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I. Call to Order

II. Workshop

[II.A. Capital Infrastructure Planning](#)

II.A.1. Future Capital Needs

II.A.2. Aviation Safety Facility Conceptual Planning Study

II.A.3. Parking and Transportation Study

II.B. Current Capital Projects Update

[II.B.1. Taxiway Alpha](#)

[II.B.2. Checked Baggage Inspection System](#)

III. Adjourn



## Jackson Hole Airport Board – Staff Report Informational Items or Workshop Subjects

|                                    |                                 |
|------------------------------------|---------------------------------|
| <b>Meeting Date:</b>               | 7/22/2026                       |
| <b>Subject:</b>                    | Capital Infrastructure Planning |
| <b>Presenter/Point of Contact:</b> | Bob McLaurin and Dustin Havel   |

### **Background Information/Narrative:**

At the Board Retreat, the Board discussed potential options for long-range land use planning - as well as a study of parking and transportation needs. While there are a number of discrete planning tasks that could be included in potential study options including aviation activity forecasts, parking demand forecast, and terminal apron planning studies, the Board will need to determine the information needed to best move the airport forward.

At the July 22<sup>nd</sup> workshop, the Board will further discuss these planning studies in order to determine next steps in the planning process. The purpose of this meeting is to:

- Discuss the options related to the paused Aviation Safety Facility Conceptual Planning Study
- Define the additional study(ies) which the Board wishes to undertake
- Identify the objectives and scope of each study

### **Land Use Planning Study**

Staff recommends that the study should examine the **undeveloped and underutilized** portions of the development subzone and make recommendations for highest and best uses for these undeveloped/underdeveloped areas. It should assume that the previously developed facilities (i.e. fuel farm, QTA, Admin/FBO) are fixed and not considered for relocation. The Exhibit attached to this Staff Report shows the areas that would likely be included in this study.

### **Aviation Safety Facility Conceptual Planning Study**

Jackson Hole Airport's current Aircraft Rescue and Fire Fighting (ARFF) facility is outdated, inefficient and located in an area that requires emergency response vehicles and snow removal equipment to navigate through aircraft, ground support equipment and enplaning and deplaning passengers to access the airfield.

In August 2025, the Airport received an FAA grant to conduct a conceptual planning study to identify and evaluate the feasibility of various sites that could accommodate the facilities required for centralized aviation safety facilities for Aircraft Rescue and Fire Fighting (ARFF). The study would also include other operational and maintenance functions, including snow removal. The study was to evaluate all potentially viable sites within the leased boundary of the Jackson Hole Airport, including sites outside of the development subzone identified in the Use Agreement with the Department of the Interior (DOI).

Airport staff and consultants held a community open house in October to share the projects' purpose, process and schedule. They then spent the fall and winter conducting an analysis of sites for a consolidated facility that would meet operational and site safety requirements of the FAA. The analysis

also considered future staff and equipment needs, Use Agreement height restrictions, space for large equipment movement and maintenance, and the co-location of ARFF, Operations and Maintenance personnel and equipment.

The analysis identified 6 sites that had the potential to accommodate these uses. However, three were eliminated for various reasons (i.e. building would exceed the DOI height limitation, etc.).

Three sites remained for further evaluation:

Option 1 – Combined Functions West

Option 2 – Split Functions (ARFF West, Operations and Maintenance Southeast)

Option 3 – Combined Functions Southeast

Following the development of these initial findings, a second community open house was held in February to present three potential sites to the public and to receive questions and feedback. Twenty-four written public comments were received after the second open house. Feedback included an understanding and support for the Airport's key safety mission and the need to address issues related to unimpeded access for emergency vehicles. The comments also indicated the need to minimize environmental and community impacts. There were also strong objections to locating this facility in undisturbed areas and outside of the development subzone. Finally, they commented on the need for the Airport to conduct additional evaluation that considers the safety facility in the context of airport-wide capital improvements and other potential facility needs.

In response to feedback from stakeholders and the public, the Airport Board decided to pause the planning study process in order to carefully consider and incorporate that feedback into the study.

In response to feedback from stakeholders and the public, Airport staff and consultants have adjusted facility functions and are considering additional alternatives within the development subzone. Staff believes these adjustments and potential sites within the development subzone warrant further evaluation, and recommends restarting the conceptual planning study process, including public and stakeholder engagement, in the coming months. The purpose of this discussion item is to determine whether and when the Board wishes to do so.

