.8%	JAN	1,066	1,185	11.2%	11.2%	JAN	2,823	3,220	14.1%	14.1%
FEB	1,667	1,800	7.98%	12.0%	FEB	1,034	1,068	3.29%	7.29%	FEB	2,701	2,868	6.2%	10.2%
MAR	1,604	1,640	2.24%	8.89%	MAR	1,004	1,188	18.3%	10.9%	MAR	2,608	2,828	8.4%	9.6%
APR	769	-			APR	460	-			APR	1,229	-		
MAY	1,294	-			MAY	610	-			MAY	1,904	-		
JUNE	2,383	-			JUNE	1081	-			JUNE	3,464	-		
JULY	2,809	-			JULY	1240	-			JULY	4,049	-		
AUG	3,205	-			AUG	1270	-			AUG	4,475	-		
SEPT	2,363	-			SEPT	994	-			SEPT	3,357	-		
OCT	1,799	-			OCT	769	-			OCT	2,568	-		
NOV	933	-			NOV	456	-			NOV	1,389	-		
DEC	1,616	-			DEC	816	-			DEC	2,432	-		
TOTALS	22,199				TOTALS	10,800				TOTALS	32,999			

***These numbers do not include aircraft prior to 0700 or after 2100.**