

**AGENDA OF THE  
HAILEY CITY COUNCIL MEETING  
Monday July 6, 2015 \* Hailey City Hall Meeting Room**

**5:30 p.m. CALL TO ORDER -** Open Session for Public Concerns

**CONSENT AGENDA:**

<a href="#">CA 258</a>	Motion to ratify grants.gov grant application for Cops Hiring Grant, deadline for submittal was June 19, 2015 for a maximum Federal Grant award of \$125,000 for a 3 year grant period.....	1
<a href="#">CA 259</a>	Motion to ratify grant application submitted to Idaho Firefighters license plate by Hailey Fire Department, potential grant award is \$1,000.....	13
<a href="#">CA 260</a>	Motion to ratify Idaho Community Foundation grant application for a picnic shelter and picnic tables at Balmoral Park.....	17
<a href="#">CA 261</a>	Motion to approve Heart of Gold Fund grant application for a picnic shelter and picnic tables at Balmoral Park.....	23
<a href="#">CA 262</a>	Motion to approve Resolution 2015-54, authorizing Joint Powers Agreement with Mountain Rides Transportation Authority (current agreement expires October 2015).....	29
<a href="#">CA 263</a>	Motion to approve Resolution 2015-55, authorizing indemnification agreement with Blaine County School District for City of Hailey fireworks display.....	49
<a href="#">CA 264</a>	Motion to approve Resolution 2015-56, ratifying the Mayor’s signature and approving the agreement with Nitro Green for herbicide and fertilizer application.....	56
<a href="#">CA 265</a>	Motion to approve special event being Las Cruces Jaripeo/Baile to be held at the Hailey Rodeo Arena on Sunday, July 19 <sup>th</sup> from 3:00 pm to 10:00 pm.....	63
<a href="#">CA 266</a>	Motion to approve minutes of June 29, 2015 and to suspend reading of them.....	67
<a href="#">CA 267</a>	Motion to approve claims for expenses incurred during the month of June 2015, and claims for expenses due by contract in July, 2015.....	72

**MAYOR’S REMARKS:**

MR 000

**PUBLIC HEARING:**

<a href="#">PH 268</a>	Airport Discussion.....	97
<a href="#">PH 269</a>	Mayor’s presentation of FY 2016 Budget.....	176
<a href="#">PH 270</a>	Presentations by partners funded through Hailey’s budget, including Hailey Chamber of Commerce, Mountain Rides Transportation Authority, Blaine County Housing Authority and Hailey City boards and commissions.....	209
<a href="#">PH 271</a>	Proposed FY 2015 Budget Amendment to appropriate additional revenue received from grants and contracts, including the contract with Wood River Rural Fire District.....	234

**NEW BUSINESS:**

<a href="#">NB 272</a>	Introduction of Ordinance to increase mayor and city council members’ salary.....	237
<a href="#">NB 273</a>	Consideration of Resolution 2015-57, authorizing Biosolids Programming Task Order # 11, Amendment 1 with HDR, for plant controls and programming at new facility in an amount not to exceed \$119,490.....	244

**STAFF REPORTS:** Staff Reports                      Council Reports                      Mayor’s Reports

<a href="#">SR 274</a>	Draft Agenda for next council meeting.....	256
<a href="#">SR 275</a>	2015 YTD Building Permit Reports.....	258

**EXECUTIVE SESSION:** Pending & Imminently Likely Litigation (IC 67-2345(1)(f))  
**Matters & Motions from Executive Session**

Next Ordinance Number - 1181      Next Resolution Number- 2015-58

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015    **DEPARTMENT:** Police    **DEPT. HEAD SIGNATURE:** JG

**SUBJECT:** Motion to Ratify Cops Grant

**AUTHORITY:**  ID Code \_\_\_\_\_     IAR \_\_\_\_\_     City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The Blaine County School District is funding a Hailey Police Officer to be a Wood River Middle School Resource Officer. This is a new officer. Hailey Police submitted a Cops.Gov grant application for 125,000.00 to help the BCSD to offset the new employee payroll costs. The grant if awarded will be distributed over three years. BCSD will pay all employee payroll costs that are not covered by the grant over the three year award period and BCSD will pay one hundred percent of the employee payroll costs for an additional year which is a grant requirement.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

Budget Line Item # \_\_\_\_\_    YTD Line Item Balance \$ \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_    Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_    Phone # \_\_\_\_\_  
Comments: None employee payroll cost paid by grand and BCSD..

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

___ City Attorney	___ Finance	___ Licensing	___ Administrator
___ Library	___ Community Development	___ P&Z Commission	___ Building
<u>x</u> Police	___ Fire Department	___ Engineer	___ WWW
___ Streets	___ Parks	___ Public Works	___ Mayor

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:** Approve the grant.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**COPS-HIRING-PROGRAM-APPLICATION-2015**  
**COPS-HIRING-PROGRAM-APPLICATION-2015**  
 Department of Justice  
 Community Oriented Policing Services

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**GENERAL INFORMATION**

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<b>Document Type:</b>	Grants Notice
<b>Funding Opportunity Number:</b>	COPS-HIRING-PROGRAM-APPLICATION-2015
<b>Funding Opportunity Title:</b>	COPS-HIRING-PROGRAM-APPLICATION-2015
<b>Opportunity Category:</b>	Discretionary
<b>Funding Instrument Type:</b>	Grant
<b>Category of Funding Activity:</b>	Law, Justice and Legal Services
<b>Category Explanation:</b>	
<b>Expected Number of Awards:</b>	
<b>CFDA Number(s):</b>	16.710 -- Public Safety Partnership and Community Policing Grants
<b>Cost Sharing or Matching Requirement:</b>	Yes
<b>Posted Date:</b>	May 18, 2015
<b>Creation Date:</b>	May 4, 2015
<b>Original Closing Date for Applications:</b>	The deadline for submitting applications in response to this grant announcement is 7:59 EDT on Monday, June 19, 2015. Applications submitted after this deadline will not be considered for funding.
<b>Current Closing Date for Applications:</b>	The deadline for submitting applications in response to this grant announcement is 7:59 EDT on Monday, June 19, 2015. Applications submitted after this deadline will not be considered for funding.
<b>Archive Date:</b>	Sep 30, 2015
<b>Estimated Total Program Funding:</b>	
<b>Award Ceiling:</b>	\$3,125,000
<b>Award Floor:</b>	

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**ELIGIBILITY**

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**Eligible Applicants:** Others (see text field entitled "Additional Information on Eligibility" for clarification)

**Additional Information on Eligibility:** The COPS Hiring Program (CHP) is an open solicitation. All state, local, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply. CHP applicants must have a police department that is operational as of June 19, 2015, which is the close of this application, or receive services through a new or existing contract for law enforcement service. If funds under this program are to be used as part of a written contracting agreement for law enforcement services (e.g., a town that contracts with a neighboring sheriff's department to receive services), the agency wishing to receive law enforcement services must be the legal applicant in this application.

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**ADDITIONAL INFORMATION**

**Agency Name:** Community Oriented Policing Services

**Description:** CHP provides funding directly to law enforcement agencies to hire and/or rehire career law enforcement officers in an effort to increase their community policing capacity and crime prevention efforts. 2015 CHP grants will cover up to 75 percent of the approved entry-level salary and fringe benefits of each newly-hired and/or rehired, full-time sworn career law enforcement officer over the three-year (36 months) grant period, with a minimum 25 percent local cash match requirement and a maximum federal share of \$125,000 per officer position. CHP grant funding will be based on your agency's current entry-level salary and fringe benefits for full-time sworn officers; any additional costs for higher than entry-level salaries and fringe benefits will be the responsibility of the grantee agency. All agencies' requests will be capped at no more than five percent of their actual sworn force strength as reported at the time of updated application, up to a maximum of 25 officers. Agencies with a service population of 1 million or above may apply for up to 25 officer positions; agencies with a service population less than 1 million may apply for up to 15 officer positions. [The request of any agency with a sworn force less than or equal to 20 will be capped at one officer.] Funding under this program may be used to: • Hire new officers, which includes filling existing officer vacancies that are no longer funded in your agency's budget. • Rehire officers who have already been laid off from any jurisdiction as a result of state, local, or Bureau of Indian Affairs (BIA) budget reductions. The rehired officers must be rehired on or after the official grant award start date as it appears on your agency's award document. Documentation must be maintained showing the dates that the positions were laid off and rehired. • Rehire officers who are (at the time of application) currently scheduled to be laid off by your jurisdiction on a specific future date as a result of state, local, or BIA budget reductions. Grantees will be required to continue funding the positions with local funding until the dates of the scheduled lay-offs. The dates of the scheduled lay-offs and the number of positions affected must be identified in the CHP application. CHP grants can be used to hire and or rehire School Resource Officers. Please note that the COPS Office requires that the officer(s) deployed into the SRO position(s) spend a minimum of 75 percent of their time in and around primary and/or secondary schools, working on youth-related activities. The time commitment of the funded officers must be above and beyond the amount of time that the agency devoted to the schools before receiving the grant. There must be an increase in the level of community policing activities performed in and around primary or secondary schools in the agency's jurisdiction as a result of the grant.

**Link to Additional Information:** [COPS Hiring Program](#)

**Contact Information:** If you have difficulty accessing the full announcement electronically, please contact:

COPS Office Response Center Phone: 800.421.6770  
COPS Response Center



# Grant Application Package

Opportunity Title:	COPS-HIRING-PROGRAM-APPLICATION-2015
Offering Agency:	Community Oriented Policing Services
CFDA Number:	16.710
CFDA Description:	Public Safety Partnership and Community Policing Grants
Opportunity Number:	COPS-HIRING-PROGRAM-APPLICATION-2015
Competition ID:	
Opportunity Open Date:	05/18/2015
Opportunity Close Date:	06/19/2015
Agency Contact:	COPS Office Response Center Phone: 800.421.6770 askCopsRC@usdoj.gov

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name:

## Select Forms to Complete

### Mandatory

[Application for Federal Assistance \(SF-424\)](#)

[COPS Short Application Attachment to SF-424](#)

### Optional

## Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here. If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

**Application for Federal Assistance SF-424**

\* 1. Type of Submission:

- Preapplication
- Application
- Changed/Corrected Application

\* 2. Type of Application:

- New
- Continuation
- Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

**State Use Only:**

6. Date Received by State:

7. State Application Identifier:

**8. APPLICANT INFORMATION:**

\* a. Legal Name:

City of Hailey

\* b. Employer/Taxpayer Identification Number (EIN/TIN):

\* c. Organizational DUNS:

**d. Address:**

\* Street1:

115 South Main Ste C

Street2:

\* City:

Hailey

County/Parish:

Blaine

\* State:

ID: Idaho

Province:

\* Country:

USA: UNITED STATES

\* Zip / Postal Code:

83333-097

**e. Organizational Unit:**

Department Name:

Hailey Police Dept

Division Name:

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix:

Mr.

\* First Name:

Jeff

Middle Name:

michael

\* Last Name:

Gunter

Suffix:

Title:

Chief of Police

Organizational Affiliation:

Hailey Police Department

\* Telephone Number:

208-788-3531

Fax Number:

208-788-6566

\* Email:

jeff.gunter@haileycityhall.org

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Community Oriented Policing Services

**11. Catalog of Federal Domestic Assistance Number:**

16.710

CFDA Title:

Public Safety Partnership and Community Policing Grants

**\* 12. Funding Opportunity Number:**

COPS-HIRING-PROGRAM-APPLICATION-2015

\* Title:

COPS-HIRING-PROGRAM-APPLICATION-2015

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

To hire a school resource officer for our middle school that has an annual attendance of 800 plus students. The resource officer will provide community policing services and work with school district

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="125,000.00"/>
* b. Applicant	<input type="text" value="195,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="320,000.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

## COPS Application Attachment to SF-424

### Section 1: COPS PROGRAM REQUEST

Federal assistance is being requested under the following COPS program:

Select the COPS grant program for which you are requesting federal assistance. **A separate application must be completed for each COPS program for which you are applying.** Please ensure that you read, understand, and agree to comply with the applicable grant terms and conditions as outlined in the COPS Application Guide before finalizing your selection.

#### ONLY ONE PROGRAM OPTION MAY BE CHECKED

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> COPS Hiring Program | <input type="checkbox"/> COPS Anti-Methamphetamine Program |
| <input type="checkbox"/> Community Policing Development | <input type="checkbox"/> COPS Anti-Gang Initiative         |
| <input type="checkbox"/> Anti-Heroin Task Force         |  |

Applicant ORI Number:

ID00703

Re-enter Applicant ORI Number:

ID00703

*The ORI number is assigned by the FBI and is your agency's unique identifier. The COPS Office uses the first seven characters of this number. The first two letters are your state abbreviation, the next three numbers are your county's code, and the next two numbers identify your jurisdiction within your county. If you do not currently have an ORI number, the COPS Office will assign one to your agency for the purpose of tracking your grant. ORI numbers assigned to agencies by the COPS Office may end in "ZZ."*



[Home](#) > [Apply for Grants](#) > Confirmation

## Confirmation

Thank you for submitting your grant application package via Grants.gov. Your application is currently being processed by the Grants.gov system. Once your submission has been processed, Grants.gov will send email messages to advise you of the progress of your application through the system. Over the next 24 to 48 hours, you should receive two emails. The first will confirm receipt of your application by the Grants.gov system, and the second will indicate that the application has either been successfully validated by the system prior to transmission to the grantor agency or has been rejected due to errors.

Please do not hit the back button on your browser.

If your application is successfully validated and subsequently retrieved by the grantor agency from the Grants.gov system, you will receive an additional email. This email may be delivered several days or weeks from the date of submission, depending on when the grantor agency retrieves it.

You may also monitor the processing status of your submission within the Grants.gov system by clicking on the "Track My Application" link listed at the end of this form.

Note: Once the grantor agency has retrieved your application from Grants.gov, you will need to contact them directly for any subsequent status updates. Grants.gov does not participate in making any award decisions.

**IMPORTANT NOTICE:** If you do not receive a receipt confirmation and either a validation confirmation or a rejection email message within 48 hours, please contact us. The Grants.gov Contact Center can be reached by email at [support@grants.gov](mailto:support@grants.gov), or by telephone at 1-800-518-4726. Always include your Grants.gov tracking number in all correspondence. The tracking numbers issued by Grants.gov look like GRANTXXXXXXXXXX.

If you have questions please contact the Grants.gov Contact Center: [support@grants.gov](mailto:support@grants.gov)  
1-800-518-4726 24 hours a day, 7 days a week. Closed on federal holidays.

The following application tracking information was generated by the system:

**Grants.gov Tracking Number:** GRANT11944030

**Applicant DUNS:** 16-919-1517

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**Submitter's Name:** Mary M Cone

**CFDA Number:** 16.710

**CFDA Description:** Public Safety Partnership and Community Policing Grants

**Funding Opportunity Number:** COPS-HIRING-PROGRAM-APPLICATION-2015

**Funding Opportunity Description:** COPS-HIRING-PROGRAM-APPLICATION-2015

**Agency Name:** Community Oriented Policing Services

**Application Name of this Submission:** COPS-HIRING-PROGRAM-APPLICATION-2015

**Date/Time of Receipt:** Jun 18, 2015 02:15:14 PM EDT

**TRACK MY APPLICATION** – To check the status of this application, please click the link below:  
[http://www.grants.gov/web/grants/applicants/track-my-application.html?tracking\\_num=GRANT11944030](http://www.grants.gov/web/grants/applicants/track-my-application.html?tracking_num=GRANT11944030)

It is suggested you Save and/or Print this response for your records.

**Return to Agenda**

**AGENDA ITEM SUMMARY**

DATE: 7/06/15

DEPARTMENT: HFD DEPT. HEAD SIGNATURE: CA

**SUBJECT:** Idaho Firefighters license plate grant.

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

This is an annual grant that we have been successful in the past several years in securing. The money from this grant helps supplement our fire prevention education program. This year we have asked for 1000.00 to purchase the promotional items for our education program.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Fire chief recommends approval of this grant application.

**ACTION OF THE CITY COUNCIL:**

Date : \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

## Mary Cone

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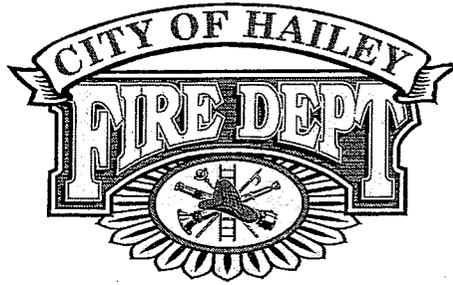
**From:** Mike Baledge  
**Sent:** Wednesday, June 24, 2015 11:19 AM  
**To:** Mary Cone  
**Subject:** Agenda for license plate grant.  
**Attachments:** 2015 FFLP Grant.doc; license plate agenda.doc

Mary,

Here is the agenda summary for the license plate grant, this year's application was a form fillable application and I was not able to get a copy but I included the letter that was sent with it. Let me know if you need anything else.

Thanks  
Mike.

*Hailey Fire Dept.  
617 S. Third Street  
P.O. Box 1192  
Hailey, Idaho 83333*



*Deputy Chief  
Michael Baledge  
Fire Marshal  
Office: 208-788-3147  
Fax: 208-788-0279  
E-mail:  
mike.baledge@haileycityhall.org*

IFCA-FFLP Grant Program  
ATTN: Diana Brown, Association Manager  
310 S. 7<sup>th</sup> Ave.  
Caldwell, ID 83605

June 24, 2015

Dear Grant Committee,

Over the past few years the City of Hailey Fire Department has benefited from the Fire Fighter License Plate Grant Program. We have been able to continue and even expand our public fire safety program. The funds we have received have been used to purchase promotional items for public education classes and have helped keep our programs going.

This year we are applying for \$1000.00 to purchase Fire Safety pamphlets and promotional items for our 2015 Fire prevention month. For the past 15 years the Hailey Fire department has participated in fire safety week in our local schools concentrating on the 3<sup>rd</sup> and 4<sup>th</sup> grade. In the past 5 years the program has been modified to model Beaufort Arizona's fire safety program. In which we take the whole month of October and work with Pre-school & Kindergarten children with the main focus of escape plans and familiarization with fire fighters in gear. We work with 2<sup>nd</sup> Grade children on basic fire safety and familiarization with fire fighters in gear. Then on to the 4<sup>th</sup> Grade children who work on more advanced fire safety and they also practice different ways to escape and survive in a fire. In these programs we meet with the kids several times the kids are given homework assignments and other things that they go over with their parents. The program is a huge success and very well liked between teachers, students and the community. However the cost of the related materials to be able to operate this program is our biggest hurdle.

Thank you for considering this application. If at any time you have any questions or need more information please contact me at 788-3147.

Sincerely,

Deputy Chief Mike Baledge  
Fire Marshal  
City of Hailey.

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 7/6/2015

**DEPARTMENT:** Public Works

**DEPT. HEAD SIGNATURE:** MP

**SUBJECT:** Motion to ratify Idaho Community Foundation grant application for a picnic shelter and picnic tables at Balmoral Park.

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

Staff has submitted a grant application to the Idaho Community Foundation requesting funding towards a picnic shelter and picnic tables at Balmoral Park. A picnic shelter and picnic tables at Balmoral Park will support The Hunger Coalition's Lunch in the Park Program and many other Hailey residents. The project cost is estimated to be \$25,000; the grant request is \$5,000 (the maximum available under the program).

The grant submission deadline was July 1, 2015. The Idaho Community Foundation requires online submission of grant applications; a copy is attached. Award letters will be sent to successful applicants in December 2015.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to ratify Idaho Community Foundation grant application for a picnic shelter and picnic tables at Balmoral Park.

**ACTION OF THE CITY COUNCIL:**

Date : \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

# SW Region Grant Cycle

Application Number: 2300

Application Status: CREATED

Date Created: 6/16/2015

Application Type: Proposal

Date Submitted: No Submit

Organization Legal Name (the organization's legal name under which it is incorporated or operates or by which it is recognized by the Internal Revenue Service (IRS)). City of Hailey

"Also Known As" Name of Organization (Any common name the organization uses or is known by other than the legal name listed above).

Street/Mailing Address 115 Main St. S, Ste H

City Hailey

State (ex. ID) ID

Zip Code 83333

Organization Phone Number ex. (208)123-4567: (208) 788-4221

Fax number for Organization ex. (208)123-4567: (208) 788-2924

Website URL (address), if available www.haileycityhall.org

E-Mail address for Organization tracy.anderson@haileycityhall.org

Title Public Works Coordinator

Prefix (Ms., Mr., etc.) Ms.

Grantee First Name Tracy

Grantee Last Name Anderson

Grantee Phone ex. (208)123-4567: (208) 788-9830

Grantee Fax Number ex. (208)123-4567: (208) 788-2924

Grantee E-Mail Address: tracy.anderson@haileycityhall.org

Select your Organization's tax status. If your organization doesn't fall into one of the listed categories please utilize the next field to provide an explanation of your non-profit status. Government Entity

If NO, explain how you qualify as a non-profit entity for the purpose of receiving grants, such as having a fiscal sponsor to administer the grant on your behalf. (Field Maximum: 250 Characters including spaces):

Tax ID EIN

Ms.