### **Transportation/Parking Study**

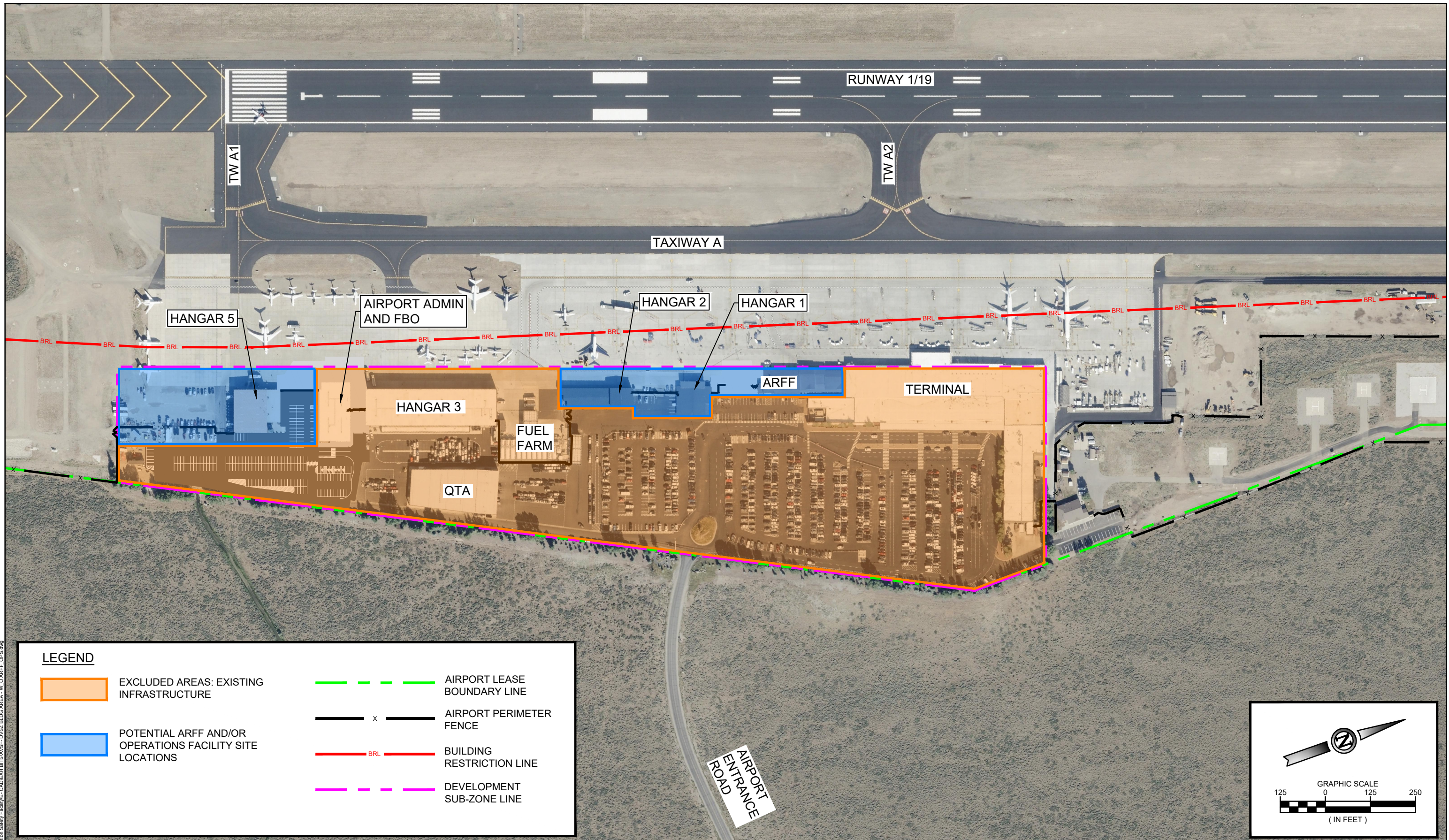
A Transportation and Parking Study would examine and evaluate transportation and parking needs related to demands generated by the flying public. The scope of this would include a forecast of future parking demand, and would evaluate options for transit, parking structures (on airport and off airport), airport shuttles and other mobility options. This study could be completed independently or included in an update of the conceptual plan.

### **Questions for Discussion:**

- How would the Board like to proceed with the Aviation Safety Facility Conceptual Planning Study?
- Should the airport engage in two separate studies (parking/transportation and land use) or a single planning effort that would incorporate both of these elements into a single study?
- Should the planning studies be a self-funded effort or should we seek FAA funds for it?
- Should the Airport publish an RFQ for the studies or utilize an existing consultant?
- What is the planning horizon for the plans?



Printed July 10, 2026 @ 7:44 AM by Apollonia, Aaron  
W:\S\HVF\Projects\HJAC\10016826\_11 Aviation Safety Facility\CAD\EXHIBITS\AVSF-DVSEZ-BLDG AREA - W. O ARFF OPS.dwg



# AVIATION SAFETY FACILITY CONCEPTUAL PLANNING STUDY

DEVELOPMENT SUB-ZONE  
EXCLUDED AREAS AND POTENTIAL SITES FOR  
NEW ARFF AND OPERATIONS FACILITY

DATE: JULY 2026

EXHIBIT EX-1





## Jackson Hole Airport Board – Staff Report Informational Items or Workshop Subjects

|                                    |                          |
|------------------------------------|--------------------------|
| <b>Meeting Date:</b>               | 7/22/2026                |
| <b>Subject:</b>                    | Taxiway A Project Update |
| <b>Presenter/Point of Contact:</b> | Dustin Havel             |

### **Background Information/Narrative:**

Earlier in 2026, the Board approved Woolpert to begin the design process for Taxiway A South. This has been on the Airport Capital Improvement Program for several years and rehabilitates the southern half of Taxiway A. The northern half of Taxiway A was rehabilitated in 2024.

The southern portion of Taxiway A was originally constructed in the 1970s, had a partial reconstruction in 1990 and has not been fully resurfaced since 2001.

Included in the design are taxiway connectors A2 and A3, where they bump out to the runway. The project will be broken into phases and be rehabilitated based on available funding. There is also a non-federally funded portion of the project that involves reconstruction of the existing vehicle service road east of Taxiway A.

At the southern end of Taxiway A we intend to infill the islands near the general aviation ramp, similar to what was done at the commercial ramp. It is important to note that this project will not add additional ramp capacity, but it will help reduce foreign object debris (FOD) in this area.

We are now at the 30% design and working through the phasing concepts. We have a concept that we are starting to circulate with our stakeholders to get feedback. Assuming the flight schedules stay the same we should be able to accommodate all commercial flights. There will be operational challenges, but this plan would avoid an airport closure or a significant reduction in operations.

The proposed phasing plan utilizes the newly constructed deice pad as a parking area when commercial aircraft cannot be accommodated on the remaining portion of the commercial ramp. This will require some passenger busing operations that we will need to develop.

### **Project Highlights:**

- Paved shoulders and roughly 7,800 linear feet of slot drain will be installed. Essentially capturing stormwater from all of our paved surfaces.
- A2 and A3 would be brought to current FAA Design Criteria similar to A1 and A4 that were done in the runway project.
- Taxiway lights will be adjusted to fit the standard of all our new construction.
- Reduces Foreign Object Debris (FOD)
- Allow for better circulation for Irregular Operations on the southern end of Alpha related to Runway 1 departures.

The project is only at 30% design and has not yet been bid. The current rough order of magnitude cost of the project is in the \$35-\$40M range. We anticipate receiving FAA funds to support this project. A breakdown of the funding allocations is below:

- 93.75% from FAA
- 3.125% from Airport
- 3.125% from State

**Questions for Discussion:**

- Staff and consultants believe the current phasing and 30% design is the best option and would like to get Board concurrence on the direction. If given, we will continue formulating the operational plan. 2027 construction is contingent on funding, which we should know more on later this fall. Other alternatives were considered for project phasing, but were eliminated due to significant drawbacks.



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# JACKSON HOLE AIRPORT TAXIWAY A REHABILITATION

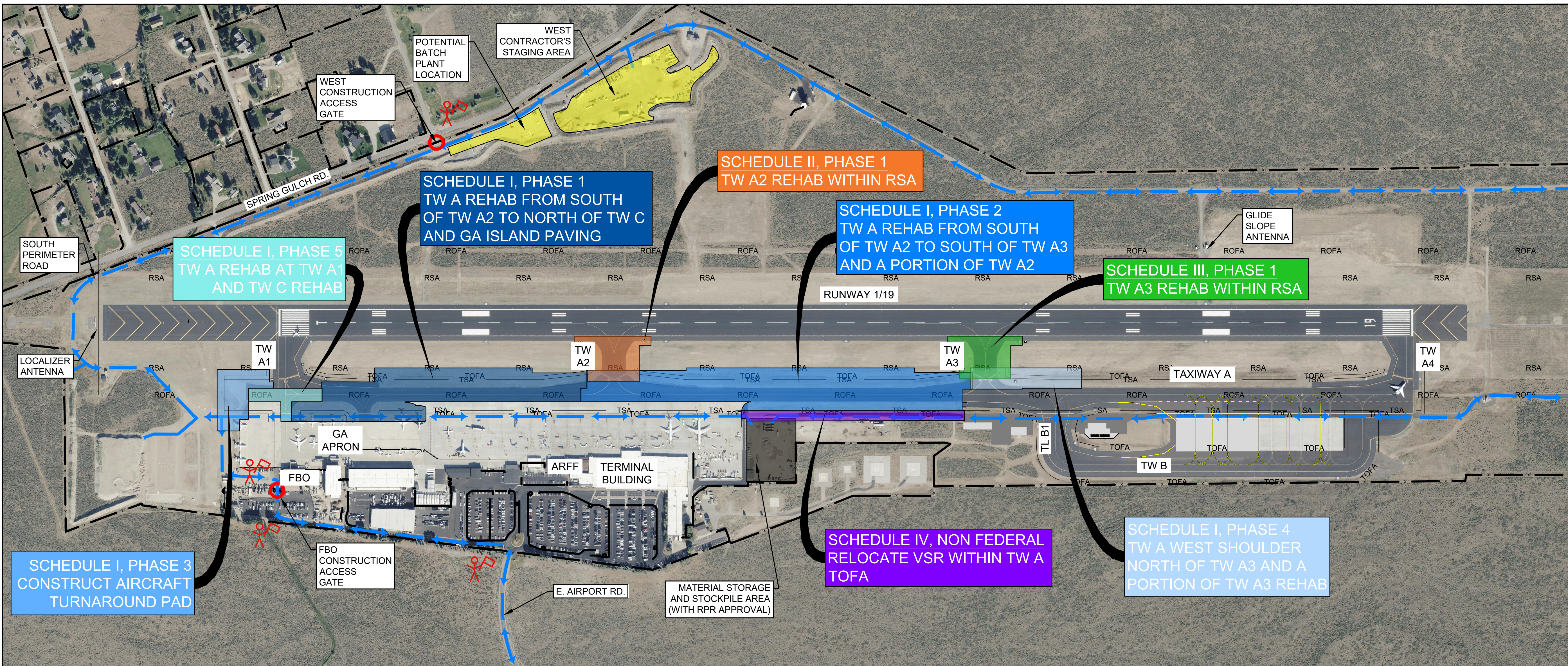
PROJECT NO: 3-56-0014-090-2026  
DATE ISSUED: 5/22/2026