First Name Mariel

Middle Initial:

Last Name Platt

Title: Public Works Director

Phone Number: (208) 788-9830 ext. 24

Fax Number: (208) 788-2924

## SW Region Grant Cycle

E-Mail Address:	mariel.platt@haileycityhall.org
Organization's Operating Budget	350000.00
Organization's Mission Statement (Field Maximum: 750 characters including spaces)	Hailey parks and trails support a healthy, balanced and connected community where: 1) Parks promote neighborhoods because neighborhoods have parks; 2) Neighborhoods are connected and accessible to each other by trails and so maintain the spirit of neighborhood throughout the city as a whole; 3) Parks and trails are available to serve the widest variety of uses for all residents - from places of serenity to regional gathering areas; 4) Revenue generating assets and good stewardship of resources reduce the financial impact on community members; and 5) Parks and trails continue to be a priority as we recognize their importance in creating and supporting the spirit of community in which we all desire to live.
List Organization's that provide similar service(s) to those provided by your Organization: (Field Maximum: 750 characters including spaces)	The Blaine County School District makes a number of school playing fields available to the general public. The elementary schools have playground equipment. Picnic shelters are scarce, though. Hailey Parks are the only public option for picnic shelters in the city.
What is the project budget?	25000.00
What amount are you requesting from the Idaho Community Foundation?	5000.00
Select the PRIMARY county served by this project.	Blaine
Identify any OTHER counties served by this project. (Field Maximum: 750 characters including spaces)	
Select the Program Area that you believe most closely matches your request.	Public Projects
Complete the following sentence. If my organization is awarded a grant, the funds will be used to... (One sentence). For example: buy widgets for the science program. (Field Maximum: 250 characters including spaces)	provide a picnic shelter and picnic tables at Balmoral Park for use by The Hunger Coalition for its Summer Food Program, and diverse use by Hailey residents.
Provide a short, Executive Summary of your proposal. (Field Maximum: 1000 characters including spaces)	<p>We propose to purchase and install a picnic shelter and picnic tables at Balmoral Park for use by The Hunger Coalition and other Hailey residents.</p> <p>The Hunger Coalition partners with the Blaine County School District to offer free meals to children through the Summer Food Program. More than 1,450 sack lunches were served to children and families at Balmoral Park during the Summer Food Program in 2014. There is a need for a picnic shelter for this program.</p> <p>Balmoral Park is located next to the Balmoral Apartments, an affordable housing complex. The city recently installed a restroom at the park. The park is used extensively by the Woodside Subdivision community. The picnic shelter would support The Hunger Coalition's program and use by Woodside and Hailey community members. A support letter from The Hunger Coalition is in hand and available on request.</p> <p>With 14 parks, our \$350,000 parks budget must prioritize maintenance and repair. Park development is largely unfunded.</p>

## SW Region Grant Cycle

Describe the project. Include the following: Description of Project, explanation of need for the project and anticipated accomplishments of the project. (Field Maximum: 2000 characters including spaces)

The project would install a picnic shelter and picnic tables at Balmoral Park, centrally located in the Woodside Subdivision. The shelter would provide shade and protection from the elements during inclement weather.

In order to fill the void left during the summer months for Blaine County students who depend on the free and reduced-price school meal program during the school year, The Hunger Coalition partners with the Blaine County School District to offer free meals to children through the Summer Food Program. 42% of students in the school district qualify for free or reduced-price meals. During the summer, these children face a greater risk of malnutrition and hunger. The Summer Food Program provides a critical sense of security and safety during the summer. Over 4,000 free hot breakfasts and lunches were served to children at Hailey Elementary in summer 2014.

The Hunger Coalition and the School District expanded the Summer Food Program in 2014 by adding a pilot program called Lunch in the Park, which provided free sack lunches to food insecure children and families at Balmoral Park. More than 1,450 sack lunches were served to children and families.

In October 2014, The Hunger Coalition requested that the city install a picnic shelter and tables at Balmoral Park. This would allow children and families to sit and eat their lunches while being protected from the elements. The Blaine County School District provides The Hunger Coalition with the sack lunches for distribution, but school district policy requires all children and parents to eat the sack lunches on-site in a specific coned off area of the park (they are not allowed to take their lunches home and eat them). The Hunger Coalition noticed a significant drop in the number of children and families that accessed the sack lunch services when it was raining, windy and/or a lower-temperature day. The only option on hot, sunny days was to gather under the three small trees that provide limited shade.

Provide information on the sustainability of the project (who is responsible for its success, plans for the future, etc.) (Field Maximum: 1000 characters including spaces)

The city would install an all-metal, prefabricated, basic picnic shelter, approximately 24' x 24'. The shelter would accommodate between 6 and 8 tables, depending on table size and layout. The proposed shelter is low maintenance with a long lifespan, and would be cared for by the Hailey Parks crew.

This spring, the city installed a restroom facility at this park. The shelter would be located near the restroom facility, at the north end of the park.

Provide an itemized list of the expenditures related to this project and their respective costs. (Field Maximum: 1000 characters including spaces)

Prefabricated shelter = \$20,000  
Concrete pad (materials only) = \$600  
Picnic tables, 6 at \$400 each = \$2,400  
Contractor support for install = \$2,000

Please list other funding sources, in-kind donations, or other support, if any, for the project and indicate whether they are committed or pending. (Field Maximum: 1000 characters including spaces)

1. The city has requested \$20,000 in the FYE 2016 budget for this project. (The budget will be finalized by August 2015, with the new fiscal year commencing in October 2015.) Pending.
2. City crews will install the concrete pad and support installation of the shelter. Committed.
3. City crews will assemble the picnic tables. Committed.

## SW Region Grant Cycle

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Briefly describe any plans for future funding, if applicable. (Field Maximum: 1000 characters including spaces)

If you do not receive the full amount of funding required, will you still go ahead with the project? If so, how will you fund it?(Field Maximum: 500 characters including spaces)

It is unknown at this time whether the \$20,000 budget request for this project will be approved by the Hailey City Council. While the proposed project is a high priority, there are numerous competing needs throughout the city, and not enough funds to address them all. This grant would be critical to the project moving forward. An Idaho Community Foundation grant would support the project financially, and would be a factor for consideration in the city's budgeting process.

List the names and phone numbers of your organization's Board of Directors in the following format: Name (First and Last), (xxx)xxx-xxxx; Name (First and Last), (xxx)xxx-xxxx; etc. (Field Maximum: 1500 characters including spaces)

Fritz Haemmerle, (208) 578-0520  
Carol Brown, (208) 788-6229  
Martha Burke, (208) 788-3144  
Don Keirn, (208) 788-4659  
Pat Cooley, (208) 720-7664

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 7/6/2015

**DEPARTMENT:** Public Works

**DEPT. HEAD SIGNATURE:** MP

**SUBJECT:** Motion to approve Heart of Gold Fund grant application for a picnic shelter and picnic tables at Balmoral Park.

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

Staff has prepared a grant application (attached) to the Heart of Gold Fund requesting funding towards a picnic shelter and picnic tables at Balmoral Park. A picnic shelter and picnic tables at Balmoral Park will support The Hunger Coalition's Lunch in the Park Program and many other Hailey residents. The project cost is estimated to be \$25,000; there is no specific amount of funding requested. The Heart of Gold Fund will determine the funding amount.

The grant submission deadline is July 15, 2015; submission is by email only. The Heart of Gold Fund generally makes grant decisions in December, with notification of funding by the end of January.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to approve Heart of Gold Fund grant application for a picnic shelter and picnic tables at Balmoral Park, and authorize submission of the application via email.

**ACTION OF THE CITY COUNCIL:**

Date : \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**Heart of Gold Fund  
2015 Grant Application**

Your organization is of interest to the Heart of Gold Fund. The Idaho Community Foundation assists this donor with its grant process by managing and facilitating communication with potential grant recipients.

The Heart of Gold Fund is an anonymous philanthropic initiative created to support non-profit organizations working to preserve, improve and enrich the Wood River Valley community.

To learn more about your organization, the Heart of Gold Fund respectfully requests that you respond to the following questions. Please submit your response to ICF director of donor services Elly Davis ([edavis@idcomfdn.org](mailto:edavis@idcomfdn.org)). This application is the donor's primary information-gathering tool.

While the Heart of Gold Fund collects information regarding your organization's greatest needs, the donor may choose to fund a particular project or to simply provide your organization with general operating support.

The donor generally makes grant decisions in December, and if you are awarded a grant ICF will notify you with funding by the end of January. Your submission should be sent by July 15, 2015 in order to ensure adequate consideration of your request.

To submit:

1. Edit this document (i.e. on a computer, **in Word format; do not submit a PDF or fax your application**).
2. Save your file with your organization's name or acronym in the filename.
3. Email the file to ICF director of donor services Elly Davis ([edavis@idcomfdn.org](mailto:edavis@idcomfdn.org)).
4. Please include your most recent Form 990.
5. You may provide additional supporting materials as necessary (not required).

**Organization**

- Name of Organization: City of Hailey
- Annual Budget: \$350,000 (parks only)
- Form 990: The City of Hailey is a municipality and does not file a Form 990; please let us know if something else is required.

**Greatest Need (300 word maximum):** Please describe your greatest need, including what the Heart of Gold Fund donation would be used for (e.g. staff, materials, scholarships), and, if applicable, the number of people served, estimated project budget and amount already funded.

The greatest need in Hailey parks is funding for new amenities. With 14 parks, our \$350,000 parks budget prioritizes maintenance and repair, not new amenities. The Heart of Gold Fund donation would be used to install a picnic shelter and tables at Balmoral Park for use by The Hunger Coalition and all community members.

The Hunger Coalition partners with the Blaine County School District (BCSD) to offer free meals to children through the Summer Food Program. This team expanded the program in 2014 by adding a pilot program called

Lunch in the Park, which provided free sack lunches to food insecure children and families at Balmoral Park. More than 1,450 sack lunches were served at Balmoral Park in 2014. The Hunger Coalition noticed a significant drop in the number of children and families that accessed the sack lunch services when it was raining, windy and/or a lower-temperature day. The only option on hot, sunny days was to gather under three small trees that provide limited shade. There is an essential need for a picnic shelter to provide shade and protection.

A picnic shelter at Balmoral Park also serves the entire community. Hailey has four parks with picnic shelters. From May to October, existing shelters do not meet the demand. Balmoral Park is located in the Woodside Subdivision, the largest subdivision in Blaine County. The city recently installed a restroom at the park. The picnic shelter increases the park system capacity, provides a place for family gatherings, and supports The Hunger Coalition's program.

The budget is \$25,000. The city applied for \$5,000 from the Idaho Community Foundation, and requested \$20,000 in the FYE 2016 budget. The \$20,000 request must be approved by the Hailey City Council. The Heart of Gold Fund donation would be an important factor in their decision.

**Update for Previous Grants (200 word maximum):** If you received a grant from the Heart of Gold Fund last year, please let us know how the funds were used and the status or outcome of any specific projects funded.

N/A

### Community

**What do you think is the greatest unmet need in the community?**

There is a lack of opportunity to bridge the cultural divide that exists here. There are few events or amenities that reach out to diverse cultural groups with the intent of camaraderie and fun. The Hailey parks system provides an opportunity for multi-cultural interaction, especially when a park offers desirable amenities. We have seen this first-hand in our parks with picnic shelters, restrooms and play structures. On the other side of the coin, when a park does not offer desirable amenities, it does not draw people from throughout the community. Balmoral Park is located in Hailey's lowest-cost housing area, and because the park does not offer desirable amenities, park use is demographically limited. Improvements at Balmoral Park will increase multi-cultural use.



## THE HUNGER COALITION

*Fighting Hunger, Feeding Hope*

June 29, 2015

Dear Friends at Heart of Gold Foundation,

Over 40% of children in Blaine County qualify for free or reduced lunch. During the summer months, when free school breakfast and lunch are no longer an option, many families struggle to provide adequate nutrition for their children. Prohibitive childcare costs force many working parents to leave their young children under the care of an older sibling or neighbor so that they can continue to provide for their families during the summer.

The Hunger Coalition works in collaboration with the Blaine County Unified School District to host **Lunch in the Park**, an off shoot of The Summer Food Program. Free, nutritious sack lunches are served at Balmoral Play field to an average of 64 kids per day, with numbers on the rise. For many children this sack lunch is the first and only meal they receive until their parents return home in the evenings. Balmoral Park is centrally located in a dense pocket of low income housing with a high population of children, and makes the ideal location for our program.

In addition to providing free lunches, local organizations host educational activities for participating children to ensure that their growing minds continue to be stimulated throughout the summer months. This is especially important, as summer school is now only being held for a brief two week period.

Last year, during the months of June, July, and August, we received snow, rain, wind, and 90+ degree temperatures. Sadly, due to the lack of shelter, attendance numbers on these days plummeted. Because the federal guidelines that govern this program do not allow children to take lunches away from our designated area, children must eat their meal in an exposed area in the park. The shade structure and tables would provide much needed shelter and a more inviting space to serve lunches to the children and their families.

The Hunger Coalition strongly supports The City of Hailey's grant proposal for funds to build a structure. We know that **Lunch in the Park** will continue to grow, and firmly believe that more of the valley's neediest children will be drawn to the program if there is the protection of a solid structure. Thank you for your consideration in helping us better feed the growing bodies and minds of our valley's children.

Sincerely,

Krista Felton

Summer Food Program Manager



**HAILEY**  
PARKS FOUNDATION

PO Box 3107 • Hailey, ID 83333  
www.haileyparks.org

June 25, 2015

To Whom It May Concern:

The Hailey Parks Foundation would like to express our support for a picnic pavilion in Balmoral Park in Hailey. The pavilion would be much used, and would serve a greater number of residents than just those who live in the adjacent Balmoral Apartments.

The Balmoral Park, with its soccer green and basketball court, draws a number of users from the greater Hailey community, and would greatly benefit from a picnic pavilion to provide shade for family or community picnics.

In addition, the Hunger Coalition provides free sack lunches for school-age kids during the summer at Balmoral. A picnic pavilion providing shade would directly benefit this much-needed program.

The Hailey Parks Foundation wholeheartedly supports the grant application from the City of Hailey for a pavilion in Balmoral Park.

Sincerely,

Steve Keefer  
President

SK:bk

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015    **DEPARTMENT:** Admin    **DEPT. HEAD SIGNATURE:** HD

**SUBJECT:**

Motion to approve Resolution 2015-54, authorizing Joint Powers Agreement with Mountain Rides Transportation Authority (current agreement expires October 2015)

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IFAPPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

Hailey entered into an agreement with MRTA in 2007 for a 4-year term, and extended the agreement in 2011 for another 4 year term. The agreement will expire in October 2015. Attached is a Resolution, proposed amended agreement for city council consideration and a red-lined copy of the same.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ 61,000 \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_ Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_ Phone # \_\_\_\_\_  
Comments:

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IFAPPLICABLE)

___ City Attorney	___ Finance	___ Licensing	___ Administrator
___ Library	___ Community Development	___ P&Z Commission	___ Building
___ Police	___ Fire Department	___ Engineer	___ W/WW
___ Streets	___ Parks	___ Public Works	___ Mayor

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to approve Resolution 2015-54, authorizing Joint Powers Agreement with Mountain Rides Transportation Authority

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**CITY OF HAILEY  
RESOLUTION NO. 2015-54**

**RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF HAILEY  
AUTHORIZING THE EXECUTION OF A JOINT POWERS AGREEMENT WITH  
MOUNTAIN RIDES TRANSPORTATION AUTHORITY AND CITIES OF SUN  
VALLEY, BELLEVUE, KETCHUM AND BLAINE COUNTY.**

~~WHEREAS, the City of Hailey desires to sign a Joint Powers Agreement between the City of Hailey, Mountain Rides Transportation Authority, the cities of Sun Valley, Ketchum, Bellevue and Blaine County, where Mountain Rides will provide multimodal public transportation services throughout Blaine County;~~

WHEREAS, the City of Hailey and Mountain Rides Transportation Authority, the cities of Sun Valley, Ketchum, Bellevue and Blaine County have agreed to the terms and conditions of an Amended and Restated Joint Powers Agreement, a copy of which is attached hereto.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HAILEY, IDAHO,** that the City of Hailey approves the attached Joint Powers Agreement and that the Mayor is authorized to execute the attached Joint Powers Agreement.

Passed this 6th day of July, 2015.

City of Hailey

\_\_\_\_\_  
Fritz X. Haemmerle, Mayor

ATTEST:

\_\_\_\_\_  
Mary Cone, City Clerk

**AGREEMENT OF  
MOUNTAIN RIDES TRANSPORTATION AUTHORITY TO PROVIDE MULTIMODAL  
PUBLIC TRANSPORTATION SERVICES IN BLAINE COUNTY**

This Agreement ("Agreement"), made and entered into in \_\_\_\_\_, by and between the CITY OF KETCHUM, IDAHO, a municipal corporation ("Ketchum"), the CITY OF SUN VALLEY, IDAHO, a municipal corporation ("Sun Valley"), the CITY OF HAILEY, a municipal corporation ("Hailey"), the CITY OF BELLEVUE, a charter city ("Bellevue"), and the COUNTY OF BLAINE, a body politic and corporate ("Blaine County") all described, individually as "Party," or jointly as "Parties";

**WITNESSETH:**

WHEREAS, on June 5, 1989 the Cities of Ketchum and Sun Valley entered into an agreement for the formation of the Ketchum-Sun Valley Public Transit Authority ("Authority") and have since that commencing date jointly funded and operated a public transportation system commonly known as KART within and between the two municipalities through the Authority; and

WHEREAS, since June 2002, Ketchum, Sun Valley and Blaine County have participated in the funding of the PEAK Bus, a regional public transportation service along Idaho State Highway 75 between Bellevue and Ketchum and Sun Valley operated by Wood River Rideshare, a 501c3 non profit corporation; and

WHEREAS, on December 11, 2003, Ketchum and Sun Valley entered into an agreement extending the Ketchum-Sun Valley Public Transit Authority Agreement of June 5, 1989 to (1) ensure the June 5, 1989 Agreement remained in full force and effect, (2) set the term of commitment by Ketchum and Sun Valley to December 31, 2006; and 3) allow for renegotiation or dissolution of the Ketchum-Sun Valley Public Transit Authority Agreement in the event of the formation of a Regional Transportation Authority or similar agency; and

WHEREAS, in August 2005, Blaine County became the sole manager of the PEAK Bus service and solicited and received funding assistance from Ketchum, Sun Valley and Bellevue for fiscal year 2005-06; and

WHEREAS, on January 31, 2006, Ketchum, Sun Valley, Bellevue and Blaine County entered into an agreement (known as the "Amended Agreement of the Ketchum-Sun Valley Public Transit Authority") to operate the KART services in Ketchum and Sun Valley and the Highway 75 services from Bellevue to Ketchum; and

WHEREAS, in May 2006, the Ketchum-Sun Valley Public Transit Authority became the sole manager of the PEAK Bus service and solicited and received funding assistance from Ketchum, Sun Valley, Bellevue and Blaine County for fiscal year 2006-07; and

WHEREAS, on February 21, 2007, the Authority adopted a Vision, Mission and Goals Statement to reflect its broader role as the primary multimodal public transportation agency within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County. This statement may be periodically updated ; and

WHEREAS, in August 2007, Wood River Rideshare merged with KART allowing the Authority to expand its services to all of those operated by Wood River Rideshare, to include vans, carpools, bicycles, walking, transportation information, counseling and advice and other multimodal public transportation services operating within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County; and

WHEREAS, the Parties have adopted comprehensive plans, transportation plans and/or governing Board policies identifying the goals, policies and/or action items to support county-wide transportation planning which includes multimodal public transportation services to meet the resident, visitor and commuter needs through regional transportation planning; and

WHEREAS, on October 8, 2007 the parties extended the Joint Powers Agreement until October 7, 2015; and

WHEREAS, the public transportation demands for residents, visitors and workers commuting to employment centers in the region are increasing and it is the desire of the Parties to provide for efficient and responsive multimodal public transportation services which are easily identifiable, are coordinated in a manner to encourage the ease of ridership with incentives such as a variety of high quality services, park and ride lots, and high occupancy vehicle lanes, in order to reduce the congestion, costs and pollution caused in part, by individual vehicular trips within Blaine County; and

WHEREAS, the City parties hereto are municipal corporations organized and existing under and by virtue of the laws of the State of Idaho and as such are authorized and empowered by Idaho Code, Section 50-322, to purchase, lease, or otherwise procure multimodal public transportation systems, and to provide by general ordinance for the regulations governing the maintenance and operation of the same; and

WHEREAS, it is the mutual desire of the Parties hereto, acting pursuant to Idaho Code, Section 67-2328, to maintain an Authority Board to procure, establish, operate, maintain and plan for a multimodal public transportation system in and between the corporate limits of Sun Valley, Ketchum, Hailey, Bellevue, and Carey and within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County; and

WHEREAS, it is the mutual desire of the Parties hereto that there are no disruptions to public transportation services as the mutual terms, covenant and conditions of this Agreement are implemented including that the current level of services historically provided by KART for the residents and visitors of Ketchum and Sun Valley and the services to Wood River Valley that were provided by the PEAK Bus are maintained.

NOW, THEREFORE, in order to accomplish the aforesaid purposes, and in consideration of the mutual terms, covenants and conditions set forth herein, the Parties hereto agree as follows:

**1. Corporate Name.**

Authority shall be renamed the "Mountain Rides Transportation Authority" which replaces the previous name: "Ketchum-Sun Valley Public Transit Authority" (or "KART").

## **2. Transportation Authority Membership.**

The governing Board of the Authority shall be configured as defined below:

- A. Subject to sub-paragraph E below, two (2) members from the City of Ketchum and two (2) members from the City of Sun Valley shall be appointed by the Mayors of Ketchum and Sun Valley with the concurrence of the City Council of each city.
- B. Subject to sub-paragraph E below, one (1) member each to be appointed by the Mayors of Hailey, and Bellevue with the concurrence of the City Council of each such City. The Board may also include one (1) member to be appointed by the Mayor of Carey as determined by the Board,
- C. Subject to sub-paragraph E below, one (1) member from Blaine County to be appointed by the Board of County Commissioners.
- D. One "Member-at-Large." The Authority will solicit nominations from a variety of organizations and individuals that it deems appropriate and have an interest in multi-modal transportation to fill this position, and such selection shall be made by the Board.
- E. Parties will join and become voting members of the Board upon execution of this Agreement by its respective governing body.
- F. The Mayors, Council Members, Commissioners and employees of the Parties hereto shall not be excluded from membership on the Authority by virtue of their relationship with the Cities and County involved.
- G. Employees, directors, shareholders, partners, owners and others with financial interests in any business, company or entity which the Authority has employed or contracted with to provide equipment or services shall be subject to the Authority's Conflict of Interest Policy as it may be amended from time to time.