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DESIGNED BY: JHM  
DRAWN BY: APA  
CHECKED BY: CLG

SHEET NAME:  
CONSTRUCTION  
SAFETY DRAWING  
OVERALL SCHEDULES  
AND PHASES

SHEET NO:  
**GS002**



| PROJECT SCHEDULE SPRING 2027- 60 CALENDAR DAYS                              |                                                   |                                                  |
|-----------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------|
| SCHEDULE / PHASE                                                            | DURATION                                          | <div> <div></div> <div>020406080100</div> </div> |
| SCHEDULE I - PHASE 1                                                        | 50 CALENDAR DAYS (APRIL 14, 2027 - JUNE 13, 2027) | <div> <div></div> <div></div> </div>             |
| COMMERCIAL AIRCRAFT PARKING SPOTS: 6 ON COMMERCIAL RAMP 3 TO 4 ON DEICE PAD |                                                   |                                                  |

| PROJECT SCHEDULE FALL 2027- 60 CALENDAR DAYS                                |                                                   |                                                                                      |
|-----------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------------------------|
| SCHEDULE / PHASE                                                            | DURATION                                          | 0 20 40 60 80 100                                                                    |
| SCHEDULE I - PHASE 2                                                        | 60 CALENDAR DAYS (SEPT. 13, 2027 - NOV. 12, 2027) |  |
| COMMERCIAL AIRCRAFT PARKING SPOTS: 5 ON COMMERCIAL RAMP 3 TO 4 ON DEICE PAD |                                                   |                                                                                      |

| PROJECT SCHEDULE SPRING 2028 - 55 CALENDAR DAYS                                 |                                                   |                                                                                     |
|---------------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------------------|
| SCHEDULE / PHASE                                                                | DURATION                                          | 0      20      40      60      80      100      120                                 |
| SCHEDULE I - PHASE 3                                                            | 55 CALENDAR DAYS (APRIL 19, 2028 - JUNE 13, 2028) |  |
| SCHEDULE I - PHASE 4                                                            | 30 CALENDAR DAYS (APRIL 19, 2028 - MAY 19, 2028)  |  |
| SCHEDULE I - PHASE 5                                                            | 24 CALENDAR DAYS (MAY 20, 2028 - JUNE 13, 2028)   |  |
| TAXIWAY A1 AND TAXIWAY A3 WILL NOT BE CLOSED SIMULTANEOUSLY DURING THESE PHASES |                                                   |                                                                                     |

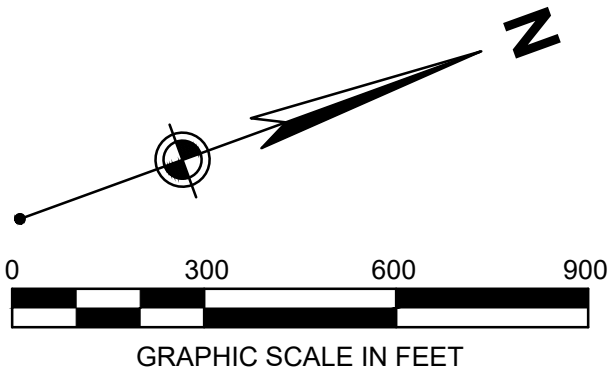
| TOTAL PROJECT DAY/NIGHT SUMMARY |                          |                            |
|---------------------------------|--------------------------|----------------------------|
| CONSTRUCTION DAY COUNT          |                          |                            |
| CALENDAR YEAR                   | DAY COUNT<br>(DAY SHIFT) | DAY COUNT<br>(NIGHT SHIFT) |
| 2027                            | 120 CALENDAR<br>DAYS     | 0 CALENDAR<br>NIGHTS       |
| 2028                            | 75 CALENDAR<br>DAYS      | 70 CALENDAR<br>NIGHTS      |
| TOTAL PROJECT DAY COUNT         | 195 CALENDAR<br>DAYS     | 70 CALENDAR<br>NIGHTS      |