## **3. Term of Office.**

The term of office for each member of the governing Board of the Authority shall be for three (3) years. The current terms are set to expire as follows:

- a. Ketchum seat #1 – Oct 2017
- b. Ketchum seat #2 – Oct 2016
- c. Sun Valley seat #1 – Oct 2017
- d. Sun Valley seat #2 – Oct 2016
- e. Hailey – Oct 2015
- f. Bellevue – Oct 2017
- b) Blaine County – Oct 2015
- c) At large – October 2016

Subsequent appointments shall be for three (3) years and a Board member shall hold a seat on the Board until his or her successor has been appointed and qualified. Vacancies occurring otherwise than through the expiration of appointed terms, shall be filled for the remainder of the term by the Party that appointed the Board member.

#### **4. Organization.**

The Authority shall be governed by the Mountain Rides Transportation Authority By-laws specifying the method and manner by which it shall conduct its business and affairs, provided, however, that said By-laws shall be amended so as not be inconsistent with or contrary to the provisions of this Agreement, or any applicable local, state or federal law and shall provide that at least a simple majority must concur for the Authority to act.

#### **5. Purposes and Powers.**

The purpose of the Authority is to establish, implement, maintain, fund and operate a comprehensive multimodal public transportation system by motor buses, fixed guideway systems, van and car pools, bicycles, amenities for walking or other appropriate means, including transportation counseling and advice for scheduled or unscheduled and charter services within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County for the benefit of commuters and the inhabitants and visitors to Blaine County. In furtherance of that purpose, the Parties hereto hereby delegate to the Authority their power to purchase, lease, or otherwise procure multimodal transportation systems, and to promulgate regulations governing the maintenance and operation of the same. Such delegated powers shall more specifically include, but not be limited to, the following:

- A. As a separate legal entity under state and federal statutes, to apply for, receive and operate under financial assistance from the federal or state government, and from any agency or political subdivision thereof, or from any private sources;
- B. To acquire by purchase, gift, lease, sublease or otherwise, to the extent and in the manner that a city or county operating under the laws of the State of Idaho might do so, real or personal property necessary for the establishment, operation and maintenance of a multimodal public transportation system including but not limited to land and easement acquisitions, facilities, employee housing and rolling stock;
- C. To fund operational and maintenance costs of operating a comprehensive multimodal public transportation system;
- D. To contract with public or private agencies, companies or entities for the provision of multimodal public transportation services or for expansion of multimodal public transportation services in the Authority's service area;
- E. To undertake or contract for studies relating to the multimodal public transportation needs of the Parties and the methods by which said needs can best be served;
- F. To participate in, contribute to and support the regional transportation plans, as from time to time may be proposed, adopted and amended.

## **6. Manner of Financing.**

The Authority shall annually adopt a budget. Each Party hereto will annually budget and contribute to the Authority an amount of money necessary to operate and maintain a comprehensive multimodal public transportation system. During each fiscal year, the Parties shall contribute their respective amount of money as determined by the adopted budget, subject to approval of each Party's governing Board. Upon approval of the Board, a Party may contribute its share of the budget through in-kind services, equipment, personal or real property or leases.

- A. In adopting the annual budget, it is anticipated that Ketchum and Sun Valley will continue, as a base, the fiscal year 2005-2006 level of financial support which has historically been provided through their respective local option tax ("LOT") revenue for KART and the PEAK Bus. Further, it is anticipated that the County will continue its financial support for the multimodal public transportation services operated by the Authority in and beyond the County.
- B. Any Party may contribute additional funds to the Authority. Said additional funds shall be deemed as contribution not subject to matching from any other Party and shall be calculated for division of property upon termination of the Authority under Paragraph 8 herein below, if such contribution(s) were for capital acquisitions.
- C. Any funds received by the Authority shall be used for the purpose of maintaining the Authority and planning for, establishing, acquiring, operating or maintaining a multimodal public transportation system, or for paying costs associated with a contract whereby multimodal public transportation services are provided by others. The budgeting, allocation and use of said funds by the Authority shall be in accordance with the purposes and powers herein provided for, and in no event shall the Authority use, spend, encumber or commit funds of the Parties hereto in amounts exceeding those actually budgeted and contributed to the Authority by the Parties.

## **7. Duration.**

The duration of the Authority created by this Agreement shall be October 1, 2015 through September 30, 2019, provided, however, that the same may be extended for an additional period or periods of time, as the Parties hereto deem appropriate. Any such extension of this Authority shall be in writing, adopted by the governing body of each of the Parties hereto.

Any Party may withdraw from the Authority upon six (6) month's written notice. Such notice shall be effective upon the next April 1 which follows the expiration of the six (6) months' notice. For example, an entity would have to give notice no later than April 1 if it did not want to be a party to the Joint Powers Agreement the next fiscal year. Upon withdrawal of a party the Board seats appointed by such withdrawing party shall be terminated. Withdrawal of either Ketchum or Sun Valley shall constitute dissolution of the Authority.

## **8. Dissolution of the Authority.**

Subject to section 7 above, the Authority may be dissolved and terminated by majority vote of the Parties. Upon the dissolution of the Authority created by this Agreement or any extension or

renewal thereof, for whatever reason, the property, real and personal, owned by the Authority shall be sold or distributed in the manner provided for by law for the disposition of property by cities and counties, and the proceeds of any such sale shall be divided between the Parties hereto in proportion equal to the annual operating and capital contributions of each to the Authority since its inception. Provided, however, that prior to any sale of property, real or personal, Parties may agree to distribute said property between themselves in a manner deemed by them to be equitable and approved in writing by the governing body of each. Property of KART or the Cities of Sun Valley or Ketchum existing at the date of this Agreement, or provided by them after the effective date of this Agreement, shall remain their sole and exclusive property and shall not be divided between the Parties hereto. A schedule of such property shall be prepared and attached hereto as Exhibit "A" upon execution of this Agreement. Such property includes, but is not limited to, buses, vans, vehicles, equipment, tools, furnishings, real property, bus maintenance facility and work force housing units.

### **9. Mediation.**

Any controversy or claim arising out of or relating to this Agreement or breach thereof, shall first be submitted to mediation upon the written request of any Party and conducted by one (1) neutral mediator. If the Parties are unable to select a mediator, then selection shall follow the procedure published by the American Arbitration Association Commercial Mediation Rules. Mediation shall be held in Blaine County. This Agreement to mediate and any other agreement or consent to mediate entered into in accordance with this Agreement shall be specifically enforceable under the prevailing law of Idaho. Each party shall bear its own costs and the parties shall split equally the cost and expenses of the mediator.

### **10. Execution and Effect.**

Upon execution of this Agreement by Ketchum and Sun Valley, the "Agreement Extending the Ketchum-Sun Valley Public Transit Authority" dated December 11, 2003 and the Agreement by Ketchum, Sun Valley, Bellevue and Blaine County, the "Amended Agreement of the Ketchum-Sun Valley Transit Authority" dated January 31, 2006, shall both be deemed cancelled and replaced by this Agreement. This Agreement may be executed in counterparts, each of which shall be deemed to be an original.

### **11. Amendment.**

This Agreement may only be amended upon the approval of a majority of the Parties. To be effective, any such amendment shall be in writing signed by the Chair of the Board certifying that such amendment had been approved by majority vote of the Parties.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by the duly-authorized representatives this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

CITY OF KETCHUM

By: \_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

CITY OF SUN VALLEY

By: \_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

CITY OF HAILEY

By: \_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

CITY OF BELLEVUE

By: \_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
City Clerk

BLAINE COUNTY COMMISSIONERS

By: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

**AMENDED AGREEMENT OF  
THE KETCHUM-SUN VALLEY PUBLIC MOUNTAIN RIDES TRANSPORTATION  
AUTHORITY TO PROVIDE MULTIMODAL PUBLIC TRANSPORTATION SERVICES IN  
BLAINE COUNTY**  
Revised October 1, 2007

This Agreement ("Agreement"), made and entered into in \_\_\_\_\_-2007, by and between the CITY OF KETCHUM, IDAHO, a municipal corporation ("Ketchum"), the CITY OF SUN VALLEY, IDAHO, a municipal corporation ("Sun Valley"), the CITY OF HAILEY, a municipal corporation ("Hailey"), the CITY OF BELLEVUE, a charter city ("Bellevue"), ~~the CITY OF CAREY, a municipal corporation ("Carey")~~ and the COUNTY OF BLAINE, a body politic and corporate ("Blaine County") all described, individually as "Party," or jointly as "Parties";

WITNESSETH:

WHEREAS, on June 5, 1989 the Cities of Ketchum and Sun Valley entered into an agreement for the formation of the Ketchum-Sun Valley Public Transit Authority ("Authority") and have since that commencing date jointly funded and operated a public transportation system commonly known as KART within and between the two municipalities through the Authority; and

WHEREAS, since June 2002, Ketchum, Sun Valley and Blaine County have participated in the funding of the PEAK Bus, a regional public transportation service along Idaho State Highway 75 between Bellevue and Ketchum and Sun Valley operated by Wood River Rideshare, a 501c3 non profit corporation; and

WHEREAS, on December 11, 2003, Ketchum and Sun Valley entered into an agreement extending the Ketchum-Sun Valley Public Transit Authority Agreement of June 5, 1989 to (1) ensure the June 5, 1989 Agreement remained in full force and effect, (2) set the term of commitment by Ketchum and Sun Valley to December 31, 2006; and 3) allow for renegotiation or dissolution of the Ketchum-Sun Valley Public Transit Authority Agreement in the event of the formation of a Regional Transportation Authority or similar agency; and

WHEREAS, in August 2005, Blaine County became the sole manager of the PEAK Bus service and solicited and received funding assistance from Ketchum, Sun Valley and Bellevue for fiscal year 2005-06; and

WHEREAS, on January 31, 2006, Ketchum, Sun Valley, Bellevue and Blaine County entered into an agreement (known as the "Amended Agreement of the Ketchum-Sun Valley Public Transit Authority") to operate the KART services in Ketchum and Sun Valley and the Highway 75 services from Bellevue to Ketchum; and

WHEREAS, in May 2006, the Ketchum-Sun Valley Public Transit Authority became the sole manager of the PEAK Bus service and solicited and received funding assistance from Ketchum, Sun Valley, Bellevue and Blaine County for fiscal year 2006-07; and

WHEREAS, on February 21, 2007, ~~the~~ the Authority adopted a Vision, Mission and Goals Statement to reflect its broader role as the primary multimodal public transportation agency within Blaine County

and outside of Blaine County to counties with commuters traveling to Blaine County. This statement may be ~~and periodically updated~~ said statement; and

**VISION** (the big picture): ~~To be the sustainable transportation backbone of Blaine County and adjacent communities~~

**MISSION** (what we do): ~~Manage transportation demand by providing access and mobility to those who live, work, or visit Blaine County with service alternatives to the single occupancy vehicle that are environmentally sustainable, energy efficient, attractive, safe, convenient, reliable, and cost-effective.~~

**GOALS** (how we succeed):

- ~~• Provide attractive and easy to use multimodal transportation services at fair and equitable costs to users and tax payers~~
  - ~~• Reduce Blaine County's transportation generated pollution and its "carbon footprint"~~
  - ~~• Promote land use policies in Blaine County that facilitate multimodal transportation~~
- ~~-and~~

WHEREAS, in August 2007, Wood River Rideshare merged with KART allowing the Authority to expand its services to all of those operated by Wood River Rideshare, to include vans, carpools, bicycles, walking, transportation information, counseling and advice and other multimodal public transportation services operating within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County; and

WHEREAS, the Parties have adopted comprehensive plans, transportation plans and/or governing Board policies identifying the goals, policies and/or action items to support county-wide transportation planning which includes multimodal public transportation services to meet the resident, visitor and commuter needs through regional transportation planning; and

WHEREAS, on October 8, 2007 the parties extended the Joint Powers Agreement until October 7, 2015; and;

WHEREAS, the public transportation demands for residents, visitors and workers commuting to employment centers in the region are increasing and it is the desire of the Parties to provide for efficient and responsive multimodal public transportation services which are easily identifiable, are coordinated in a manner to encourage the ease of ridership with incentives such as a variety of high quality services, park and ride lots, and high occupancy vehicle lanes, in order to reduce the congestion, costs and pollution caused in part, by individual vehicular trips within Blaine County; and

WHEREAS, the City parties hereto are municipal corporations organized and existing under and by virtue of the laws of the State of Idaho and as such are authorized and empowered by Idaho Code, Section 50-322, to purchase, lease, or otherwise procure multimodal public transportation systems, and to provide by general ordinance for the regulations governing the maintenance and operation of the same; and;

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WHEREAS, it is the mutual desire of the Parties hereto, acting pursuant to Idaho Code, Section 67-2328, to maintain an Authority Board to procure, establish, operate, maintain and plan for a multimodal public transportation system in and between the corporate limits of Sun Valley, Ketchum, Hailey, Bellevue, and Carey and within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County; and,

WHEREAS, it is the mutual desire of the Parties hereto that there are no disruptions to public transportation services as the mutual terms, covenant and conditions of this Agreement are implemented including that the current level of services historically provided by KART for the residents and visitors of Ketchum and Sun Valley and the services to Wood River Valley that were provided by the PEAK Bus are maintained.

NOW, THEREFORE, in order to accomplish the aforesaid purposes, and in consideration of the mutual terms, covenants and conditions set forth herein, the Parties hereto agree as follows:

**1. Corporate Name.**

Authority shall be renamed the "Mountain Rides Transportation Authority" which replaces the previous name: "Ketchum-Sun Valley Public Transit Authority" (or "KART").

**2. Transportation Authority Membership.**

The governing Board of the Authority shall be configured as defined below:

- A. Subject to sub-paragraph E below, two (2) members from the City of Ketchum and two (2) members from the City of Sun Valley shall be appointed by the Mayors of Ketchum and Sun Valley with the concurrence of the City Council of each city.
- B. Subject to sub-paragraph E below, one (1) member each to be appointed by the Mayors of Hailey, ~~and Bellevue and Carey,~~ with the concurrence of the City Council of each such City. The Board may also include one (1) member to be appointed by the Mayor of Carey as determined by the Board.
- C. Subject to sub-paragraph E below, one (1) member from Blaine County to be appointed by the Board of County Commissioners.
- D. ~~One "Member-at-Large," who is a routine user of the multimodal services of the Mountain Rides Transportation Authority shall be appointed by the Board of the Authority. The Board shall consult with and accept advice as to this appointment from Wood River Rideshare (or its successor), a 501c3 non profit corporation. The Authority will solicit nominations from a variety of organizations and individuals that it deems appropriate and have an interest in multi-modal transportation to fill this position, and such selection shall be made by the Board.~~
- E. Parties will join and become voting members of the Board upon execution of this Agreement by its respective governing body.

F. The Mayors, Council Members, Commissioners and employees of the Parties hereto shall not be excluded from membership on the Authority by virtue of their relationship with the Cities and County involved.

G. ~~Employees, directors, shareholders, partners, owners and others with financial interests in any business, company or entity which the Authority has employed or contracted with to provide equipment or services shall not be appointed or remain members of the Authority. Members of the Authority shall be appointed without respect to political affiliation or religious denomination, and shall serve without compensation. Any person may be eligible for appointment shall be subject to the Authority's Conflict of Interest Policy as it may be amended from time to time.~~

### 3. Term of Office.

The term of office for each member of the governing Board of the ~~on~~-said Authority shall be for the following initial terms: three (3) years. The current terms are set to expire as follows:

- a. Ketchum seat #1 – Oct 2017
- b. Ketchum seat #2 – Oct 2016
- c. Sun Valley seat #1 – Oct 2017
- d. Sun Valley seat #2 – Oct 2016
- e. Hailey – Oct 2015
- f. Bellevue – Oct 2017
- b) Blaine County – Oct 2015
- c) At large – October 2016

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- ~~1 member from Ketchum for one (1) year~~
- ~~1 member from Ketchum for three (3) years~~
- ~~1 member from Sun Valley for one (1) year~~
- ~~1 member from Sun Valley for three (3) years~~
- ~~1 member from Blaine County for two (2) years~~
- ~~1 member from Hailey for two (2) years~~
- ~~1 member from Bellevue for one (1) year~~
- ~~1 member from Carey for three (3) years~~
- ~~1 member at Large for three (3) years: the current incumbent seat will come up for renewal in October of 2016~~

Subsequent appointments shall be for three (3) years and a Board member shall hold a seat on the Board until his or her successor has been appointed and qualified. Vacancies occurring otherwise than through the expiration of appointed terms, shall be filled for the remainder of the term by the Party that appointed the Board member.

### 4. Organization.

The Authority shall be governed by the Mountain Rides Transportation Authority By-laws specifying the method and manner by which it shall conduct its business and affairs, provided, however, that said By-laws shall be amended so as not be inconsistent with or contrary to the provisions of this Agreement, or any applicable local, state or federal law and shall provide that at least a simple majority must concur for the Authority to act.

#### **5. Purposes and Powers.**

The purpose of the Authority is to establish, implement, maintain, fund and operate a comprehensive multimodal public transportation system by motor buses, fixed guideway systems, van and car pools, bicycles, amenities for walking or other appropriate means, including transportation counseling and advice for scheduled or unscheduled and charter services within Blaine County and outside of Blaine County to counties with commuters traveling to Blaine County for the benefit of commuters and the inhabitants and visitors to Blaine County. In furtherance of that purpose, the Parties hereto hereby delegate to the Authority their power to purchase, lease, or otherwise procure multimodal transportation systems, and to promulgate regulations governing the maintenance and operation of the same. Such delegated powers shall more specifically include, but not be limited to, the following:

- A. As a separate legal entity under state and federal statutes, to apply for, receive and operate under financial assistance from the federal or state government, and from any agency or political subdivision thereof, or from any private sources;
- B. To acquire by purchase, gift, lease, sublease or otherwise, to the extent and in the manner that a city or county operating under the laws of the State of Idaho might do so, real or personal property necessary for the establishment, operation and maintenance of a multimodal public transportation system including but not limited to land and easement acquisitions, facilities, employee housing and rolling stock;
- C. To fund operational and maintenance costs of operating a comprehensive multimodal public transportation system;
- D. To contract with public or private agencies, companies or entities for the provision of multimodal public transportation services or for expansion of multimodal public transportation services in the Authority's service area;
- E. To undertake or contract for studies relating to the multimodal public transportation needs of the Parties and the methods by which said needs can best be served;
- F. To participate in, contribute to and support the regional transportation plans, as from time to time may be proposed, adopted and amended.

#### **6. Manner of Financing.**

The Authority shall annually adopt a budget. Each Party hereto will annually budget and contribute to the Authority an amount of money necessary to operate and maintain a comprehensive multimodal public transportation system. During each fiscal year, the Parties shall contribute their respective amount of money as determined by the adopted budget, subject to

approval of each Party's governing Board. Upon approval of the Board, a Party may contribute its share of the budget through in-kind services, equipment, personal or real property or leases.

- A. In adopting the annual budget, it is anticipated that Ketchum and Sun Valley will continue, as a base, the fiscal year 2005-2006 level of financial support which has historically been provided through their respective local option tax ("LOT") revenue for KART and the PEAK Bus. Further, it is anticipated that the County will ~~continue its~~ continue its financial support ~~for the~~ for the multimodal public transportation services operated by the Authority in and beyond the County.
- B. Any Party may contribute additional funds to the Authority. Said additional funds shall be deemed as contribution not subject to matching from any other Party and shall be calculated for division of property upon termination of the Authority under Paragraph 8 herein below, if such contribution(s) were for capital acquisitions.
- C. Any funds received by the Authority shall be used for the purpose of maintaining the Authority and planning for, establishing, acquiring, operating or maintaining a multimodal public transportation system, or for paying costs associated with a contract whereby multimodal public transportation services are provided by others. The budgeting, allocation and use of said funds by the Authority shall be in accordance with the purposes and powers herein provided for, and in no event shall the Authority use, spend, encumber or commit funds of the Parties hereto in amounts exceeding those actually budgeted and contributed to the Authority by the Parties.

#### **7. Duration.**

The duration of the Authority created by this Agreement shall be October 1, 2015 through September 30, 2019, ~~for a period of four (4) years~~, provided, however, that the same may be extended for an additional period or periods of time, as the Parties hereto deem appropriate. Any such extension of this Authority shall be in writing, adopted by the governing body of each of the Parties hereto.

Any Party may withdraw from the Authority upon ~~one (1) year's~~ six (6) month's written notice. Such notice ~~to~~ shall be effective ~~shall be given in the month of August upon the next April 1 which follows the expiration of the six (6) months' notice. For example, an entity would have to give notice no later than April 1 if it did not want to be a party to the Joint Powers Agreement the next fiscal year. Upon withdrawal of a party the Board seats appointed by such withdrawing party shall be terminated.~~ Withdrawal of either Ketchum or Sun Valley shall constitute dissolution of the Authority.

#### **8. Dissolution of the Authority.**

Subject to section 7 above, the Authority may be dissolved and terminated by majority vote of the Parties. Upon the dissolution of the Authority created by this Agreement or any extension or renewal thereof, for whatever reason, the property, real and personal, owned by the Authority shall be sold or distributed in the manner provided for by law for the disposition of property by cities and counties, and the proceeds of any such sale shall be divided between the Parties hereto in proportion equal to the annual operating and capital contributions of each to the Authority since its inception. Provided, however, that prior to any sale of property, real or personal, Parties may agree to distribute said property between themselves in a manner deemed by them to be equitable and approved in writing by the governing body of each. Property of KART or the Cities of Sun Valley or Ketchum existing at the date of this Agreement, or provided by them after the effective date of this Agreement, shall remain their sole and exclusive property and shall not be divided between the Parties hereto. A schedule of such property shall be prepared and attached hereto as Exhibit "A" upon execution of this Agreement. Such property includes, but is not limited to, buses, vans, vehicles, equipment, tools, furnishings, real property, bus maintenance facility and work force housing units.

**9. Mediation.**

Any controversy or claim arising out of or relating to this Agreement or breach thereof, shall first be submitted to mediation upon the written request of any Party and conducted by one (1) neutral mediator. If the Parties are unable to select a mediator, then selection shall follow the procedure published by the American Arbitration Association Commercial Mediation Rules. Mediation shall be held in Blaine County. This Agreement to mediate and any other agreement or consent to mediate entered into in accordance with this Agreement shall be specifically enforceable under the prevailing law of Idaho. Each party shall bear its own costs and the parties shall split equally the cost and expenses of the mediator.