| SAFETY & OBJECT FREE AREAS                                                              |                                                                                                                   |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| <b>RUNWAY 1/19 (C-IV)</b>                                                               |                                                                                                                   |
| RUNWAY SAFETY AREA (RSA)                                                                | 250' FROM RW CENTERLINE                                                                                           |
| RUNWAY EXTENDED SAFETY AREA (RSA)                                                       | 1000' FROM RW END                                                                                                 |
| RUNWAY OBJECT FREE AREA (ROFA)                                                          | 400' FROM RW CENTERLINE                                                                                           |
| <b>TAXIWAYS A1 AND A4 (ADG IV, TDG V)</b><br><b>TAXIWAYS A1 AND A4 (ADG IV, TDG IV)</b> |                                                                                                                   |
| TAXIWAY SAFETY AREA (TSA)                                                               | 85.5' FROM TW CENTERLINE                                                                                          |
| TAXIWAY OBJECT FREE AREA (TOFA)                                                         | 129.5' FROM TW CENTERLINE<br>EXCEPT FOR TAXIWAY A WHICH<br>HAS AN APPROVED TOFA MOS OF<br>105' FROM TW CENTERLINE |

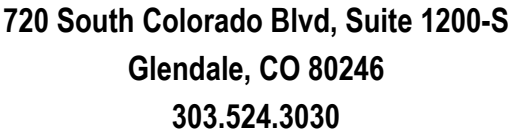
## PHASING LEGEND

|                                                                                                                                                                                  |                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
|                                                                                             | CONTRACTOR HAUL ROUTE      |
|                                                                                             | LIFE & SAFETY ROUTE        |
|  RSA   | RUNWAY SAFETY AREA         |
|  ROFA  | RUNWAY OBJECT FREE AREA    |
|  TSA   | TAXIWAY SAFETY AREA        |
|  TOFA  | TAXIWAY OBJECT FREE AREA   |
|  RPZ   | RUNWAY PROTECTION ZONE     |
|  X     | AOA FENCE                  |
|                                                                                             | FLAGPERSON /<br>GATE GUARD |
|                                                                                             | CONTRACTOR<br>GATE ACCESS  |

| PROJECT SCHEDULE SUMMER 2028 - 70 CALENDAR NIGHTS/20 CALENDAR DAYS |                                                     |                                                     |
|--------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| SCHEDULE / PHASE                                                   | DURATION                                            | <div> <div></div> <div>020406080100120</div> </div> |
| SCHEDULE II - PHASE 1                                              | 35 CALENDAR NIGHTS (JULY 7, 2028 - AUG. 11, 2028)   | <div> <div></div> <div></div> </div>                |
| SCHEDULE III - PHASE 1                                             | 35 CALENDAR NIGHTS (AUG. 14, 2028 - SEPT. 18, 2028) | <div> <div></div> <div></div> </div>                |
| SCHEDULE IV (NF)                                                   | 20 CALENDAR DAYS (SEPT. 25, 2028 - OCT. 15, 2028)   | <div> <div></div> <div></div> </div>                |





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# JACKSON HOLE AIRPORT TAXIWAY A REHA

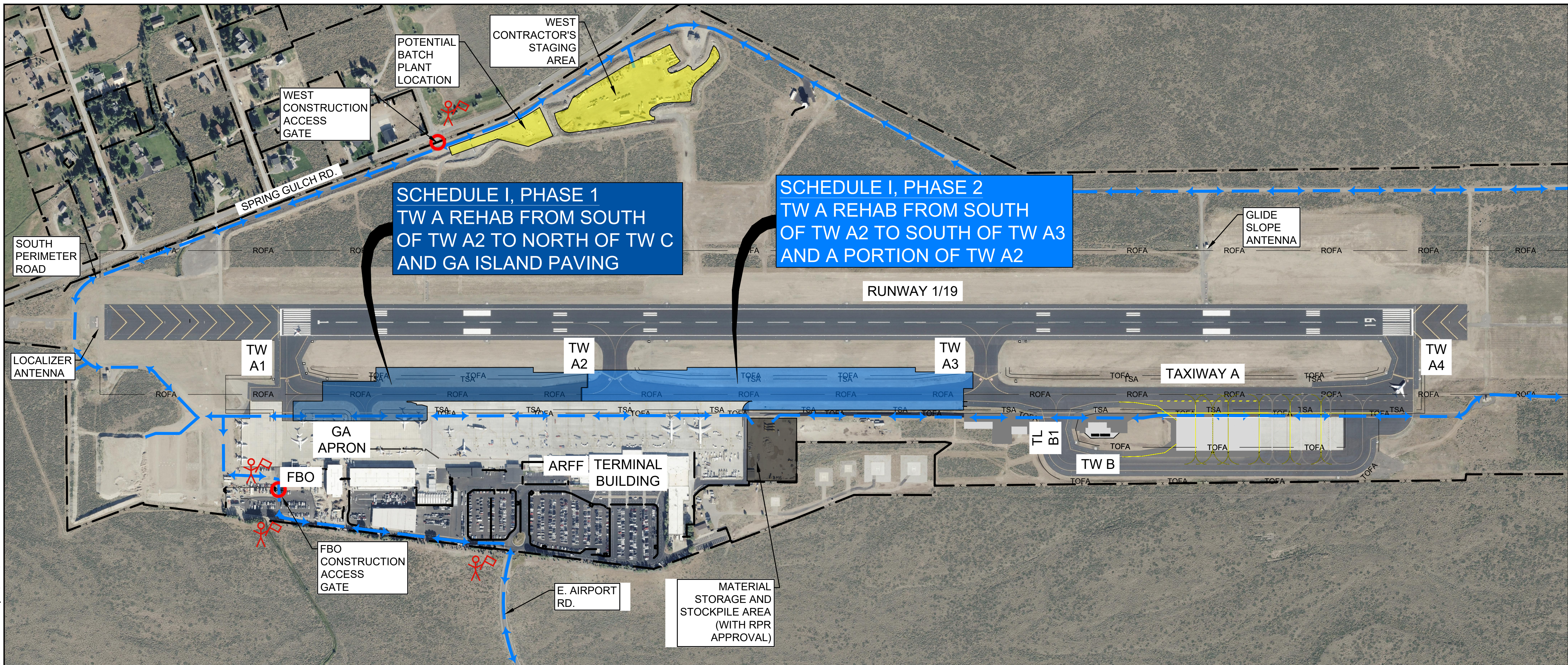
PROJECT NO: 3-56-0014-090-2026  
DATE ISSUED: 7/22/2026

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DESIGNED BY: JHM  
DRAWN BY: APA  
CHECKED BY: CLG

SHEET NAME:  
CONSTRUCTION  
SAFETY AND PHASING  
2027

SHEET NO.



## PROJECT SCHEDULE SPRING 2027- 60 CALENDAR DAYS

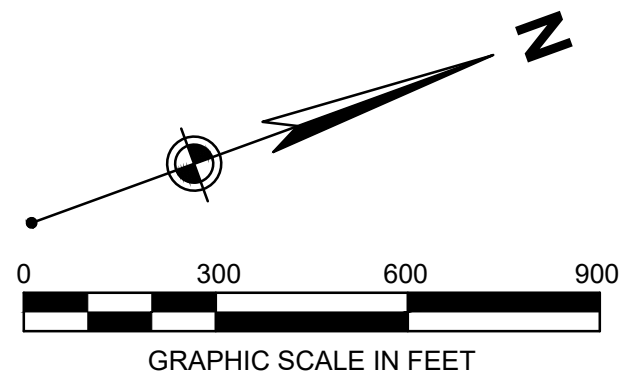
| SCHEDULE / PHASE                                                            | DURATION                                          | 0 20 40 60 80 100                                                                     |
|-----------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------|
| SCHEDULE I - PHASE 1                                                        | 50 CALENDAR DAYS (APRIL 14, 2027 - JUNE 13, 2027) |  |
| COMMERCIAL AIRCRAFT PARKING SPOTS: 6 ON COMMERCIAL RAMP 3 TO 4 ON DEICE PAD |                                                   |                                                                                       |

## PROJECT SCHEDULE FALL 2027- 60 CALENDAR DAYS

| SCHEDULE / PHASE                                                            | DURATION                                          | 0 20 40 60 80 100                                                                     |
|-----------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------|
| SCHEDULE I - PHASE 2                                                        | 60 CALENDAR DAYS (SEPT. 13, 2027 - NOV. 12, 2027) |  |
| COMMERCIAL AIRCRAFT PARKING SPOTS: 5 ON COMMERCIAL RAMP 3 TO 4 ON DEICE PAD |                                                   |                                                                                       |

## TOTAL PROJECT DAY/NIGHT SUMMARY CONSTRUCTION DAY COUNT

| CALENDAR YEAR | DAY COUNT<br>(DAY SHIFT) | DAY COUNT<br>(NIGHT SHIFT) |
|---------------|--------------------------|----------------------------|
| 2027          | 120 CALENDAR<br>DAYS     | 0 CALENDAR<br>NIGHTS       |