**10. Execution and Effect.**

Upon execution of this Agreement by Ketchum and Sun Valley, the "Agreement Extending the Ketchum-Sun Valley Public Transit Authority" dated December 11, 2003 and the Agreement by Ketchum, Sun Valley, Bellevue and Blaine County, the "Amended Agreement of the Ketchum-Sun Valley Transit Authority" dated January 31, 2006, shall both be deemed cancelled and replaced by this Agreement. This Agreement may be executed in counterparts, each of which shall be deemed to be an original.

**11. Amendment.**

This Agreement may only be amended upon the approval of a majority of the Parties. To be effective, any such amendment shall be in writing signed by the Chair of the Board certifying that such amendment had been approved by majority vote of the Parties.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by the duly-authorized representatives this \_\_\_\_\_ day of \_\_\_\_\_, 2015~~07~~.

CITY OF KETCHUM

By: \_\_\_\_\_  
Mayor  
Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

CITY OF SUN VALLEY

By: \_\_\_\_\_  
Mayor  
Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

CITY OF HAILEY

By: \_\_\_\_\_  
Mayor  
Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

CITY OF BELLEVUE

By: \_\_\_\_\_  
Mayor  
Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Clerk

~~CITY OF CAREY~~

\_\_\_\_\_  
By: \_\_\_\_\_  
\_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

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ATTEST:

\_\_\_\_\_  
City Clerk

BBLAINE COUNTY COMMISSIONERS

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By: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015

**DEPARTMENT:** Admin

**DEPT. HEAD SIGNATURE:** HD

**SUBJECT:**

Hold Harmless indemnification agreement between City of Hailey and Blaine County School District for City July 4<sup>th</sup> fireworks display from school district property. *w/ resolution 2015-55*

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The attached agreement and permission from Blaine County School District is for the fireworks display.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to approve Resolution ratifying signature of indemnification agreement between City of Hailey and Blaine County School District for fireworks display. *w/ resolution 2015-55*

**ACTION OF THE CITY COUNCIL:**

Date : \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**CITY OF HAILEY  
RESOLUTION NO. 2015-55**

**RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF HAILEY  
AUTHORIZING THE EXECUTION OF A INDEMNIFICATION AGREEMENT WITH  
BLAINE COUNTY SCHOOL DISTRICT, FOR THE 4TH OF JULY FIREWORKS  
DISPLAY.**

WHEREAS, the City of Hailey desires to enter into an Indemnification Agreement with BLAINE COUNTY SCHOOL DISTRICT under which City of Hailey will be allowed to Have Lantis Fireworks Put On A Fireworks Show.

WHEREAS, the City of Hailey and BLAINE COUNTY SCHOOL DISTRICT have agreed to the terms and conditions of the Use Agreement, a copy of which is attached hereto.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HAILEY, IDAHO,** that the City of Hailey approves the Indemnification Agreement between the City of Hailey and BLAINE COUNTY SCHOOL DISTRICT and that the Mayor is authorized to execute the attached Agreement,

Passed this 6TH day of JULY, 2015.

City of Hailey

\_\_\_\_\_  
Fritz X. Haemmerle, Mayor

ATTEST:

\_\_\_\_\_  
Mary Cone, City Clerk



## Blaine County School District #61

118 West Bullion Street - Hailey, Idaho 83333

[www.blaineschools.org](http://www.blaineschools.org)

Phone (208) 578-5000 - Fax (208) 578-5110

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July 1, 2015

City of Hailey

115 Main Street South, Suite H

Hailey, ID 83333

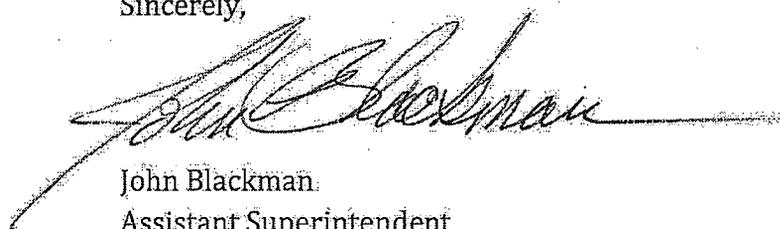
Attn: Mayor Fritz Haemmerle & Mike Baledge

Dear Mayor Haemmerle & Mike Baledge:

This letter serves as notice to inform you that Blaine County School District authorizes Lantis Fireworks use of the Wood River High School parking lot on July 4, 2015 for the production of their aerial fireworks show. Lantis Fireworks will be responsible for cleanup of the area following use.

Should you have any questions, please contact me at 208-578-5000.

Sincerely,



John Blackman  
Assistant Superintendent

Climbing Toward Excellence

## HOLD HARMLESS AND INDEMNIFICATION AGREEMENT

This HOLD HARMLESS AND INDEMNIFICATION AGREEMENT ("Agreement") is made as of this \_\_\_\_ day of \_\_\_\_\_, 2015, by and between the **CITY OF HAILEY**, an Idaho municipal corporation (hereinafter "City"), and **BLAINE COUNTY SCHOOL DISTRICT NO. 61** (hereinafter "District").

- A. The City is a municipal corporation and political subdivision of the State of Idaho and has authority to enter into this Agreement. Fritz X. Haemmerle is the Mayor for the City of Hailey. The Hailey City Council has authorized the Mayor to execute this Agreement.
- B. District is a political subdivision of the State of Idaho and owns real property in the City of Hailey that is commonly known as the Wood River High School Campus.
- C. On July 4, 2015, the City desires to conduct a 4<sup>th</sup> of July Fireworks Ceremony on the Wood River High School Campus near the football field.
- D. The District will allow the City to use the Wood River High School Campus, provided the City holds the District harmless and indemnifies the District from any and all claims relating to the fireworks ceremony.

NOW, THEREOFRE, on the basis of the foregoing recitals and in consideration of the mutual promises and undertakings hereinafter set forth, and for valuable consideration, the parties agree as follows:

- 1. Use of Property. The District agrees to allow the City and its agent, Lantis Fireworks and Lasers, and its employees and agents, to use the Wood River High School Campus for such times as are reasonably necessary to setup, conduct, and cleanup a 4<sup>th</sup> of July Fireworks program on July 4, 2015.
- 2. Hold Harmless And Indemnification. The City hereby holds the District harmless from and indemnifies the District for any and all costs or expenses and any and all claims, demands, obligations, liabilities, damages, costs, lawsuits and judgments, including attorney's fees (collectively "Claims"), connected in any way with the setup, staging, operation, and cleanup of the fireworks ceremony on the Wood River High School campus.
- 3. Miscellaneous Provisions.
  - a. This Agreement shall be binding upon and inure to the benefit of the parties hereto, and their respective heirs, personal representatives, successors, and assigns.

- b. This Agreement is the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior agreements between them with respect thereto.
- c. This Agreement shall be construed in accordance with the laws of the State of Idaho.
- d. In the event that any party hereto has to retain counsel for the purpose of enforcing any of the rights, duties, or obligations arising out of or relating to this Agreement, the non-prevailing party shall pay to the prevailing party the latter's reasonable attorney's fees and costs, whether or not litigation is actually instituted, and including attorney's fees and costs on appeal and in any bankruptcy proceeding.
- e. Each signatory agrees that he/she has full authority and consent to sign this Agreement.
- f. This Agreement may be executed in several counterparts and all so executed shall constitute one Agreement, binding on all the parties hereto even though all the parties are not signatories to the original or the same counterpart.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

CITY OF HAILEY

By: \_\_\_\_\_  
Fritz X. Haemmerle, Mayor

BLAINE COUNTY SCHOOL DISTRICT #61

By: \_\_\_\_\_  
Steven Guthrie, Chairperson

**Certificate of Insurance**

6314

Issue Date: 4/8/2015

**PRODUCER**  
Professional Program Insurance Brokerage  
371 Bel Marin Keys Blvd., Suite #220  
Novato, California 94949

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

**INSURERS AFFORDING COVERAGE**

**INSURED**  
Lantis Productions, Inc., The Lantis Company Inc.  
2369 Willow View Way  
Sandy, UT 84092

INSURER A: Underwriter's at Lloyd's, London  
INSURER B:  
INSURER C:  
INSURER D:

**COVERAGES:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE NAMED INSURED ABOVE FOR THE PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (DD/MM/YY)	POLICY EXPIRATION DATE (DD/MM/YY)	LIMITS	
A	GENERAL LIABILITY CLAIMS MADE	PY/14-0118	7/29/2014	7/29/2015	EACH ACCIDENT	\$1,000,000
					MEDICAL EXP (any one person)	
					FIRE LEGAL LIABILITY	\$50,000
					GENERAL AGGREGATE	\$2,000,000
					PRODUCTS-COMP/ OPS AGG	

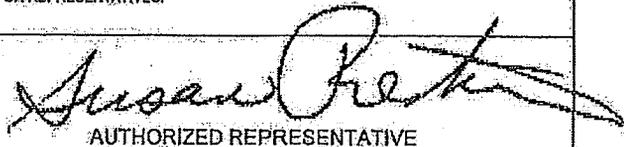
**DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS**  
Certificate holder is additional insured as respects the following:

Date(s) of Display:	7/4/2015
Location:	Blaine County School District, Wood River High School District Acres Road, Halley, Idaho 89999
Additional Insured:	Blaine County School District #61; Halley City; City of Halley Fire Dept.
Rain Date(s):	
Type of Display:	Aerial Fireworks Display

**CERTIFICATE HOLDER:**

City of Halley  
115 Main Street South  
Halley, ID 83333

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

  
AUTHORIZED REPRESENTATIVE

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/15    **DEPARTMENT:** PW    **DEPT. HEAD SIGNATURE:**   MP  

**SUBJECT:** Resolution 2015-56 ratifying the Mayor's signature and authorizing the Agreement with Nitro-Green of Hailey LLC to apply fertilizer and/or herbicide for \$200/acre at parks and herbicide for \$50/hr. in right-of-ways.

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

This agreement would be for labor only. It is estimated that the cost to fertilize and/or treat parks with an herbicide in 2015 would be \$8,114.50 for labor and \$2,880.42 for materials (city furnished). Herbicide only application rate of \$50/hr. is for work done in the right-of-ways. These prices are consistent with last year's rates.

Public notification procedures for herbicide will consist of the following:

- Publication in the Idaho Mountain Express prior to application.
- Information, including MSDS sheets, on the city's website.
- An article in July 2015 edition of Our Town.
- Posting at each park, indicating that it has been sprayed and describing where more information can be obtained.

Please refer to the attached agreement and fertilizer plan for more details.

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

<input checked="" type="checkbox"/> City Attorney	<input type="checkbox"/> Clerk / Finance Director	<input type="checkbox"/> Engineer	<input type="checkbox"/> Building
<input type="checkbox"/> Library	<input type="checkbox"/> Planning	<input type="checkbox"/> Fire Dept.	_____
<input type="checkbox"/> Safety Committee	<input type="checkbox"/> P & Z Commission	<input type="checkbox"/> Police	_____
<input type="checkbox"/> Streets	<input checked="" type="checkbox"/> Public Works, Parks	<input type="checkbox"/> Mayor	_____

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Make a motion to adopt Resolution 2015-56 ratifying the Mayor's signature and authorizing approval of the Agreement.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**CITY OF HAILEY  
RESOLUTION NO. 2015-56**

**RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF HAILEY  
AUTHORIZING A LETTER OF AGREEMENT WITH NITRO GREEN OF HAILEY  
LLC TO APPLY FERTILIZER AND/OR HERBICIDE FOR \$200/ACRE AT PARKS  
AND \$50/HR IN RIGHT-OF-WAYS.**

WHEREAS, the City of Hailey desires to approve a Letter of Agreement with Nitro Green of Hailey LLC to spray fertilizer and herbicides in parks and right-of-ways in the city.

WHEREAS, the City of Hailey and Nitro Green of Hailey LLC have agreed to the terms and conditions of the Letter of Agreement, a copy of which are attached hereto.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HAILEY, IDAHO,** that the City of Hailey approves the Letter of Agreement between the City of Hailey and Nitro Green of Hailey LLC and that the Mayor is authorized to execute the attached Letter of Agreement,

Passed this 6th day of July, 2015.

City of Hailey

\_\_\_\_\_  
Fritz X. Haemmerle, Mayor

ATTEST:

\_\_\_\_\_  
Mary Cone, City Clerk

## LETTER OF AGREEMENT FOR FERTILIZER AND HERBICIDE APPLICATION

June 15, 2015

Bill Stavros, Lisc.  
Nitro-Green of Hailey LLC  
PO Box 2760  
Hailey, ID 83333

Subject: *Fertilizer and Herbicide contract for labor*

Dear Bill:

The City of Hailey (city) wishes Nitro-Green of Hailey LLC to apply fertilizer and herbicide to areas as needed and directed by the city. The city will provide the fertilizer and herbicides at its own cost. The contract with Nitro-Green of Hailey LLC will be for labor only. In general, the city wishes for fertilizer to be applied to each city park twice per year and up to four times a year for playing fields. Herbicide will be applied as needed. Specific work will be described by city staff in advance of each application.

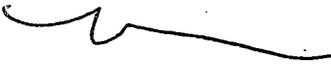
Please review the following conditions of the agreement described below, sign this letter and return the original to the city. I will then send you a complete, signed copy for your records.

1. Fifty dollars (\$50.00) an hour for herbicide application along right-of-ways.
2. Two hundred dollars (\$200.00) per acre for fertilizer and/or herbicide application. Estimated at \$8,114.00 (See attachment).
3. The Public Works Director shall receive advanced notification of herbicide application. Notice must be given at least two (2) weeks in advance of spraying, to allow proper notification to occur in the Idaho Mountain Express and other publications.
4. All work will be conducted at the required times, determined by City of Hailey.
  - Notification has already occurred for herbicide and fertilizer mix to be applied to the following city parks, June 22-25, and July 6-9, 2015, in the following order of application:
    - McKercher Park
    - Skate Park
    - Woodside Blvd. right-of-way – north half of Blvd. to receive herbicide/fertilizer mix and south half to receive fertilizer only (new grass

needs to establish more before herbicide is applied). Exact locations shall be verified by Public Works Department.

- Old Cutter's Park
  - Heagle Park
  - Curtis Park
  - Echo Hill Park
5. Application shall be conducted according to manufacture specifications and shall adhere to all laws regulating application of applied substances.
  6. Applicators shall possess all required certifications and licenses necessary for the jobs assigned by the city and shall maintain certification and licenses throughout the duration of the work specified herein and requested by the city.
  7. Nitro-Green of Hailey LLC, when notified, will not apply herbicide to areas that have been identified by the city for mechanical removal, at the request and responsibility of city resident(s).

Sincerely,



Mariel Platt  
Public Works Director  
City of Hailey



Fritz X. Haemmerle, Mayor

6/17/15

Date



Bill Stavros, Nitro-Green of Hailey LLC

6-15-2015

Date

# Hailey Parks Fertilizer and/or Herbicide 2015

This will be \$200.00 per acre per application 2 times a year per park and up to 4 times per year for sports fields. This will be for labor only. The City of Hailey will provide fertilizer and/or herbicides at its own cost. If fertilizer and herbicide are applied at the same time there will be no additional labor cost.

<u>Hop Porter Park</u>	<u>Labor</u>	<u>Fertilizer</u>
Size: 4.3 acres	\$860.00	\$294.55
<u>Lawrence Heagle Park</u>		
Size: 3.5 acres	\$700.00	\$239.75
<u>Roberta McKercher Park</u>		
Size: 2.5 acres	\$500.00	\$171.25
<u>Echo Hill Park</u>		
Size: .419 acres	\$85.00	\$28.70
<u>Curtis Park</u>		
Size: 2.5 acres	\$500.00	\$171.25
<u>Deerfield Park</u>		
Size: 3.3 acres	\$660.00	\$226.05
<u>Foxmoor Park</u>		
Size: 1.3 acres	\$260.00	\$89.05
<u>Lions Park</u>		
Size: 3 acres	\$300.00	\$205.05
<u>Keefer Park</u>		
Size: 8.6 acres	\$1720.00	\$589.10
<u>Balmoral Park</u>		
Size: 2.4 acres	\$480.00	\$164.40

**Old Cutters Park**

Size: 5.1 acres                      \$1020.00                      \$349.35

**Jimmy's Park**

Size .12 acers 5540 Sq Ft              \$24.00                      \$8.22

**Street Shop**

Size: .74 Acers 32,073 Sq Ft      \$148.00                      \$50.69

**Woodside Blvd**

Size: 3.33 acers                      \$667.00                      \$228.10

**Fox Acres Berm**

Size: .65 acres                      \$130.00                      \$69.15

**Skate Park**

Size : .30 Acres 12,956 Sq Ft      \$60.00                      \$20.55

**Total labor \$8114.00 Fertilizer \$2880.42**

**Total Acres: 42.05**

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07-06-15      **DEPARTMENT:** Com. Development    **DEPT. HEAD SIGNATURE:** \_\_\_\_\_

**SUBJECT:**

Request for approval to hold a special event, the event being the Las Cruces Jaripeo, Mexican Rodeo, to be held at the Rodeo Grounds in Werthheimer Park (Sunday, July 19<sup>th</sup>, 2015 from 5:00 p.m. to 10:00 p.m.).

**AUTHORITY:**  ID Code \_\_\_\_\_     IAR \_\_\_\_\_     City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:** Caselle # \_\_\_\_\_  
Budget Line Item # \_\_\_\_\_    YTD Line Item Balance \$ \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_    Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_    Phone # \_\_\_\_\_  
Comments: \_\_\_\_\_

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

<input type="checkbox"/> City Administrator	<input type="checkbox"/> Library	<input type="checkbox"/> Benefits Committee
<input type="checkbox"/> City Attorney	<input type="checkbox"/> Mayor	<input checked="" type="checkbox"/> Streets
<input type="checkbox"/> City Clerk	<input checked="" type="checkbox"/> Planning	<input type="checkbox"/> Treasurer
<input type="checkbox"/> Building	<input checked="" type="checkbox"/> Police	_____
<input checked="" type="checkbox"/> Engineer	<input type="checkbox"/> Public Works, Parks	_____
<input checked="" type="checkbox"/> Fire Dept.	<input type="checkbox"/> P & Z Commission	_____

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Recommendation to approve a special event, the event being Las Cruces Jaripeo, Mexican Rodeo, to be held at the Rodeo Grounds in Werthheimer Park (Sunday, July 19<sup>th</sup>, 2015 from 5:00 p.m. to 10:00 p.m.), and authorization for the Mayor to sign the Use Agreement and Special Event Agreement.

**ADMINISTRATIVE COMMENTS/APPROVAL:**

City Administrator \_\_\_\_\_    Dept. Head in Attendance at Meeting (circle one) Yes No

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only) \_\_\_\_\_



RECEIVED  
JUL 01 2015

### ARENA SPECIAL EVENT PERMIT APPLICATION CITY OF HAILEY

EVENT NAME: Las Cruces Sanjeo/Baile

#### I. EVENT SCHEDULE

Special Events are limited to four days, including set-up and tear-down days. No more than eight events per calendar year can be conducted by a single party or organization, unless a modification is granted by the City Council. Please submit your modification requests in writing and attach to your application.

Date(s) of Event	Hours	Estimated # of Attendees
<u>7-19-15</u>	Start Time: <u>3pm</u> End Time: <u>10pm</u>	All Day:
	Start Time: End Time:	All Day:
Date(s) of Set-up/Tear-down	Hours	Estimated # Staff
<u>Bulls arrive</u>	Start Time: <u>7/19/15</u> End Time:	
	Start Time: End Time:	

#### II. FEES

Special Event Permit Application Fee	\$125	<input checked="" type="checkbox"/>	<u>\$125</u>
Per Day Arena Rental Fee (500 participants or fewer)	\$500+\$1/ticket	<input checked="" type="checkbox"/>	<u>\$500</u>
Per Day Arena Rental Fee (1,500 participants or fewer)	\$1,500	<input type="checkbox"/>	
Per Day Arena Rental Fee (1,501 participants or more)	\$3,000	<input type="checkbox"/>	
Second Show in Same Day Fee	\$700	<input type="checkbox"/>	
Security Services Deposit	\$1,000	<input checked="" type="checkbox"/>	<u>\$1,000</u>
Concession Areas	<u>1 @ 125</u> <del>\$250</del>	<input checked="" type="checkbox"/>	<u>\$125</u>
<b>TOTAL DUE</b>			<u>\$1,750</u> ( <u>\$1,000 refundable</u> )

#### III. ORGANIZATION INFORMATION

Sponsoring Organization: \_\_\_\_\_  
 Applicant's Name: Malena Juarez Title: \_\_\_\_\_  
 Address: P.O. Box 786 City: Jerome State: Id. Zip: 83338  
 Telephone Home: 208-324-9268 Mobile: 208-280-1799 FAX: \_\_\_\_\_  
 Applicant Driver's License #: \_\_\_\_\_ Email: MalenaJuarez08181972@gmail.com

#### IV. EVENT INFORMATION

New Event: Yes  No \_\_\_\_\_ Annual Event: Yes \_\_\_\_\_ No  Years Operating 1  
 Event Category:  Commercial  Noncommercial  
 Estimate of Gross Ticket Sales & Revenues (commercial event only): \_\_\_\_\_  
 Description of Event: Bull Riding & dance, concession, beer, wine.  
 Additional Details: \_\_\_\_\_

**V. INSURANCE REQUIREMENTS**

It is the responsibility of your Special Event organizers to maintain a COMPREHENSIVE GENERAL LIABILITY insurance policy with coverage of not less than \$1,000,000.00 combined single limit per occurrence. Each policy shall be written as a primary policy, not contributing with or in excess of any coverage which the City may carry. *A certificate naming the City of Hailey, Blaine County, Idaho as additional insured shall be delivered to the City of Hailey with this application.* The adequacy of all insurance required by these provisions shall be subject to approval by the City Clerk. Failure to maintain any insurance coverage required by this agreement shall be cause for immediate termination of the application.

Insurance Company: \_\_\_\_\_ Agent Name: \_\_\_\_\_ Phone: \_\_\_\_\_

**SPECIAL EVENT ACTIVITIES & CITY SERVICES REQUESTED**

Yes	No	Check all Planned Activities	Yes	No	Check all Planned Activities
	✓	Street Closures (if yes)		✓	Alcohol Served: (Free of Charge) Provider -
		• Street Closure for Special Event Application and detailed map listing areas of closure. <i>An ITD permit is required for Main Street.</i>	X		Alcohol Sold: Requires Alcohol Beverage Catering Permit (Hailey Code 5.13) Provider - <i>Jerome Event Center</i>
	✓	Barricades If yes, please include a logistics map.	X		Food/Beverages (Caterers) Please List:
X		Police/Traffic Control Services (A security plan is necessary for Special Events anticipated to attract 250 or more participants while serving beer, wine or liquor or for street closures.)		X	Booths: Profit / Non-Profit
		<i>Bull Riding</i>		X	Vendors (Items sold/ Solicitation) Please list:
X		Medical Services (Circle) First Aid and/or EMS Services		X	Canopies/Tents/Temporary Structures - City of Hailey Fire Department, Fire Code Enforcement may require a permit for tents, canopies, membrane, or temporary structures over 200 sq. ft.  Sizes _____
		*Determination of EMS services is dependent on event size and type.			
		Service Provider: <i>Contact HFD</i>			
	✓	Overnight Camping Please see City for designated areas.			Street Banners
	X	Open flame or flame producing devices			
X		Amplified Sound Permit	X		Stages: (Number and Size(s)) <i>TBD</i>
X		Concessions Area- 1 ( <del>X</del> 2 ( )			Toilets <i>1 side</i> Men's (X) Women's (X) Family (X)
			X		

Your Event Organizer is responsible for providing a complete list of event activities including a list of suppliers providing services. An event logistics map is required, detailing the location for all road closures, event set up, canopies, stages, vendors, booths, and any other major services or activities planned. I hereby certify that I have read and will abide by the laws, rules and regulations set forth by the City of Hailey, Blaine County, and the State of Idaho, and in signing this application, I hereby agree that I and the organization I represent, shall hold the City of Hailey and all of its agents or employees free and blameless from any claim, liability or damage which may arise from use of City facilities or equipment, whether or not the City of Hailey, its agents or employees are jointly negligent. I further agree to promptly reimburse the City of Hailey and all of its agents for any clean up loss or damage to City property resulting from this use, as well as permitting, staffing, equipment use/rental, property use/rental, clean up, inspections involving the use of public property, public employees or public equipment for the Special Event.

Event Organizer's Signature: *Younis E. Jarrar* Date: *7-1-15*

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/15 **DEPARTMENT:** Clerk's Office **DEPT. HEAD SIGNATURE** M. Cone

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**SUBJECT**

Approval of Minutes from the meeting of the Hailey City Council on June 29, 2015 and to suspend reading of them.

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**AUTHORITY:**  ID Code 67-2344       IAR       City Ordinance/Code

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Idaho Code requires that a governing body shall provide for the taking of written minutes at all of its meetings, and that all minutes shall be available to the public within a reasonable period of time after the meeting. Minutes should be approved by the council at the next regular meeting and kept by the clerk in a book of minutes, signed by the clerk.

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**BACKGROUND:**

Draft minutes prepared.

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**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_

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**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:**

<input type="checkbox"/> City Attorney	<input checked="" type="checkbox"/> City Clerk	<input type="checkbox"/> Engineer	<input type="checkbox"/> Mayor
<input type="checkbox"/> P & Z Commission	<input type="checkbox"/> Parks & Lands Board	<input type="checkbox"/> Public Works	<input type="checkbox"/> Other

---

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to approve the minutes as presented, and to suspend the reading of them, or remove from consent agenda to make changes and then approve as amended.

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**FOLLOW UP NOTES:**

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**MINUTES OF THE SPECIAL MEETING OF THE  
HAILEY CITY COUNCIL  
HELD JUNE 29, 2015  
IN THE HAILEY TOWN CENTER MEETING ROOM**

The Meeting of the Hailey City Council was called to order at 5:39 P.M. by Mayor Fritz Haemmerle. Present were Council members Carol Brown, Don Keirn, Pat Cooley, and Martha Burke. Staff present included City Attorney Ned Williamson, City Administrator Heather Dawson, and City Clerk Mary Cone.

5:39:44 PM call to order by Mayor Haemmerle

Open Session for Public Comments:

5:40:03 PM Pat Bowton with Chamber thanked the city and police for help with the Sheeptown Drag Event last Thursday evening, it was a big success.

**CONSENT AGENDA:**

- CA 252 Motion to approve Resolution 2015-51, authorizing Public Works Director and another city staff designee to administratively approve change orders for the biosolids handling facility for amounts \$10,000 or less.....
- CA 253 Motion to approve Minutes from June 15, 2015 council meeting and to suspend the reading of them.....
- CA 254 Motion to approve claims for payments due by July 1, 2015 .....

5:40:45 PM **Burke moved to approve all consent agenda items, seconded by Keirn, motion passed unanimously.**

**OLD BUSINESS:**

- OB 255 Discussion of Health Insurance JPA – consideration of Hailey’s withdrawal from the III-A and consideration of Resolution 2015-52 providing notice to withdraw from III-A (continued from 6/15/15 meeting)*

5:41:13 PM Mayor Haemmerle introduced discussion on III-A. We continued this item from the last meeting to look for more quotes for insurance.

5:41:56 PM Cooley will be recusing himself from this discussion.

5:42:12 PM Dawson explained the quotes in the packet tonight on page 17. Dawson explains the hybrid quote for a small group size, 50 or less employees. We do not know if option 3 is fully viable, it is determined by the states action on Jan 1, 2016. Dawson explains the most viable option for our medical coverage.

Dawson recommends withdrawing from III-A due to the annual premium savings of \$104,000.

5:45:11 PM Haemmerle comments about what the options are outside of III-A. The issue tonight is to stay or leave the III-A. We are not deciding from the 3 options tonight? Dawson confirmed. Williamson confirmed the end of the insured year is September 30, 2015.

5:46:25 PM Dawson points to the hand out provided to the council tonight. Burley is withdrawing from III-A along with Ammon, and Soda Springs, III-A will be down to about 420 people in their group.

5:48:18 PM Haemmerle talks about the chart on page 25 of packet. Haemmerle suggested revising the letter slightly and attach the Resolution we are adopting tonight.

No public comments.

5:49:06 PM Burke feels we are doing the right thing. We were honorable and stuck with our 3 year commitment. Burke would feel better if we moved on from III-A.

5:49:57 PM Keirn agrees with Burke.

5:50:07 PM Haemmerle comments on our historical rates before joining the III-A comparison. Prior to joining III-A, we did not experience such large rate increases.

5:51:04 PM **Keirn moves to adopt Resolution 2015-52 and authorize Mayor to sign. Seconded by Burke. Motion passed with roll call vote. Brown, yes. Keirn, yes. Burke, yes. Cooley, abstain.**

*OB 256 3rd Reading of Ordinance No. 1180 and summary – Park Reservations amendments*

5:52:19 PM **Burke moves to approve 3<sup>rd</sup> Reading, summary and authorize the Mayor to sign, Keirn seconded, motion passed unanimously.**

5:53:11 PM **Mayor Haemmerle conducts 3<sup>rd</sup> Reading of Ordinance No. 1180, by title only.**

**EXECUTIVE SESSION:** Real Property Acquisition (IC 67-2345(1)(c)), Pending & Imminently Likely Litigation (IC 67-2345(1)(f)), and/or Personnel (IC 67-2345(1)(a/b))

5:54:20 PM **Burke moves to go into Executive Session to discuss Pending & Imminently Likely Litigation (IC 67-2345(1)(f)), seconded by Keirn, motion passed with roll call vote. Brown, yes. Keirn, yes. Cooley, yes. Burke, yes.**

6:12:54 PM Mayor Haemmerle and council came out of Executive Session.

**NEW BUSINESS:**

*NB 257 Consideration of Resolution 2015-53 authorizing Givens Pursley to execute a Joint Defense and Confidentiality Agreement and Scope of Work*

6:13:21 PM Mayor Haemmerle called meeting back to order.

6:13:32 PM **Burke moves to approve Resolution 2015-53, seconded by Keirn, motion passed unanimously. Brown, yes. Keirn, yes. Cooley, yes. Burke, yes.**

HAILEY CITY COUNCIL MINUTES  
June 29, 2015

**6:14:26 PM Burke moves to adjourn meeting, seconded by Keirn, motion passed unanimously.**

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE 07/06/2015 DEPARTMENT:** Finance & Records      **DEPT. HEAD SIGNATURE:** MHC

---

**SUBJECT**

Council Approval of Claims costs incurred during the month of June 2015 that are set to be paid by contract for July 2015.

---

**AUTHORITY:**  ID Code 50-1017       IAR \_\_\_\_\_       City Ordinance/Code \_\_\_\_\_

---

**BACKGROUND:**

Claims are processed for approval three times per month under the following procedure:

1. Invoices received, approved and coded to budget by Department Head.
  2. Invoice entry into data base by finance department.
  3. Open invoice report and check register report printed for council review at city council meeting.
  4. Following council approval, mayor and clerk sign checks and check register report.
  5. Signed check register report is entered into Minutes book.
- 

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_

Payments are for expenses incurred during the previous month, per an accrual accounting system.

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**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:**

\_\_\_\_ City Attorney      \_\_\_\_ Clerk / Finance Director      \_\_\_\_ Engineer      \_\_\_\_ Mayor  
\_\_\_\_ P & Z Commission      \_\_\_\_ Parks & Lands Board      \_\_\_\_ Public Works      \_\_\_\_ Other

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**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Review report's, ask questions about expenses and procedures, approve claims for payment.

---

**FOLLOW UP NOTES:**

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## Report Criteria:

Computed checks included  
 Manual checks included  
 Supplemental checks included  
 Termination checks included  
 Transmittal checks included  
 Void checks included

Pay Period Date	Journal Code	Check Issue Date	Check Number	Payee	Payee ID	Amount
06/25/2015	PC	07/02/2015	70268	AMBRIZ, JOSE L	7023	1,298.04-
06/25/2015	PC	07/02/2015	70271	PARKER, ROGER G	7041	1,573.11-
06/25/2015	PC	07/02/2015	70272	SHOTSWELL, DAVE O	7044	1,024.25-
06/25/2015	PC	07/02/2015	70215	ARELLANO, NANCY	8005	883.46-
06/25/2015	PC	07/02/2015	70216	CONE, MARY M. HILL	8009	1,418.91-
06/25/2015	PC	07/02/2015	70250	LEOS, CHRISTINA M	8012	1,424.50-
06/25/2015	PC	07/02/2015	70219	STOKES, BECKY	8013	1,504.88-
06/25/2015	PC	07/02/2015	70217	DAWSON, HEATHER M	8014	2,342.20-
06/25/2015	PC	07/02/2015	70258	ANDERSON, TRACY	8021	990.34-
06/25/2015	PC	07/02/2015	70269	HOLYOAK, STEVEN R	8036	1,276.50-
06/25/2015	PC	07/02/2015	70260	PLATT, MARIEL P.R.	8042	1,806.37-
06/25/2015	PC	07/02/2015	35096	GARRISON, SHANE	8048	1,163.62-
06/25/2015	PC	07/02/2015	70267	TURNER, TERRY	8050	1,111.73-
06/25/2015	PC	07/02/2015	70220	HILT, KRISTINE	8056	870.65-
06/25/2015	PC	07/02/2015	70218	MOORE, JONNA C.	8057	958.26-
06/25/2015	PC	07/02/2015	70226	BURKE, MARTHA	8074	680.58-
06/25/2015	PC	07/02/2015	70228	HAEMMERLE, FRITZ X.	8076	1,360.40-
06/25/2015	PC	07/02/2015	70227	COOLEY, PATRICK L	8079	369.48-
06/25/2015	PC	07/02/2015	70229	KEIRN, DONALD W	8080	738.80-
06/25/2015	PC	07/02/2015	70244	DANILSON, FORREST	8123	1,560.36-
06/25/2015	PC	07/02/2015	70257	STEWART, DEREK I	8139	1,719.04-
06/25/2015	PC	07/02/2015	70246	ENGLAND, STEVE J	8143	1,805.43-
06/25/2015	PC	07/02/2015	70252	ORNELAS, RAUL G	8145	1,366.18-
06/25/2015	PC	07/02/2015	70248	GUNTER, JEFF M	8148	1,688.90-
06/25/2015	PC	07/02/2015	70242	CLARK, LARRY M	8152	1,466.17-
06/25/2015	PC	07/02/2015	70255	STELLERS, DAVID J	8160	2,040.91-
06/25/2015	PC	07/02/2015	70243	COX, CHARLES F.	8161	1,488.57-
06/25/2015	PC	07/02/2015	70254	SHELAMER, MICHAEL	8163	1,415.67-
06/25/2015	PC	07/02/2015	70249	JONES, JEREMIAH J	8165	1,492.64-
06/25/2015	PC	07/02/2015	70253	PECK, TODD DAVID	8167	1,599.62-
06/25/2015	PC	07/02/2015	70221	ABERBACH, CRAIG S.	8175	2,385.37-
06/25/2015	PC	07/02/2015	70251	ORNELAS, MANUEL G.	8180	1,623.33-
06/25/2015	PC	07/02/2015	70256	STELLJES, MICHAEL	8184	1,239.99-
06/25/2015	PC	07/02/2015	35093	ERVIN, CHRISTIAN	8185	1,384.79-
06/25/2015	PC	07/02/2015	70241	BAKER, GREGORY W.	8186	1,451.70-
06/25/2015	PC	07/02/2015	70245	DOUTHIT, NATHAN S.	8188	1,185.95-
06/25/2015	PC	07/02/2015	70276	SAVAGE, JAMES L	8204	1,012.57-
06/25/2015	PC	07/02/2015	70262	GOMEZ-CARRILLO, LUIS	8205	805.23-
06/25/2015	PC	07/02/2015	70264	MENCK, KYLE	8222	961.58-
06/25/2015	PC	07/02/2015	70273	BALIS, MARVIN C.	8225	1,265.14-
06/25/2015	PC	07/02/2015	70266	SCHWARZ, STEPHEN K	8226	1,626.62-
06/25/2015	PC	07/02/2015	70263	GREEN, TIMOTHY E	8231	1,006.25-
06/25/2015	PC	07/02/2015	70240	OROZCO, ANTONIO REY	8238	967.17-
06/25/2015	PC	07/02/2015	35095	JOHNSTON, JAIMEY	8243	1,097.08-
06/25/2015	PC	07/02/2015	70259	MARES, MARIA C	8251	781.03-
06/25/2015	PC	07/02/2015	70235	JOHNSTON, JEAN H	8259	951.68-
06/25/2015	PC	07/02/2015	70233	GELSKEY, LEANN R	8262	1,357.20-
06/25/2015	PC	07/02/2015	70232	DREWIEN, LYNN	8271	851.33-
06/25/2015	PC	07/02/2015	70230	CLARK, DIANE M.	8273	804.83-

Pay Period Date	Journal Code	Check Issue Date	Check Number	Payee	Payee ID	Amount
06/25/2015	PC	07/02/2015	70237	St.JOHN, AMANDA JANE	8274	991.38-
06/25/2015	PC	07/02/2015	70236	NEUMANN, CATHY	8280	365.08-
06/25/2015	PC	07/02/2015	70231	CROTTY, JOSHUA	8283	736.32-
06/25/2015	PC	07/02/2015	70238	WEPPL0, ALYSON L.	8284	575.09-
06/25/2015	PC	07/02/2015	70274	ELLSWORTH, BRYSON	8285	1,027.29-
06/25/2015	PC	07/02/2015	70247	GREENFIELD, JOHN	8290	1,422.25-
06/25/2015	PC	07/02/2015	70234	HOLST, MICHAEL	8291	839.84-
06/25/2015	PC	07/02/2015	70261	DILWORTH, ZACKERY	8292	1,358.77-
06/25/2015	PC	07/02/2015	70270	PARKER, MICHAEL J	8506	977.50-
06/25/2015	PC	07/02/2015	70225	BROWN, CAROL P	9020	680.58-
06/25/2015	PC	07/02/2015	70222	BALEDGE, MICHAEL S	9054	2,050.24-
06/25/2015	PC	07/02/2015	70223	EDELMAN, DANIELLE	9081	812.50-
06/25/2015	PC	07/02/2015	35094	VOLLMER, SKYLER	9097	352.00-
06/25/2015	PC	07/02/2015	70224	HEITZMAN, KRISTY L	9103	510.12-
06/25/2015	PC	07/02/2015	70239	CURTNER, JOHN E	9104	808.53-
06/25/2015	PC	07/02/2015	70265	OSENGA, HANS HERBER	9105	1,120.47-
06/25/2015	PC	07/02/2015	70275	LANGE, JEREMY	9106	563.89-
06/25/2015	CDPT		0	AFLAC	1	458.56-
06/25/2015	CDPT		0	AFLAC	1	208.07-
06/25/2015	CDPT		0	DELTA DENTAL PLAN OF	2	431.01-
06/25/2015	CDPT		0	DELTA DENTAL PLAN OF	2	45.29-
06/25/2015	CDPT		0	NCPEERS GROUP LIFE IN	6	96.00-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	4,238.25-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	7,065.86-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	3,775.34-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	5,265.63-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	1,487.68-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	162.14-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	369.37-
06/25/2015	CDPT	07/07/2015	70279	PERSI	7	453.75-
06/25/2015	CDPT	07/07/2015	70278	MOUNTAIN WEST BANK	8	6,744.20-
06/25/2015	CDPT	07/07/2015	70278	MOUNTAIN WEST BANK	8	6,744.20-
06/25/2015	CDPT	07/07/2015	70278	MOUNTAIN WEST BANK	8	1,577.24-
06/25/2015	CDPT	07/07/2015	70278	MOUNTAIN WEST BANK	8	1,577.24-
06/25/2015	CDPT	07/07/2015	70278	MOUNTAIN WEST BANK	8	8,440.93-
06/25/2015	CDPT		0	IDAHO STATE TAX COM	9	3,864.00-
06/25/2015	CDPT	07/02/2015	35097	CHILD SUPPORT RECEIP	18	82.60-
06/25/2015	CDPT	07/07/2015	70277	A.W. REHN & ASSOCIAT	21	1,302.56-
06/25/2015	CDPT	07/02/2015	35098	CHILD SUPPORT RECEIP	23	210.00-
06/25/2015	CDPT		0	VSP	26	80.30-
06/25/2015	CDPT		0	III-A Id Indpt Ingergov Age	29	987.50-
Grand Totals:			82			134,057.98-

## Report Criteria:

Computed checks included  
 Manual checks included  
 Supplemental checks included  
 Termination checks included  
 Transmittal checks included  
 Void checks included

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Computed checks included  
 Manual checks included  
 Supplemental checks included  
 Termination checks included  
 Transmittal checks included  
 Void checks included

Pay Period Date	Journal Code	Check Issue Date	Check Number	Payee	Payee ID	Amount
06/11/2015	PC	06/18/2015	36514	GURNEY, NANCY L	8253	2.51-
06/11/2015	PC	06/18/2015	61862	AMBRIZ, JOSE L	7023	1,298.04-
06/11/2015	PC	06/18/2015	61865	PARKER, ROGER G	7041	1,573.10-
06/11/2015	PC	06/18/2015	61866	SHOTSWELL, DAVE O	7044	1,024.25-
06/11/2015	PC	06/18/2015	61815	ARELLANO, NANCY	8005	878.50-
06/11/2015	PC	06/18/2015	61816	CONE, MARY M. HILL	8009	1,418.91-
06/11/2015	PC	06/18/2015	61844	LEOS, CHRISTINA M	8012	1,424.50-
06/11/2015	PC	06/18/2015	61819	STOKES, BECKY	8013	1,504.89-
06/11/2015	PC	06/18/2015	61817	DAWSON, HEATHER M	8014	2,342.20-
06/11/2015	PC	06/18/2015	61852	ANDERSON, TRACY	8021	990.34-
06/11/2015	PC	06/18/2015	61863	HOLYOAK, STEVEN R	8036	1,276.50-
06/11/2015	PC	06/18/2015	61854	PLATT, MARIEL P.R.	8042	1,806.36-
06/11/2015	PC	06/18/2015	61869	LYNCH, BRANDON	8046	933.24-
06/11/2015	PC	06/18/2015	36516	GARRISON, SHANE	8048	1,129.39-
06/11/2015	PC	06/18/2015	61861	TURNER, TERRY	8050	1,111.73-
06/11/2015	PC	06/18/2015	61820	HILT, KRISTINE	8056	962.64-
06/11/2015	PC	06/18/2015	61818	MOORE, JONNA C.	8057	958.26-
06/11/2015	PC	06/18/2015	61838	DANILSON, FORREST	8123	1,383.14-
06/11/2015	PC	06/18/2015	61851	STEWART, DEREK I	8139	1,941.69-
06/11/2015	PC	06/18/2015	61840	ENGLAND, STEVE J	8143	2,154.03-
06/11/2015	PC	06/18/2015	61846	ORNELAS, RAUL G	8145	1,366.18-
06/11/2015	PC	06/18/2015	61842	GUNTER, JEFF M	8148	1,688.90-
06/11/2015	PC	06/18/2015	61836	CLARK, LARRY M	8152	1,466.17-
06/11/2015	PC	06/18/2015	61849	STELLERS, DAVID J	8160	2,040.91-
06/11/2015	PC	06/18/2015	61837	COX, CHARLES F.	8161	1,488.57-
06/11/2015	PC	06/18/2015	61848	SHELAMER, MICHAEL	8163	1,216.46-
06/11/2015	PC	06/18/2015	61843	JONES, JEREMIAH J	8165	1,492.64-
06/11/2015	PC	06/18/2015	61847	PECK, TODD DAVID	8167	1,415.41-
06/11/2015	PC	06/18/2015	61821	ABERBACH, CRAIG S.	8175	2,385.37-
06/11/2015	PC	06/18/2015	61845	ORNELAS, MANUEL G.	8180	1,623.33-
06/11/2015	PC	06/18/2015	61850	STELLJES, MICHAEL	8184	1,260.09-
06/11/2015	PC	06/18/2015	36513	ERVIN, CHRISTIAN	8185	1,384.78-
06/11/2015	PC	06/18/2015	61835	BAKER, GREGORY W.	8186	1,451.70-
06/11/2015	PC	06/18/2015	61839	DOUTHIT, NATHAN S.	8188	1,185.95-
06/11/2015	PC	06/18/2015	61870	SAVAGE, JAMES L	8204	1,012.57-
06/11/2015	PC	06/18/2015	61856	GOMEZ-CARRILLO, LUIS	8205	885.88-
06/11/2015	PC	06/18/2015	61858	MENCK, KYLE	8222	961.58-
06/11/2015	PC	06/18/2015	61867	BALIS, MARVIN C.	8225	1,265.14-
06/11/2015	PC	06/18/2015	61860	SCHWARZ, STEPHEN K	8226	1,626.62-
06/11/2015	PC	06/18/2015	61857	GREEN, TIMOTHY E	8231	1,006.25-
06/11/2015	PC	06/18/2015	61834	OROZCO, ANTONIO REY	8238	967.17-
06/11/2015	PC	06/18/2015	36515	JOHNSTON, JAIMEY	8243	1,097.08-
06/11/2015	PC	06/18/2015	61853	MARES, MARIA C	8251	781.03-
06/11/2015	PC	06/18/2015	61829	JOHNSTON, JEAN H	8259	951.68-
06/11/2015	PC	06/18/2015	61827	GELSKEY, LEANN R	8262	1,357.21-
06/11/2015	PC	06/18/2015	61826	DREWIEN, LYNN	8271	851.33-
06/11/2015	PC	06/18/2015	61824	CLARK, DIANE M.	8273	804.83-
06/11/2015	PC	06/18/2015	61831	St.JOHN, AMANDA JANE	8274	1,009.99-
06/11/2015	PC	06/18/2015	61830	NEUMANN, CATHY	8280	526.14-