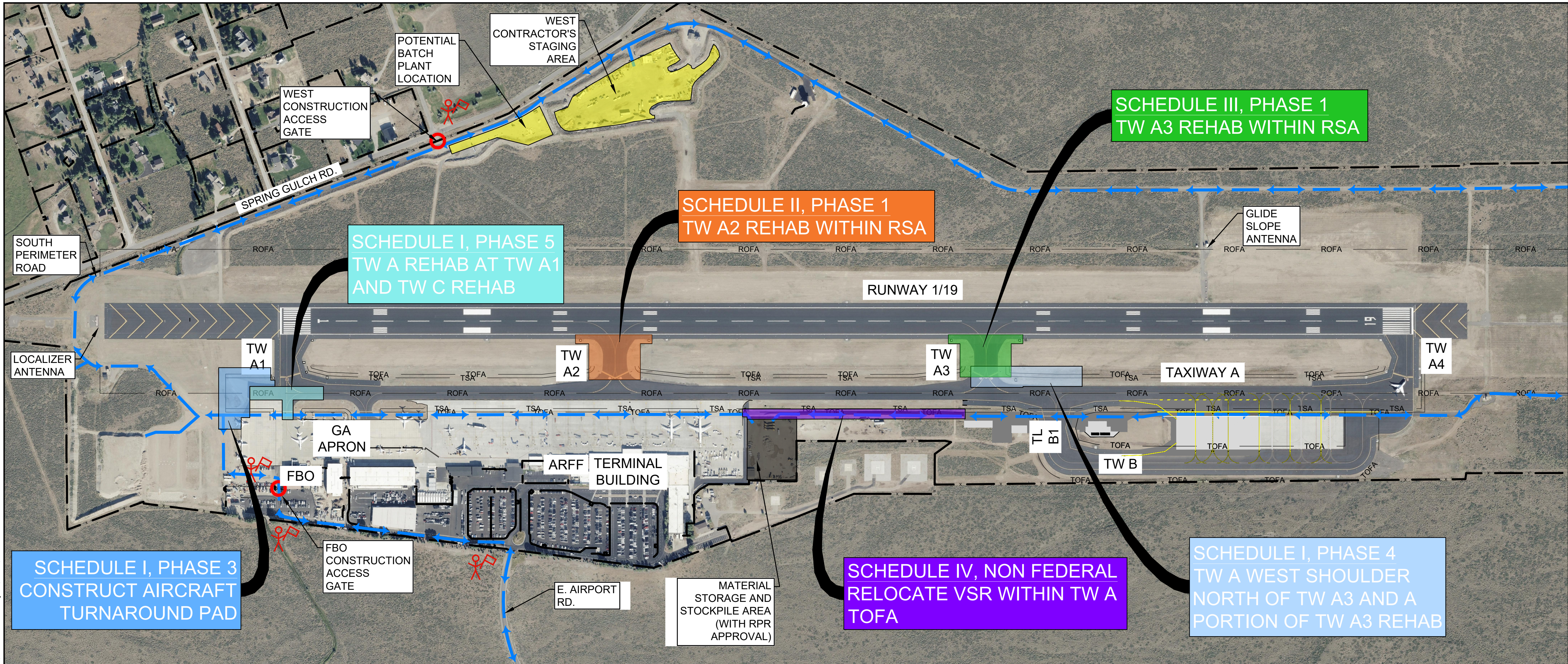


## PHASING LEGEND

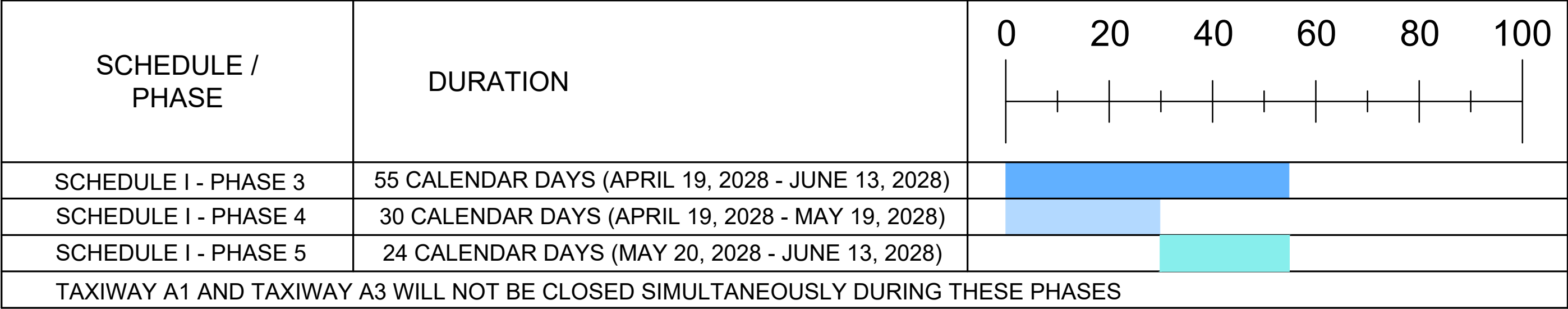
|                                                                                       |                       |                                                                                       |      |                                                                                       |                          |
|---------------------------------------------------------------------------------------|-----------------------|---------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------------|--------------------------|
|  | CONTRACTOR HAUL ROUTE |  | TOFA |  | TAXIWAY OBJECT FREE AREA |
|  | LIFE & SAFETY ROUTE   |  | RPZ  |  | RUNWAY PROTECTION ZONE   |
|  | RSA                   |  | X    |  | AOA FENCE                |
|  | ROFA                  |  |      |                                                                                       | FLAGPERSON / GATE GUARD  |
|  | TSA                   |  |      |                                                                                       | CONTRACTOR GATE ACCESS   |