Pay Period Date	Journal Code	Check Issue Date	Check Number	Payee	Payee ID	Amount
06/11/2015	PC	06/18/2015	61825	CROTTY, JOSHUA	8283	736.32-
06/11/2015	PC	06/18/2015	61832	WEPPL0, ALYSON L.	8284	287.49-
06/11/2015	PC	06/18/2015	61868	ELLSWORTH, BRYSON	8285	900.60-
06/11/2015	PC	06/18/2015	61841	GREENFIELD, JOHN	8290	1,525.66-
06/11/2015	PC	06/18/2015	61828	HOLST, MICHAEL	8291	839.84-
06/11/2015	PC	06/18/2015	61855	DILWORTH, ZACKERY	8292	1,358.77-
06/11/2015	PC	06/18/2015	61864	PARKER, MICHAEL J	8506	977.49-
06/11/2015	PC	06/18/2015	61822	BALEDGE, MICHAEL S	9054	2,050.24-
06/11/2015	PC	06/18/2015	61823	HEITZMAN, KRISTY L	9103	405.60-
06/11/2015	PC	06/18/2015	61833	CURTNER, JOHN E	9104	808.53-
06/11/2015	PC	06/18/2015	61859	OSENGA, HANS HERBER	9105	1,028.25-
06/11/2015	CDPT	06/18/2015	36517	AFLAC	1	458.56-
06/11/2015	CDPT	06/18/2015	36517	AFLAC	1	208.07-
06/11/2015	CDPT	06/18/2015	36518	DELTA DENTAL PLAN OF	2	431.01-
06/11/2015	CDPT	06/18/2015	36518	DELTA DENTAL PLAN OF	2	2,309.79-
06/11/2015	CDPT	06/18/2015	36521	NCPERS GROUP LIFE IN	6	96.00-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	3,896.10-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	6,495.40-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	3,789.59-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	5,285.51-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	1,224.11-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	162.14-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	369.37-
06/11/2015	CDPT	06/23/2015	62317	PERSI	7	453.75-
06/11/2015	CDPT	06/23/2015	62316	MOUNTAIN WEST BANK	8	6,474.13-
06/11/2015	CDPT	06/23/2015	62316	MOUNTAIN WEST BANK	8	6,474.13-
06/11/2015	CDPT	06/23/2015	62316	MOUNTAIN WEST BANK	8	1,514.07-
06/11/2015	CDPT	06/23/2015	62316	MOUNTAIN WEST BANK	8	1,514.07-
06/11/2015	CDPT	06/23/2015	62316	MOUNTAIN WEST BANK	8	8,629.18-
06/11/2015	CDPT	06/18/2015	36519	IDAHO STATE TAX COM	9	3,866.00-
06/11/2015	CDPT	06/18/2015	36523	CHILD SUPPORT RECEIP	18	82.60-
06/11/2015	CDPT	06/23/2015	62315	A.W. REHN & ASSOCIAT	21	1,302.56-
06/11/2015	CDPT	06/18/2015	36524	CHILD SUPPORT RECEIP	23	210.00-
06/11/2015	CDPT	06/18/2015	36522	VSP	26	77.58-
06/11/2015	CDPT	06/18/2015	36522	VSP	26	453.50-
06/11/2015	CDPT	06/18/2015	36520	III-A Id Indpt Ingergov Age	29	987.50-
06/11/2015	CDPT	06/18/2015	36520	III-A Id Indpt Ingergov Age	29	39,303.39-
06/11/2015	CDPT	06/18/2015	36522	VSP	26	47.78-
Grand Totals:			87			169,719.86-

## Report Criteria:

Computed checks included  
 Manual checks included  
 Supplemental checks included  
 Termination checks included  
 Transmittal checks included  
 Void checks included

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
<b>50307 ABERBACH, CRAIG</b>										
6/18/15	1	Chicken for BAH June 18	Invoice	06/18/2015	07/06/2015	20.00	20.00	100-15-41215		715
6/18/15	2	Chicken for BAH June 18	Invoice	06/18/2015	07/06/2015	20.00	20.00	200-15-41215		715
6/18/15	3	Chicken for BAH June 18	Invoice	06/18/2015	07/06/2015	20.00	20.00	210-15-41215		715
Total 50307 ABERBACH, CRAIG:						60.00	60.00			
<b>1478 ADAMS, JEFFREY</b>										
2445 W	1	Refund Credit Bal. 2445 Winterhaven Dr	Invoice	06/03/2015	07/06/2015	123.45	123.45	100-00-15110		615
Total 1478 ADAMS, JEFFREY:						123.45	123.45			
<b>8526 ADVANCED IRRIGATION SOLUTIONS</b>										
701	1	701 SERVICE CALL - CUTTERS BOOSTER PUMP	Invoice	06/12/2015	07/06/2015	105.00	105.00	100-50-41313		715
Total 8526 ADVANCED IRRIGATION SOLUTIONS:						105.00	105.00			
<b>652 AIRPORT WEST BUSINESS PARK</b>										
711	1	QUARTERLY DUES #711	Invoice	07/01/2015	07/06/2015	640.00	640.00	100-40-41711		715
Total 652 AIRPORT WEST BUSINESS PARK:						640.00	640.00			
<b>176 ALLINGTON, RICK</b>										
102	1	ATTORNEY FEES	Invoice	07/01/2015	07/01/2015	3,570.67	3,570.67	100-25-41313		715
Total 176 ALLINGTON, RICK:						3,570.67	3,570.67			
<b>757 ALPINE TREE SERVICE INC.</b>										
22583	1	22583 FERTILIZE MAIN ST TREES	Invoice	06/11/2015	07/06/2015	2,468.00	2,468.00	100-40-41313	14.50.0005.1	715
Total 757 ALPINE TREE SERVICE INC. :						2,468.00	2,468.00			
<b>4489 AMERICAN MECHANICAL CORP</b>										
6699	1	6699 COMMUNITY DEVELOPMENT THERMOSTAT	Invoice	05/28/2015	07/06/2015	338.95	338.95	100-42-41413		715
6699	2	6699 COMMUNITY DEVELOPMENT THERMOSTAT	Invoice	05/28/2015	07/06/2015	338.95	338.95	200-42-41413		715
6699	3	6699 COMMUNITY DEVELOPMENT THERMOSTAT	Invoice	05/28/2015	07/06/2015	338.95	338.95	210-42-41413		715
Total 4489 AMERICAN MECHANICAL CORP:						1,016.86	1,016.86			

Unpaid Invoice Report - MARY'S APPROVAL  
Posting period: 07/15

City of Hailey

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
2918 AMERIPRIDE LINEN AND APPAREL S										
240042	1	UNIFORMS WW	Invoice	06/11/2015	07/06/2015	108.97	108.97	210-70-41703		715
240042	1	UNIFORMS WW	Invoice	06/18/2015	07/06/2015	155.93	155.93	210-70-41703		715
240042	1	UNIFORMS WW	Invoice	06/25/2015	07/06/2015	196.97	196.97	210-70-41703		715
Total 2918 AMERIPRIDE LINEN AND APPAREL S:										
						461.87	461.87			
287 ANALYTICAL LABORATORIES INC.										
27033	1	INDIAN SPRINGS WEIR CALIBRATION	Invoice	05/31/2015	07/06/2015	745.00	745.00	200-60-41401		615
Total 287 ANALYTICAL LABORATORIES INC. :										
						745.00	745.00			
5422 ARBORCARE RES. INC										
32660	1	32660 PINE TIP BLIGHT TREATMENT 120 S 3RD A	Invoice	06/15/2015	07/06/2015	295.00	295.00	100-40-41313	14-50.0005.1	715
Total 5422 ARBORCARE RES. INC:										
						295.00	295.00			
6297 ASFPFM										
7/1/15	1	Membership Renewal-Krisine Hilt	Invoice	07/01/2015	07/06/2015	130.00	130.00	100-20-41711		715
Total 6297 ASFPFM:										
						130.00	130.00			
375 ATKINSON'S MARKET										
000201	1	BAH June 18th ice and glue stick	Invoice	06/18/2015	07/06/2015	1.82	1.82	100-15-41215		715
000201	2	BAH June 18th ice and glue stick	Invoice	06/18/2015	07/06/2015	1.82	1.82	200-15-41215		715
000201	3	BAH June 18th ice and glue stick	Invoice	06/18/2015	07/06/2015	1.83	1.83	210-15-41215		715
000207	1	SODA	Invoice	06/11/2015	07/06/2015	25.08	25.08	200-60-41403		615
000207	1	BAGGED ICE	Invoice	06/23/2015	07/06/2015	5.97	5.97	100-40-41215		715
Total 375 ATKINSON'S MARKET :										
						36.52	36.52			
2311 BANYAN TECHNOLOGY INC.										
20084	1	LABOR	Invoice	06/09/2015	07/06/2015	262.50	262.50	200-60-41401		615
Total 2311 BANYAN TECHNOLOGY INC. :										
						262.50	262.50			
1487 BEST WESTERN- IDAHO FALLS										
196584	1	TODD PECK	Invoice	01/13/2015	07/06/2015	172.00	172.00	100-25-41724		715

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 1487 BEST WESTERN- IDAHO FALLS:										
						172.00	172.00			
3586 BIG AL'S UPHOLSTERY										
928515	1	928515 ROLLER SEAT	Invoice	04/07/2015	07/06/2015	225.00	225.00	100-40-41405		615
Total 3586 BIG AL'S UPHOLSTERY:										
						225.00	225.00			
2885 BIG STATE INDUSTRIAL SUPPLY, I										
116014	1	1160145 ORANGE MESH SAFETY VESTS - LATE F	Invoice	05/18/2015	07/06/2015	7.86	7.86	100-40-41403		715
Total 2885 BIG STATE INDUSTRIAL SUPPLY, I:										
						7.86	7.86			
5143 BLAINE COUNTY DISPATCH										
QUART	1	4th quarter payment FYE 2015	Invoice	06/29/2015	07/20/2015	29,267.25	29,267.25	100-25-41741		615
Total 5143 BLAINE COUNTY DISPATCH:										
						29,267.25	29,267.25			
2679 BUILDING MATERIAL TRIFT STORE										
562501	1	CONFERENCE TABLE	Invoice	05/21/2015	07/06/2015	150.00	150.00	210-70-41541		715
562502	1	562502 REFRIGERATOR #2 FOR NORTH CONCES	Invoice	06/08/2015	07/06/2015	100.00	100.00	100-50-41615	15.42.0002.1	615
Total 2679 BUILDING MATERIAL TRIFT STORE:										
						250.00	250.00			
629 BURKS TRACTOR										
IV5062	1	50621 KUBOTA PARTS	Invoice	06/09/2015	07/06/2015	211.51	211.51	100-50-41405		715
IV5090	1	50903 KUBOTA PARTS	Invoice	06/18/2015	07/06/2015	14.86	14.86	100-50-41405		715
Total 629 BURKS TRACTOR:										
						226.37	226.37			
2384 C&R ELECTRIC, INC.										
77962	1	ELECTRICAL WORK WW	Invoice	06/01/2015	07/06/2015	116.00	116.00	210-70-41541		715
Total 2384 C&R ELECTRIC, INC.:										
						116.00	116.00			
1486 CARNEY SEPULVEDA, PATRICIA										
6/22/15	1	Refund Auto Withdraw 230 Carbonate Dr.	Invoice	06/22/2015	07/06/2015	45.24	45.24	100-00-15110		715
Total 1486 CARNEY SEPULVEDA, PATRICIA:										
						45.24	45.24			

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Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
<b>2717 CAROLLO ENGINEERS</b>										
014127	1	0141275 WW MASTER PLAN - EID COMPLETION	Invoice	06/05/2015	07/06/2015	6,308.00	6,308.00	210-70-41313		715
Total 2717 CAROLLO ENGINEERS						6,308.00	6,308.00			
<b>670 CITY OF HAILEY W&amp;S DEPT</b>										
JUNE 2	1	CITY OF HAILEY STREET SHOP	Invoice	07/01/2015	07/06/2015	1,223.23	1,223.23	100-40-41717		715
JUNE 2	2	CITY OF HAILEY INTER CENTER	Invoice	07/01/2015	07/06/2015	37.66	37.66	100-10-41717		715
JUNE 2	3	CITY OF HAILEY RODEO PARK	Invoice	07/01/2015	07/06/2015	2,260.10	2,260.10	100-50-41617		715
JUNE 2	4	CITY OF HAILEY CITY HALL	Invoice	07/01/2015	07/06/2015	118.03	118.03	100-42-41717		715
JUNE 2	5	CITY OF HAILEY CITY HALL	Invoice	07/01/2015	07/06/2015	118.03	118.03	200-42-41717		715
JUNE 2	6	CITY OF HAILEY CITY HALL	Invoice	07/01/2015	07/06/2015	118.04	118.04	210-42-41717		715
JUNE 2	7	CITY OF HAILEY FIRE DEPARTMENT	Invoice	07/01/2015	07/06/2015	49.52	49.52	100-55-41717		715
JUNE 2	8	CITY OF HAILEY TREATMENT PL	Invoice	07/01/2015	07/06/2015	72.56	72.56	200-60-41717		715
JUNE 2	9	CITY OF HAILEY TREATMENT PL	Invoice	07/01/2015	07/06/2015	72.55	72.55	210-70-41717		715
JUNE 2	10	CITY PARKING LOT- IRRIGATION	Invoice	07/01/2015	07/06/2015	9,931.76	9,931.76	100-50-41717		715
Total 670 CITY OF HAILEY W&S DEPT						14,001.48	14,001.48			
<b>5961 CLEARWATER POWER EQUIPMENT LLC</b>										
060215	1	06021572 TRIMMER LINE FOR ECHO	Invoice	06/03/2015	07/06/2015	39.95	39.95	100-50-41405		615
061015	1	06101539 AIR FILTER, ROPE - HUSTLER	Invoice	06/10/2015	07/06/2015	35.50	35.50	100-50-41405		615
Total 5961 CLEARWATER POWER EQUIPMENT LLC:						75.45	75.45			
<b>4124 CONRAD BROTHERS</b>										
2058	1	2058 CITY HALL RESTROOM REPAIRS	Invoice	05/12/2015	07/06/2015	1,300.00	1,300.00	100-42-41413		615
2058	2	2058 CITY HALL RESTROOM REPAIRS	Invoice	05/12/2015	07/06/2015	1,300.00	1,300.00	200-42-41413		615
2058	3	2058 CITY HALL RESTROOM REPAIRS	Invoice	05/12/2015	07/06/2015	1,300.00	1,300.00	210-42-41413		615
Total 4124 CONRAD BROTHERS:						3,900.00	3,900.00			
<b>337 COPY &amp; PRINT LLC</b>										
65380	1	65380 LAMINATE TWO SIGNS - ARENA EVENT	Invoice	06/05/2015	07/06/2015	20.67	20.67	100-50-41615	11.42,0010.1	615
65391	1	business cards for Lisa Horowitz	Invoice	06/12/2015	07/20/2015	35.00	35.00	100-20-41215		615
65391	2	business cards for Heather Dawson	Invoice	06/12/2015	07/20/2015	11.66	11.66	100-15-41215		615
65391	3	business cards for Heather Dawson	Invoice	06/12/2015	07/20/2015	11.67	11.67	200-15-41215		615
65391	4	business cards for Heather Dawson	Invoice	06/12/2015	07/20/2015	11.67	11.67	210-15-41215		615
65731	1	library office supplies	Invoice	06/18/2015	07/06/2015	36.60	36.60	100-45-41215		715
66011	1	library office supplies	Invoice	06/18/2015	07/06/2015	75.98	75.98	100-45-41215		715

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
66070	1	library office supplies	Invoice	06/29/2015	07/06/2015	6.52	6.52	100-45-41215		615
66116	1	library office supplies	Invoice	06/23/2015	07/06/2015	78.39	78.39	100-45-41215		715
Total 337 COPY & PRINT LLC:										
						288.16	288.16			
<b>1481 CROFTS, MARY A.</b>										
441 DE	1	Refund Credit Bal. 441 Della Vista	Invoice	04/01/2015	07/06/2015	41.14	41.14	100-00-15110		615
Total 1481 CROFTS, MARY A.:										
						41.14	41.14			
<b>1458 DUE WEST PRESS, LLC</b>										
03	1	Skatepark t-shirts 2015 event payment 2 of 2	Invoice	06/15/2015	07/20/2015	322.75	322.75	100-10-41215	13.50.0002.1	615
Total 1458 DUE WEST PRESS, LLC:										
						322.75	322.75			
<b>3094 ENERGY LABORATORIES, INC.</b>										
350660	1	LAB TESTING VW	Invoice	06/26/2015	07/06/2015	407.00	407.00	210-70-41795		715
Total 3094 ENERGY LABORATORIES, INC.:										
						407.00	407.00			
<b>171 FERGUSON WATERWORKS #1701</b>										
136711	1	VACUUM BREAKER BACKFLOW REPAIR KIT	Invoice	06/03/2015	07/06/2015	300.70	300.70	210-70-41403		715
137299	1	VACUUM BREAKER	Invoice	06/03/2015	07/06/2015	93.69	93.69	210-70-41403		715
137872	1	ROMAC SEWER SADDLE 4"	Invoice	06/16/2015	07/06/2015	478.98	478.98	210-70-41403		715
Total 171 FERGUSON WATERWORKS #1701:										
						873.37	873.37			
<b>5007 FIRST ALARM LLC</b>										
2548	1	MONTHLY FIRE AND SECURITY MONITORING W	Invoice	06/15/2015	07/06/2015	75.00	75.00	210-70-41747		715
Total 5007 FIRST ALARM LLC:										
						75.00	75.00			
<b>1464 FISHER'S TECHNOLOGY</b>										
171805	1	Library copier contract	Invoice	06/25/2015	07/06/2015	299.24	299.24	100-45-41325		615
Total 1464 FISHER'S TECHNOLOGY:										
						299.24	299.24			
<b>5114 FLINT TRADING INC</b>										
183558	1	183558 Q30' BD 12" WHITE LINE	Invoice	06/08/2015	07/06/2015	7,001.50	7,001.50	100-40-41403		615

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 5114 FLINT TRADING INC:										
						7,001.50	7,001.50			
<b>6012 FOUR SEASONS SPA &amp; POOL LLC</b>										
52246	1	52246 PENTAIR WHISPERFLO PUMP - JIMMY'S	Invoice	06/08/2015	07/06/2015	1,468.96	1,468.96	100-50-41403		615
8640	1	8640 FILTER GLASS AND LATERALS - JIMMY'S	Invoice	06/25/2015	07/06/2015	305.90	305.90	100-50-41403		715
						1,774.86	1,774.86			
Total 6012 FOUR SEASONS SPA & POOL LLC:										
<b>996 FREEDOM MAILING SERVICES</b>										
26869	1	BILL PROCESSING	Invoice	06/08/2015	07/20/2015	553.61	553.61	100-15-41323		615
26869	2	BILL PROCESSING	Invoice	06/08/2015	07/20/2015	553.61	553.61	200-15-41323		615
26869	3	BILL PROCESSING	Invoice	06/08/2015	07/20/2015	553.61	553.61	210-15-41323		615
26874	1	delinquent letters	Invoice	06/09/2015	07/20/2015	48.20	48.20	100-15-41323		615
26874	2	delinquent letters	Invoice	06/09/2015	07/20/2015	48.20	48.20	200-15-41323		615
26874	3	delinquent letters	Invoice	06/09/2015	07/20/2015	48.21	48.21	210-15-41323		615
						1,805.44	1,805.44			
Total 996 FREEDOM MAILING SERVICES:										
<b>101 GALENA ENGINEERING, INC.</b>										
15.42.0	1	6973.06 FRIEDMAN MEMORIAL AIRPORT INFRAS	Invoice	06/01/2015	07/06/2015	145.08	145.08	200-42-41313	15.42.0005.1	615
15.42.0	2	6973.06 FRIEDMAN MEMORIAL AIRPORT INFRAS	Invoice	06/01/2015	07/06/2015	145.08	145.08	210-42-41313	15.42.0005.1	615
						290.16	290.16			
Total 101 GALENA ENGINEERING, INC. :										
<b>213 GALLS, AN ARAMARK COMPANY</b>										
003613	1	MENS pants	Invoice	06/03/2015	07/06/2015	46.91	46.91	100-25-41703		715
003615	1	TAC SHIRTS	Invoice	06/04/2015	07/06/2015	233.72	233.72	100-25-41703		715
003637	1	BADGE FOR DRUG DOG	Invoice	06/09/2015	07/06/2015	64.52	64.52	100-25-41215	12.25.0001.1	715
						345.15	345.15			
Total 213 GALLS, AN ARAMARK COMPANY:										
<b>6023 GIVENS PURSLEY LLP</b>										
166266	1	166266 IMS PERMIT APPLICATION	Invoice	05/26/2015	07/06/2015	1,155.00	1,155.00	200-60-41313	15.60.0001.1	615
166267	1	166267 GENERAL WATER	Invoice	05/26/2015	07/06/2015	660.00	660.00	200-60-41313	15.60.0001.1	615
166268	1	166268 BIG WOOD DELIVERY CALL	Invoice	05/26/2015	07/06/2015	670.00	670.00	200-60-41313	15.60.0001.1	615
						2,485.00	2,485.00			
Total 6023 GIVENS PURSLEY LLP:										

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658 HAILEY CHAMBER OF COMMERCE										
MAY 2	1	CHAMBER LOT EXPENSES MAY 2015	Invoice	06/18/2015	07/06/2015	8,246.76	8,246.76	100-10-41707		715
Total 658 HAILEY CHAMBER OF COMMERCE :						8,246.76	8,246.76			
4995 HAILEY ROTARY CLUB										
2015 2	1	QUARTERLY DUES	Invoice	04/30/2015	07/06/2015	213.00	213.00	100-20-41711		615
Total 4995 HAILEY ROTARY CLUB:						213.00	213.00			
5304 HAWLEY GRAPHICS, INC										
8865	1	Welcome to Hailey sign - artist fee	Invoice	06/18/2015	07/06/2015	4,942.25	4,942.25	120-60-41547		715
8867	1	fireworks donation posters with mortars	Invoice	06/03/2015	07/20/2015	6.00	6.00	100-15-41215		615
8867	2	fireworks donation posters with mortars	Invoice	06/03/2015	07/20/2015	6.00	6.00	200-15-41215		615
8867	3	fireworks donation posters with mortars	Invoice	06/03/2015	07/20/2015	6.00	6.00	210-15-41215		615
Total 5304 HAWLEY GRAPHICS, INC:						4,960.25	4,960.25			
2808 HD SUPPLY WATERWORKS LTD										
D64285	1	2" METERS	Invoice	05/01/2015	07/06/2015	1,576.96	1,576.96	200-60-41403		715
D64285	2	3/4" METERS	Invoice	05/01/2015	07/06/2015	1,774.08	1,774.08	200-60-41403		715
D64285	3	GASKETS	Invoice	05/01/2015	07/06/2015	19.70	19.70	200-60-41403		715
D64285	4	METER CHAMBERS	Invoice	05/01/2015	07/06/2015	671.58	671.58	200-60-41403		715
Total 2808 HD SUPPLY WATERWORKS LTD:						4,042.32	4,042.32			
5410 HDR ENGINEERING INC										
6/6/15	1	00218745-B BIOSOLIDS HANDLING IMPROVEMEN	Invoice	06/06/2015	07/06/2015	6,613.06	6,613.06	210-70-41549	13.42.0009.1	615
Total 5410 HDR ENGINEERING INC:						6,613.06	6,613.06			
6277 HEIDEN, PETE										
0515	1	programming supplies	Invoice	06/17/2015	07/06/2015	21.84	21.84	100-45-41326		715
Total 6277 HEIDEN, PETE:						21.84	21.84			
8565 HELENA CHEMICAL COMPANY										
169504	1	16950423 ESCALADE 2 - WEED CONTROL	Invoice	06/16/2015	07/06/2015	570.00	570.00	100-40-41767		715

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 8565 HELENA CHEMICAL COMPANY:										
						570.00	570.00			
4008 HIGH COUNTRY HEATING INC										
30441	1	Library service call	Invoice	06/17/2015	07/06/2015	236.00	236.00	100-45-41413		715
Total 4008 HIGH COUNTRY HEATING INC:										
						236.00	236.00			
50361 HOT SHOTS DELIVERY SERVICE										
13457	1	13457 COURIER EQUIP FROM HAILEY TO HEYBU	Invoice	06/15/2015	07/06/2015	50.95	50.95	100-40-41405		715
Total 50361 HOT SHOTS DELIVERY SERVICE:										
						50.95	50.95			
8562 HR 2 INC.										
6/30/15	1	BAT LICENSE PREPARATION CLASS	Invoice	06/30/2015	07/06/2015	550.00	550.00	200-60-41723		615
6/30/15	1	BAT LICENSE PREPARATION CLASS	Invoice	06/30/2015	07/06/2015	550.00	550.00	200-60-41723		615
Total 8562 HR 2 INC.:										
						1,100.00	1,100.00			
671 IDAHO LUMBER & HARDWARE										
607546	1	607546 GLOVES AND PLASTIC DROP - WELCOME	Invoice	05/20/2015	07/06/2015	12.97	12.97	100-50-41513		615
609505	1	609505 WEI/DRY VAC	Invoice	06/08/2015	07/06/2015	160.99	160.99	100-40-41405		615
609521	1	609521 BRUSH AND MUD MIXER - SKATE PARK	Invoice	06/08/2015	07/06/2015	20.97	20.97	100-50-41403		615
609549	1	609549 BLEACH - REGULAR AND GERMICIDAL - J	Invoice	06/09/2015	07/06/2015	7.78	7.78	100-50-41403		615
609596	1	609596 CONCRETE MIX 80# - WOODSIDE	Invoice	06/09/2015	07/06/2015	5.41	5.41	100-40-41403	10.42,0005.1	615
609678	1	609596 CONCRETE MIX 80# - WOODSIDE	Invoice	06/09/2015	07/06/2015	54.98	54.98	100-50-41403		615
609738	1	609738 BRUSH AND MIX-N-MEASURE - SKATE PA	Invoice	06/10/2015	07/06/2015	8.16	8.16	100-50-41403		615
609874	1	609874 DISC ANGLE 60 G AND 36 G OVATION	Invoice	06/11/2015	07/06/2015	15.98	15.98	100-50-41403		615
609925	1	609925 DISC ANGLE 36 G OVATION - SKATE PAR	Invoice	06/11/2015	07/06/2015	7.99	7.99	100-50-41403		615
609963	1	609963 KEY BLANK CUT - RIVER PLANT	Invoice	06/11/2015	07/06/2015	7.96	7.96	100-40-41403		615
610334	1	610334 CONCRETE SEALANT	Invoice	06/15/2015	07/06/2015	11.38	11.38	100-50-41403		615
610418	1	610418 CYLINDER, CEMENT ALL, TORCH SWIVEL	Invoice	06/15/2015	07/06/2015	76.96	76.96	100-50-41403		615
610543	1	610543 TILE THINSET - BALMORA	Invoice	06/16/2015	07/06/2015	22.99	22.99	100-50-41403		715
610550	1	610550 TILE AND GROUT SCRUB SPONGE - BAL	Invoice	06/16/2015	07/06/2015	3.79	3.79	100-50-41403		715
610682	1	610682 PARTS - YELLOW WATER TANK	Invoice	06/17/2015	07/06/2015	20.16	20.16	100-40-41403		715
610714	1	610714 TAPE, UTIL KNIFE AND BLADE - THERMO	Invoice	06/17/2015	07/06/2015	25.36	25.36	100-40-41403		715
611237	1	611237 LATH WOOD POINT 60/BND - PARKS	Invoice	06/23/2015	07/06/2015	72.36	72.36	100-50-41403		715
611330	1	GLOVES	Invoice	06/23/2015	07/06/2015	21.98	21.98	200-60-41703		615
611423	1	PRESSURE TREAT 2X4X16 LUMBER WW	Invoice	06/24/2015	07/06/2015	5.91	5.91	210-70-41403		715

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Total 671 IDAHO LUMBER & HARDWARE:										
<b>22433 IDAHO POWER</b>										
6/16/15	1	IP Acct#2204414540 Street lights	Invoice	06/16/2015	07/06/2015	175.32	175.32	100-40-41717		715
6/16/15	2	IP Acct#2204935643 STREET -1811 MERLIN LOO	Invoice	06/16/2015	07/06/2015	550.67	550.67	100-40-41717		715
6/16/15	3	IP Acct#2204935643 HFD	Invoice	06/16/2015	07/06/2015	292.60	292.60	100-55-41717		715
6/16/15	4	IP Acct#2204935643 LIBRARY	Invoice	06/16/2015	07/06/2015	496.49	496.49	100-45-41717		715
6/16/15	5	IP Acct#2204935643 /33%	Invoice	06/16/2015	07/06/2015	164.72	164.72	100-42-41717		715
6/16/15	6	IP Acct#2204935643 /33%	Invoice	06/16/2015	07/06/2015	164.71	164.71	200-42-41717		715
6/16/15	7	IP Acct#2204935643 /33%	Invoice	06/16/2015	07/06/2015	164.71	164.71	210-42-41717		715
6/16/15	8	IP Acct#2204637769 W WATER	Invoice	06/16/2015	07/06/2015	9,003.57	9,003.57	210-70-41717		715
6/16/15	9	IP Acct#2200663470 Elm Alley	Invoice	06/16/2015	07/06/2015	5.25	5.25	100-40-41717		715
6/16/15	10	IP Acct#2220558908 HEAGLE/1151 War Eagle	Invoice	06/16/2015	07/06/2015	148.39	148.39	100-40-41717		715
Total 22433 IDAHO POWER: 11,166.43										
<b>849 IDAHO STATE TAX COMMISSION</b>										
APRIL	1	04/01/15 - 06/30/15	Invoice	07/01/2015	07/06/2015	296.46	296.46	100-00-20317		715
Total 849 IDAHO STATE TAX COMMISSION : 296.46										
<b>612 INGRAM BOOK COMPANY</b>										
856758	1	Library Books and Materials	Invoice	06/04/2015	07/06/2015	15.68	15.68	100-45-41535		615
856758	1	Library Books and Materials	Invoice	06/04/2015	07/06/2015	8.12	8.12	100-45-41535		615
856134	1	Library Books and Materials	Invoice	06/05/2015	07/06/2015	29.92	29.92	100-45-41535		615
856134	1	Library Books and Materials	Invoice	06/05/2015	07/06/2015	38.11	38.11	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	31.35	31.35	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	30.24	30.24	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	16.21	16.21	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	21.50	21.50	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	9.51	9.51	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	250.91	250.91	100-45-41535		615
856594	1	Library Books and Materials	Invoice	06/09/2015	07/06/2015	85.00	85.00	100-45-41535		615
857217	1	Library Books and Materials	Invoice	06/11/2015	07/06/2015	20.11	20.11	100-45-41535		715
857297	1	Library Books and Materials	Invoice	06/11/2015	07/06/2015	14.55	14.55	100-45-41535		715
857297	1	Library Books and Materials	Invoice	06/11/2015	07/06/2015	29.65	29.65	100-45-41535		715
857297	1	Library Books and Materials	Invoice	06/11/2015	07/06/2015	14.55	14.55	100-45-41535		715
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	15.68	15.68	100-45-41535		715
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	15.11	15.11	100-45-41535		715

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Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	15.68	15.68	100-45-41535		715
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	5.59	5.59	100-45-41535		715
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	7.83	7.83	100-45-41535		715
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	15.11	15.11	100-45-41535		715
857397	1	Library Books and Materials	Invoice	06/12/2015	07/06/2015	76.64	76.64	100-45-41535		715
857784	1	Library Books and Materials	Invoice	06/15/2015	07/06/2015	32.44	32.44	100-45-41535		715
857784	1	Library Books and Materials	Invoice	06/15/2015	07/06/2015	9.25	9.25	100-45-41535		715
858363	1	Library Books and Materials	Invoice	06/17/2015	07/06/2015	15.12	15.12	100-45-41535		715
858363	1	Library Books and Materials	Invoice	06/17/2015	07/06/2015	269.66	269.66	100-45-41535		715
858363	1	Library Books and Materials	Invoice	06/17/2015	07/06/2015	7.27	7.27	100-45-41535		715
858363	1	Library Books and Materials	Invoice	06/17/2015	07/06/2015	3.47	3.47	100-45-41535		715
858363	1	Library Books and Materials	Invoice	06/17/2015	07/06/2015	14.56	14.56	100-45-41535		715
858707	1	Library Books and Materials	Invoice	06/19/2015	07/06/2015	32.96	32.96	100-45-41535		715
858773	1	Library Books and Materials	Invoice	06/19/2015	07/06/2015	15.67	15.67	100-45-41535		715
858773	1	Library Books and Materials	Invoice	06/19/2015	07/06/2015	70.97	70.97	100-45-41535		715
858773	1	Library Books and Materials	Invoice	06/19/2015	07/06/2015	10.07	10.07	100-45-41535		715
858773	1	Library Books and Materials	Invoice	06/19/2015	07/06/2015	14.55	14.55	100-45-41535		715
858773	1	Library Books and Materials	Invoice	06/19/2015	07/06/2015	82.02	82.02	100-45-41535		715
859073	1	Library Books and Materials	Invoice	06/23/2015	07/06/2015	30.23	30.23	100-45-41535		715
859203	1	Library Books and Materials	Invoice	06/23/2015	07/06/2015	26.07	26.07	100-45-41535		715
859338	1	Library Books and Materials	Invoice	06/23/2015	07/06/2015	15.65	15.65	100-45-41535		715
859338	1	Library Books and Materials	Invoice	06/23/2015	07/06/2015	47.46	47.46	100-45-41535		715
859338	1	Library Books and Materials	Invoice	06/23/2015	07/06/2015	84.83	84.83	100-45-41535		715
						1,488.84	1,488.84			
<b>5013 INSITE TOWERS LLC</b>										
285482	1	#285482 1/3 Share of Della Mtn. Tower Rental	Invoice	06/01/2015	07/20/2015	60.83	60.83	100-42-41713		615
285482	2	#285482 1/3 Share of Della Mtn. Tower Rental	Invoice	06/01/2015	07/20/2015	60.83	60.83	200-42-41713		615
285482	3	#285482 1/3 Share of Della Mtn. Tower Rental	Invoice	06/01/2015	07/20/2015	60.84	60.84	210-42-41713		615
285482	4	Della Mtn. Tower Rental	Invoice	06/01/2015	07/20/2015	460.58	460.58	200-60-41713		615
						643.08	643.08			
<b>229 INTEGRATED TECHNOLOGIES</b>										
24707	1	MONTHLY PRINTER MAINTENANCE CONTRACT	Invoice	06/08/2015	07/06/2015	27.50	27.50	210-70-41325		715
24798	1	Copier Maintenance	Invoice	06/09/2015	07/06/2015	65.78	65.78	100-20-41325		615
25776	1	copies city hall	Invoice	06/23/2015	07/06/2015	35.73	35.73	100-15-41325		715
25776	2	copies city hall	Invoice	06/23/2015	07/06/2015	35.73	35.73	200-15-41325		715
25776	3	copies city hall	Invoice	06/23/2015	07/06/2015	35.74	35.74	210-15-41325		715

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26287	1	MX2300N Toner x2	Invoice	06/29/2015	07/06/2015	130.50	130.50	100-20-41325		715
Total 229 INTEGRATED TECHNOLOGIES:										
						330.98	330.98			
<b>1476 IRONE HORSE DESIGN BUILD</b>										
161 CR	1	Refund Credit Bal. 161 Cranbrook RD	Invoice	06/03/2015	07/06/2015	27.94	27.94	100-00-15110		615
Total 1476 IRONE HORSE DESIGN BUILD:										
						27.94	27.94			
<b>330 JANES ARTIFACTS</b>										
024553	1	Lamination for equipment on trucks adn balloons for t	Invoice	06/12/2015	07/06/2015	14.00	14.00	100-55-41217		615
024594	1	Card Stock	Invoice	06/16/2015	07/06/2015	18.15	18.15	100-20-41215		615
024643	1	024643 LAMINATE POUCHES	Invoice	06/18/2015	07/06/2015	19.60	19.60	100-40-41215		715
Total 330 JANES ARTIFACTS:										
						51.75	51.75			
<b>386 L.L. GREENS</b>										
A38672	1	A386721 PAINT PAIL - SKATE PARK	Invoice	06/09/2015	07/06/2015	9.98	9.98	100-50-41403		715
A38699	1	SHOP SUPPLIES WW	Invoice	06/10/2015	07/06/2015	37.27	37.27	210-70-41795		715
A38767	1	BRASS PLUGS	Invoice	06/16/2015	07/06/2015	7.96	7.96	200-60-41403		615
A38870	1	A388702 CLEAR CAULK	Invoice	06/23/2015	07/06/2015	11.96	11.96	100-40-41403		715
A38871	1	A388715 CABLE TIES	Invoice	06/23/2015	07/06/2015	1.85	1.85	100-40-41403		715
B21499	1	B214994 SUPPLIES - CARNIVAL BANNER	Invoice	05/26/2015	07/06/2015	47.66	47.66	100-40-41215		615
B21660	1	B216608 SKATE PARK SUPPLIES	Invoice	06/15/2015	07/06/2015	21.35	21.35	100-50-41403		715
B21737	1	FLASHLIGHT	Invoice	06/25/2015	07/06/2015	35.99	35.99	200-60-41405		615
D5265	1	BLUE TAPE RULE	Invoice	05/30/2015	07/06/2015	54.56	54.56	100-25-41215		715
D5396	1	KEY	Invoice	06/10/2015	07/06/2015	7.16	7.16	200-60-41413		615
Total 386 L.L. GREENS :										
						235.74	235.74			
<b>1467 LA QUINTA INN &amp; SUITES BOISE TOWN SQUARE</b>										
654622	1	JEREMIAH JONES 4-12 - 4-16	Invoice	04/20/2015	07/06/2015	415.00	415.00	100-25-41724		715
Total 1467 LA QUINTA INN & SUITES BOISE TOWN SQUARE:										
						415.00	415.00			
<b>5566 LANTIS PRODUCTIONS INC.</b>										
15092	1	2015 4th of July fireworks show - 2nd of 2 payment	Invoice	04/08/2015	07/06/2015	7,500.00	7,500.00	100-10-41707		715
Total 5566 LANTIS PRODUCTIONS INC.:										
						7,500.00	7,500.00			

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1477 LEMMA, TIMOTHY										
331 AP	1	Refund Credit Bal. 331 Apache St	Invoice	06/03/2015	07/06/2015	55.90	55.90	100-00-15110		615
Total 1477 LEMMA, TIMOTHY:										
						55.90	55.90			
366 LES SCHWAB TIRE CENTER										
117002	1	HPD 7 WHEEL SPIN AND BAL/NEW TIRES	Invoice	05/12/2015	07/06/2015	656.04	656.04	100-25-41415		715
Total 366 LES SCHWAB TIRE CENTER:										
						656.04	656.04			
606 LIBRARY STORE										
153803	1	Library processing supplies for materials	Invoice	06/22/2015	07/06/2015	146.74	146.74	100-45-41215		615
Total 606 LIBRARY STORE :										
						146.74	146.74			
1485 MCCLAIN'S PIZZERIA										
6/26/15	1	Refund Deposit 103 Main St. S.	Invoice	06/26/2015	07/06/2015	164.52	164.52	200-00-20314		715
Total 1485 MCCLAIN'S PIZZERIA:										
						164.52	164.52			
1479 MENDOZA, CRESENCIO										
1221 C	1	Refund Credit Bal. 1221 Creekside Dr.	Invoice	06/03/2015	07/06/2015	191.10	191.10	100-00-15110		615
Total 1479 MENDOZA, CRESENCIO:										
						191.10	191.10			
4495 MIDWEST TAPE										
929037	1	library materials/ dvd & music	Invoice	06/04/2015	07/06/2015	33.48	33.48	100-45-41535		615
929207	1	library materials/ dvd & music	Invoice	06/10/2015	07/06/2015	155.16	155.16	100-45-41535		715
929257	1	library materials/ dvd & music	Invoice	06/11/2015	07/06/2015	25.99	25.99	100-45-41535		615
929466	1	library materials/ dvd & music	Invoice	06/17/2015	07/06/2015	103.95	103.95	100-45-41535		715
929539	1	library materials/ dvd & music	Invoice	06/19/2015	07/06/2015	236.93	236.93	100-45-41535		715
929596	1	library materials/ dvd & music	Invoice	06/22/2015	07/06/2015	47.99	47.99	100-45-41535		715
929647	1	library materials/ dvd & music	Invoice	06/23/2015	07/06/2015	119.97	119.97	100-45-41535		715
929664	1	library materials/ dvd & music	Invoice	06/23/2015	07/06/2015	17.99	17.99	100-45-41535		715
929664	1	library materials/ dvd & music	Invoice	06/23/2015	07/06/2015	17.99	17.99	100-45-41535		715
Total 4495 MIDWEST TAPE:										
						687.49	687.49			
2367 MSC INDUSTRIAL SUPPLY CO.										
148948	1	STAINLESS STEEL SHEARS	Invoice	06/17/2015	07/06/2015	98.85	98.85	210-70-41403		715