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PROJECT SCHEDULE SPRING 2028 - 55 CALENDAR DAYS

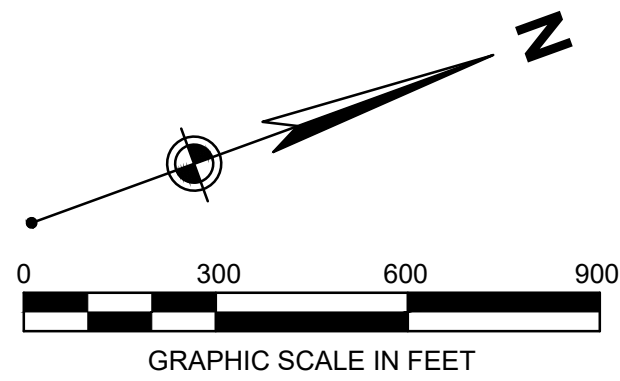


PROJECT SCHEDULE SUMMER 2028 - 70 CALENDAR NIGHTS/20 CALENDAR DAYS



TOTAL PROJECT DAY/NIGHT SUMMARY  
CONSTRUCTION DAY COUNT

| CALENDAR YEAR | DAY COUNT (DAY SHIFT) | DAY COUNT (NIGHT SHIFT) |
|---------------|-----------------------|-------------------------|
| 2028          | 75 CALENDAR DAYS      | 70 CALENDAR NIGHTS      |



PHASING LEGEND

- CONTRACTOR HAUL ROUTE

LIFE & SAFETY ROUTE

RSA

ROFA

TSA
- TAXIWAY OBJECT FREE AREA

RUNWAY PROTECTION ZONE

AOA FENCE

FLAGPERSON / GATE GUARD

CONTRACTOR GATE ACCESS

| ISSUANCE SCHEDULE NUMBER | DATE      | DESCRIPTION          |
|--------------------------|-----------|----------------------|
| 1                        | 5/22/2026 | ISSUE FOR 30% REVIEW |

JACKSON HOLE AIRPORT  
TAXIWAY A REHABILITATION

PROJECT NO: 3-56-0014-090-2026  
DATE ISSUED: 7/22/2026  
DESIGNED BY: JHM  
DRAWN BY: APA  
CHECKED BY: CLG

SHEET NAME:  
CONSTRUCTION  
SAFETY AND PHASING  
2028

SHEET NO:





## Jackson Hole Airport Board – Staff Report Informational Items or Workshop Subjects

|                                    |                                                  |
|------------------------------------|--------------------------------------------------|
| <b>Meeting Date:</b>               | 7/22/2026                                        |
| <b>Subject:</b>                    | Checked Baggage Inspection System Project Update |
| <b>Presenter/Point of Contact:</b> | Aimee Crook                                      |

### **Background Information/Narrative:**

In August 2022, the Transportation Security Administration (TSA) approached the Airport regarding a partnership to replace the existing checked baggage screening equipment with new, higher-capacity Explosive Detection System (EDS) machines. Through an Other Transactional Agreement (OTA), TSA will provide the screening equipment and reimburse eligible design and construction costs.

In 2023, the Airport retained BNP Associates to design a baggage handling system that meets TSA requirements and accommodates the new EDS equipment. The initial design included expansion of the baggage make-up building by approximately 6,000 square feet to accommodate three EDS machines, conveyors, inspection areas, baggage make up units, and system upgrades. TSA approved the schematic design in September 2025.

During final design, stakeholder feedback identified concerns with the baggage make-up area. As a result, the Airport and BNP returned to an earlier design phase and developed a revised concept that better addresses the operational needs of the airlines, TSA, and the Airport.

The revised design improves operational efficiency and security and provides sufficient baggage handling capacity to meet projected demand for at least the next 15 years. Due to the necessity of maintaining baggage screening operations during construction, staff proposes constructing a temporary facility immediately North of the terminal to house screening and baggage make-up operations while the permanent system is built.

Given the project's complexity, operational constraints, phased construction, and coordination required among TSA, the airlines, the design team, and Airport staff, an Owner's Representative is recommended to provide project oversight, coordinate stakeholders, manage schedule and budget, and protect the Airport's interests throughout design and construction. Staff also recommends delivering the project using the Construction Manager at Risk (CMAR) method to provide contractor input during design, improve constructability, refine cost estimates, and minimize operational impacts while maintaining uninterrupted baggage screening operations. The current rough order of magnitude (ROM) project cost is \$37-43 million, with approximately \$10 million reimbursable by TSA.

Staff recommends proceeding with issuance of an RFQ for the selection of an Owners Rep, followed by an RFQ for a CMAR (Construction Manager at Risk) and the additional design work for the baggage handling system. The additional design work would incorporate the new design concept, some additional civil work, and include the temporary facility into the project phasing to maintain uninterrupted baggage screening operations during construction.

### **Questions for Discussion:**

- Does the Board want to consider alternate phasing options (i.e. no temporary facility)?