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148948	2	MINI BAYONET BULBS	Invoice	06/17/2015	07/06/2015	98.25	98.25	210-70-41401		715
148948	3	3/16" ALL PURPOSE SNAPS	Invoice	06/17/2015	07/06/2015	20.90	20.90	210-70-41421		715
148948	4	5/16" ALL PURPOSE SNAPS	Invoice	06/17/2015	07/06/2015	31.40	31.40	210-70-41421		715
148948	5	DURHAM LG ADJUSTABLE PARTS DRAWER	Invoice	06/17/2015	07/06/2015	84.10	84.10	210-70-41421		715
148948	6	BATTERY DOCTOR BATTER MAINTAINER	Invoice	06/17/2015	07/06/2015	123.46	123.46	210-70-41423		715
148948	7	CONBRACO AIR COCK 1/4"	Invoice	06/17/2015	07/06/2015	20.60	20.60	210-70-41403		715
148948	8	WIKA 0-60 PSI PRESSURE GUAGE	Invoice	06/17/2015	07/06/2015	50.12	50.12	210-70-41403		715
148948	9	BUNA N 1/8" GASKET MATERIAL	Invoice	06/17/2015	07/06/2015	108.65	108.65	210-70-41421		715
148948	10	JUPITER PNEUMATICS EXHAUST /INTAKE MUJFFL	Invoice	06/17/2015	07/06/2015	11.74	11.74	210-70-41405		715
148948	11	JUPITER PNEUMATICS EXHAUST MUJFFL	Invoice	06/17/2015	07/06/2015	60.56	60.56	210-70-41405		715
148948	12	JUPITER PNEUMATICS EXHAUST /INTAKE MUJFFL	Invoice	06/17/2015	07/06/2015	10.80	10.80	210-70-41405		715
148948	13	THOMAS AND BETTS FOR 180-50-0 CABLE TIE R	Invoice	06/17/2015	07/06/2015	35.21	35.21	210-70-41421		715
148948	14	LOW PROFILE CABLE TIES 14"	Invoice	06/17/2015	07/06/2015	15.46	15.46	210-70-41421		715
148948	15	LOW PROFILE CABLE TIES 7"	Invoice	06/17/2015	07/06/2015	7.04	7.04	210-70-41421		715
148948	16	ZIPLOCK FREEZER BAGS	Invoice	06/17/2015	07/06/2015	119.74	119.74	210-70-41795		715
Total 2367 MSC INDUSTRIAL SUPPLY CO. :						896.88	896.88			
<b>251 NAPA AUTO PARTS</b>										
799674	1	799674 CREDIT - ORIG CK # 35544	Invoice	01/14/2015	07/06/2015	25.49	25.49	210-70-41415		615
813162	1	813162 BATTERY AND CORE DEPOSIT - WATER	Invoice	05/13/2015	07/06/2015	367.47	367.47	200-60-41405		615
813179	1	813179 BATTERY AND CORE DEPOSIT - WATER	Invoice	05/13/2015	07/06/2015	367.47	367.47	200-60-41405		615
813278	1	813278 HOSE AND HOSE END	Invoice	05/14/2015	07/06/2015	27.60	27.60	100-40-41405		615
813297	1	813297 CREDIT - BATTERY AND 2 CORE DEPOSI	Invoice	05/14/2015	07/06/2015	448.47	448.47	200-60-41405		615
813845	1	813845 SPLASH G	Invoice	05/19/2015	07/06/2015	34.08	34.08	100-40-41405		615
816236	1	FUEL FILTER	Invoice	06/10/2015	07/06/2015	1.29	1.29	200-60-41415		615
816907	1	BATTERY CHARGER	Invoice	06/16/2015	07/06/2015	179.00	179.00	200-60-41405		615
818509	1	MIRROR WW	Invoice	06/29/2015	07/06/2015	12.20	12.20	210-70-41415		715
Total 251 NAPA AUTO PARTS:						515.15	515.15			
<b>918 NELSON'S AUTO SERVICE &amp; QUICK</b>										
001771	1	4 MOUNT AND BALANCE HPD 1	Invoice	06/09/2015	07/06/2015	848.00	848.00	100-25-41405		715
Total 918 NELSON'S AUTO SERVICE & QUICK:						848.00	848.00			
<b>401 OHIO GULCH TRANSFER STATION</b>										
005716	1	005716 ASPHALT DIRT LUMBER DUMP FEE	Invoice	06/16/2015	07/06/2015	141.40	141.40	100-40-41403		715
006308	1	ASPHALT DIRT LUMBER ST WW	Invoice	06/24/2015	07/06/2015	104.00	104.00	210-70-41403		715

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 401 OHIO GULCH TRANSFER STATION :										
						245.40	245.40			
1364 OLD CUTTERS INC.										
2169	1	OCI DIF reimbursement HUUS	Invoice	06/24/2015	07/20/2015	1,810.00	1,810.00	120-00-20315		615
5113	1	OCI DIF SETTLEMENT Ward	Invoice	06/24/2015	07/20/2015	1,810.00	1,810.00	120-00-20315		615
Total 1364 OLD CUTTERS INC.:						3,620.00	3,620.00			
50298 O'REILLY AUTO PARTS										
4635-1	1	4635-156462 MR GASKET	Invoice	03/05/2015	07/06/2015	13.99	13.99	100-40-41405		615
4635-1	1	4635-156478 MR GASKET	Invoice	03/05/2015	07/06/2015	13.99	13.99	100-40-41405		615
4635-1	1	4635-156501 - CREDIT - RETURN 2 MR GASKET	Invoice	03/05/2015	07/06/2015	27.98	27.98	100-40-41405		615
4635-1	1	4635-159292 CREDIT - ORIG CK # 36118 - PULLER	Invoice	03/23/2015	07/06/2015	14.99	14.99	100-40-41403		615
4635-1	1	4635-159697 TRANSMISSION FLUID	Invoice	03/25/2015	07/06/2015	5.19	5.19	100-40-41403		615
4635-1	1	4635-159698 CREDIT - TRANSMISSION FLUID	Invoice	03/25/2015	07/06/2015	5.19	5.19	100-40-41403		615
4635-1	1	4635-161854 OIL FILTER AND OIL	Invoice	04/10/2015	07/06/2015	41.73	41.73	100-40-41403		615
4635-1	1	4635-161855 CREDIT - OIL FILTER AND OIL	Invoice	04/10/2015	07/06/2015	41.73	41.73	100-40-41403		615
4635-1	1	4635-164878 GLOVES - PARKS	Invoice	04/28/2015	07/06/2015	20.98	20.98	100-50-41403		615
4635-1	1	4635-167962 GLOVES	Invoice	05/18/2015	07/06/2015	27.98	27.98	100-40-41403		615
4635-1	1	4635-169410 BOLTS	Invoice	05/27/2015	07/06/2015	3.99	3.99	100-40-41405		615
4635-1	1	4635-173932 100 PC WIRE TIE	Invoice	06/22/2015	07/06/2015	5.49	5.49	100-40-41225		715
OCB04	1	CHARGEBACK - STATEMENT 6.1.15	Invoice	04/27/2015	07/06/2015	5.12	5.12	100-40-41403		615
SC023	1	FINANCE CHARGE - STATEMENT 6.1.15	Invoice	03/28/2015	07/06/2015	8.34	8.34	100-40-41403		615
Total 50298 O'REILLY AUTO PARTS:						56.91	56.91			
4149 OUTLET FIREWORKS LLC										
996	1	clean up bond refund for 2 stands	Invoice	06/09/2015	07/20/2015	200.00	200.00	100-00-20314		615
Total 4149 OUTLET FIREWORKS LLC:						200.00	200.00			
520 PACIFIC STEEL & RECYCLING										
889188	1	889188 40" REC TUBE - SHOP	Invoice	06/08/2015	07/06/2015	420.00	420.00	100-40-41405		715
Total 520 PACIFIC STEEL & RECYCLING :						420.00	420.00			
8581 PROGUARD PEST CONTROL, LLC										
1197	1	#1197 Empty traps- re-bait may	Invoice	05/27/2015	07/06/2015	65.00	65.00	100-55-41413		615

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 8581 PROGUARD PEST CONTROL, LLC:										
						65.00	65.00			
2143 RESPOND FIRST AID SYSTEMS										
72612	1	72612 FIRST AID SUPPLIES	Invoice	06/22/2015	07/06/2015	56.68	56.68	100-40-41215		715
Total 2143 RESPOND FIRST AID SYSTEMS:										
						56.68	56.68			
2849 ROAD WORK AHEAD CONSTRUCTION SUPPLY										
29346	1	29346 GLASS BEADS FOR STRIPING	Invoice	06/04/2015	07/06/2015	271.50	271.50	100-40-41403		615
29544	1	29544 36" X 36" NO LEFT TURN - CUSTOM	Invoice	06/22/2015	07/06/2015	207.00	207.00	100-40-41403		715
Total 2849 ROAD WORK AHEAD CONSTRUCTION SUPPLY:										
						478.50	478.50			
159 ROBERTS ELECTRIC INC.										
20714	1	VFD REPLACEMENT	Invoice	04/23/2015	07/06/2015	6,953.00	6,953.00	220-65-41401		715
Total 159 ROBERTS ELECTRIC INC. :										
						6,953.00	6,953.00			
1475 SAFEGUARD PROPERTIES										
540 EU	1	Refund Credit Bal. 540 Eureka Dr	Invoice	06/03/2015	07/06/2015	80.94	80.94	100-00-15110		615
Total 1475 SAFEGUARD PROPERTIES:										
						80.94	80.94			
1482 SALINAS, DANIELLA										
6/18 B	1	June 18 BAH winner of raffle cash prize from Haemm	Invoice	06/18/2015	07/20/2015	33.33	33.33	100-15-41215		615
6/18 B	2	June 18 BAH winner of raffle cash prize from Haemm	Invoice	06/18/2015	07/20/2015	33.33	33.33	200-15-41215		615
6/18 B	3	June 18 BAH winner of raffle cash prize from Haemm	Invoice	06/18/2015	07/20/2015	33.34	33.34	210-15-41215		615
Total 1482 SALINAS, DANIELLA:										
						100.00	100.00			
1465 SANTACRUZ										
0201	1	WINDOW TINT ON K9 VEHICLE	Invoice	04/27/2015	07/06/2015	160.00	160.00	100-25-41415		715
Total 1465 SANTACRUZ:										
						160.00	160.00			
1484 SEGURA, ROSA T.										
5/13/15	1	Refund Credit Bal. 740 Red Ash B-3	Invoice	05/13/2015	07/06/2015	10.17	10.17	100-00-15110		715

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Total 1484 SEGURA, ROSA T.:										
10.17										
10.17										
50290 SHELAMER, MIKE										
512539	1	DOG FOOD FOR DRUG DOG BANDIT.	Invoice	05/05/2015	07/06/2015	55.60	55.60	100-25-41215		715
Total 50290 SHELAMER, MIKE:										
55.60										
55.60										
4910 SHRED-IT										
940604	1	document shredding contract inv. 8015351112	Invoice	06/04/2015	07/20/2015	30.50	30.50	100-15-41325		615
940604	2	document shredding contract inv. 8015351112	Invoice	06/04/2015	07/20/2015	30.50	30.50	200-15-41325		615
940604	3	document shredding contract inv. 8015351112	Invoice	06/04/2015	07/20/2015	30.50	30.50	210-15-41325		615
940623	1	document shredding contract inv. 8016351119	Invoice	06/17/2015	07/20/2015	30.50	30.50	100-15-41325		615
940623	2	document shredding contract inv. 8016351119	Invoice	06/17/2015	07/20/2015	30.50	30.50	200-15-41325		615
940623	3	document shredding contract inv. 8016351119	Invoice	06/17/2015	07/20/2015	30.50	30.50	210-15-41325		615
Total 4910 SHRED-IT:										
183.00										
183.00										
5494 SILVER CREEK										
S14715	1	1 1/2 SXS S40 PVC COUPLING	Invoice	05/18/2015	07/06/2015	.91	.91	100-50-41403		615
S14715	2	1 1/2 X 20 SCH40 BE PVC PIPE	Invoice	05/18/2015	07/06/2015	5.06	5.06	100-50-41403		615
S14715	1	S1471570.001 CREDIT AGAINST CK# 36487	Invoice	05/18/2015	07/06/2015	8.15	8.15	100-50-41403		615
S14783	1	S1478320.001 BALMORAL RESTROOM	Invoice	06/04/2015	07/06/2015	.51	.51	100-50-41403		615
S14830	1	SS1483010.001 PARTS - BALMORAL	Invoice	06/15/2015	07/06/2015	200.98	200.98	100-50-41403		715
S14832	1	S1483273.001 PARTS - BALMORAL	Invoice	06/16/2015	07/06/2015	72.59	72.59	100-50-41403		715
S14833	1	S1483363.001 PARTS - BALMORAL	Invoice	06/16/2015	07/06/2015	36.33	36.33	100-50-41403		715
S14835	1	S1483522.001 PARTS - STREET OFFICE	Invoice	06/16/2015	07/06/2015	4.66	4.66	100-40-41413		715
Total 5494 SILVER CREEK:										
312.89										
312.89										
50326 STOKES, JOHN										
4/9/15	1	Traffic Survey	Invoice	04/09/2015	04/20/2015	200.00	200.00	100-42-41201	10.42.0005.1	415
4/9/15		Chk No: 36137 (2)	Calculated	04/20/2015				1000020301	10.42.0005.1	415
6/23/15	1	Traffic Survey	Invoice	06/23/2015	07/06/2015	225.00	225.00	100-42-41201		715
6/4/15	1	Traffic Survey May 2015	Invoice	06/04/2015	07/06/2015	225.00	225.00	100-42-41201		615
Total 50326 STOKES, JOHN:										
650.00										
650.00										
8559 SUN VALLEY AIR SERVICES BOARD										
MAY 2	1	LOT FOR AIR MAY	Invoice	07/01/2015	07/06/2015	3,022.69	3,022.69	100-10-41707		715

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 8559 SUN VALLEY AIR SERVICES BOARD:										
						3,022.69	3,022.69			
5570 THATCHER COMPANY										
135677	1	CONTAINER REFUND	Invoice	02/10/2015	04/06/2015	940.00	940.00	210-70-41791	315	315
Total 5570 THATCHER COMPANY:										
						940.00	940.00			
1480 TROPEA, JOSEPHINE										
204 CR	1	refund credit bal. 204 Croy St W	Invoice	06/03/2015	07/06/2015	15.45	15.45	100-00-15110	815	815
Total 1480 TROPEA, JOSEPHINE:										
						15.45	15.45			
970 UHRIG FENCING										
5/26/15	1	LIONS PARK HOME RUN FENCE	Invoice	05/26/2015	07/06/2015	6,340.00	6,340.00	100-50-41403	715	715
Total 970 UHRIG FENCING :										
						6,340.00	6,340.00			
2817 UNITED OIL										
797356	1	GAS HPD	Invoice	05/31/2015	07/06/2015	538.99	538.99	100-25-41719	715	715
797360	1	BMO GAS	Invoice	05/31/2015	07/06/2015	266.16	266.16	100-25-41719	12.25.0001.1	715
798670	1	HPD GAS	Invoice	06/15/2015	07/06/2015	639.63	639.63	100-25-41719		715
798671	1	798671 6/1 - 6/15/15 FUEL CHARGES	Invoice	06/15/2015	07/06/2015	412.10	412.10	100-40-41719		715
798672	1	PUMPED VEHICLE FUEL W	Invoice	06/15/2015	07/06/2015	336.34	336.34	200-60-41719		615
798673	1	PUMPED FUEL WW	Invoice	06/15/2015	07/06/2015	97.64	97.64	210-70-41719		715
798674	1	BMO GAS	Invoice	06/15/2015	07/06/2015	264.61	264.61	100-25-41719	12.25.0001.1	715
Total 2817 UNITED OIL:										
						2,555.47	2,555.47			
1216 UPPER CASE PRINTING, INK										
9545	1	11X17 NEWSLETTERS	Invoice	06/08/2015	07/20/2015	143.82	143.82	100-15-41323	615	615
9545	2	11X17 NEWSLETTERS	Invoice	06/08/2015	07/20/2015	143.82	143.82	200-15-41323	615	615
9545	3	11X17 NEWSLETTERS	Invoice	06/08/2015	07/20/2015	143.82	143.82	210-15-41323	615	615
Total 1216 UPPER CASE PRINTING, INK:										
						431.46	431.46			
1253 US BANK										
8/1/15	1	Debt Service	Invoice	06/17/2015	07/06/2015	370,762.50	370,762.50	140-50-41613	815	815

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
Total 1253 US BANK :										
						370,762.50	370,762.50			
<b>6032 VALLEY WINDOW CLEAN</b>										
894469	1	library window cleaning	Invoice	06/23/2015	07/06/2015	165.00	165.00	100-45-41413		615
Total 6032 VALLEY WINDOW CLEAN:										
						165.00	165.00			
<b>762 VERIZON WIRELESS</b>										
974689	1	MONTHLY CELL PHONE BILL STREETS	Invoice	06/07/2015	07/06/2015	91.63	91.63	100-50-41713		715
974689	2	MONTHLY CELL PHONE BILL Water	Invoice	06/07/2015	07/06/2015	75.34	75.34	200-60-41713		715
974689	3	MONTHLY CELL PHONE BILL WASTE WATER	Invoice	06/07/2015	07/06/2015	90.01	90.01	210-70-41713		715
Total 762 VERIZON WIRELESS :										
						256.98	256.98			
<b>50373 VILCAPOMA, EDSON</b>										
6/12/15	1	REFUND PARK RESERVATION FEE	Invoice	06/12/2015	07/06/2015	100.00	100.00	100-00-32415		615
6/12/15	2	REFUND PARK RENTAL SALES TAX	Invoice	06/12/2015	07/06/2015	6.00	6.00	100-00-32415		615
Total 50373 VILCAPOMA, EDSON:										
						106.00	106.00			
<b>367 WALKER SAND AND GRAVEL</b>										
004180	1	CHIPS 1" CRUSHED WW	Invoice	06/23/2015	07/06/2015	38.09	38.09	210-70-41403		715
004181	1	00418110 ROAD MIX 3/4" MINUS	Invoice	06/24/2015	07/06/2015	124.43	124.43	100-40-41403		715
Total 367 WALKER SAND AND GRAVEL :										
						162.52	162.52			
<b>4004 WAXIE SANITARY SUPPLY</b>										
753434	1	library cleaning supplies	Invoice	06/22/2015	07/06/2015	134.61	134.61	100-45-41413		715
753434	1	75343424 CLEANING SUPPLIES - PARKS	Invoice	06/22/2015	07/06/2015	220.72	220.72	100-50-41403		715
753434	1	75343426 CLEANING SUPPLIES AND VAC PARTS	Invoice	06/22/2015	07/06/2015	31.49	31.49	100-40-41413		715
Total 4004 WAXIE SANITARY SUPPLY:										
						386.82	386.82			
<b>368 WESTERN STATES CAT</b>										
W0040	1	BACKHOE REPAIRS 420DI WWTP	Invoice	06/18/2015	07/06/2015	446.98	446.98	210-70-41405		715
Total 368 WESTERN STATES CAT :										
						446.98	446.98			

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Net Invoice Check Amount	GL Account Number	Job Number	GL Period
<b>1240 WILLIAMSON LAW OFFICES, PLLC</b>										
7/1/15	1	professional services	Invoice	07/01/2015	07/06/2015	3,565.00	3,565.00	100-15-41313		715
7/1/15	2	professional services	Invoice	07/01/2015	07/06/2015	3,565.00	3,565.00	200-15-41313		715
7/1/15	3	professional services	Invoice	07/01/2015	07/06/2015	3,565.00	3,565.00	210-15-41313		715
Total 1240 WILLIAMSON LAW OFFICES, PLLC:						10,695.00	10,695.00			
<b>2844 WINDOW WELDER</b>										
120494	1	WINDSHIELD CHIP REPAIR WW	Invoice	06/29/2015	07/06/2015	75.00	75.00	210-70-41415		715
120495	1	WINDSHIELD CHIP REPAIR WW	Invoice	06/29/2015	07/06/2015	60.00	60.00	210-70-41415		715
Total 2844 WINDOW WELDER :						135.00	135.00			
<b>352 WINDY CITY ARTS</b>										
2015-5	1	2015-528 ARENA SAWTOOTH PLUMBING SIGN	Invoice	06/11/2015	07/06/2015	187.50	187.50	100-50-41613	15.42.0002.1	615
2015-5	1	Library change of hours/front door	Invoice	06/03/2015	07/06/2015	40.00	40.00	100-45-41413		615
Total 352 WINDY CITY ARTS:						227.50	227.50			
<b>1483 WOOD RIVER PEST MANAGEMENT</b>										
11959	1	Library bee removal	Invoice	06/05/2015	07/06/2015	125.00	125.00	100-45-41413		615
Total 1483 WOOD RIVER PEST MANAGEMENT:						125.00	125.00			
<b>4987 YOUNG CONSTRUCTION</b>										
6/11/15	1	REFUND - WATER COMMENCEMENT FEE	Invoice	06/11/2015	07/06/2015	37.50	37.50	200-00-34611		615
Total 4987 YOUNG CONSTRUCTION:						37.50	37.50			
Total :						542,034.55	542,034.55			
Grand Totals:						542,034.55	542,034.55			

Summary by General Ledger Account Number

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 7/6/2015    **DEPARTMENT:** Legal    **DEPT. HEAD SIGNATURE:** \_\_\_\_\_

**SUBJECT:**

Friedman Memorial Airport Authority ("FMAA") Meeting

**AUTHORITY:**  ID Code \_\_\_\_\_     IAR \_\_\_\_\_     City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

I just reviewed the FMAA agenda and packet for the FMAA meeting scheduled for April 8, 2014. I am attaching the agenda, the meeting brief and Attachment Nos. 6 and 7. Attachment 6 is the revised Chapter A. The only revision I saw in Chapter A addresses Alternatives 6 and 7. See pages A.5 and A.6. Attachment 7 is a revised Chapter 7. The proposed revisions are redlined.

I did not see anything else on the agenda, the meeting brief or any attachment which I feel should be discussed during the City Council meeting. If you want access to the entire FMAA packet, please go to [www.flyfma.com](http://www.flyfma.com) and click onto FMAA Agendas.

Ned

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:** Caselle # \_\_\_\_\_  
Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_ Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_ Phone # \_\_\_\_\_  
Comments:

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

___ City Attorney	___ Clerk / Finance Director	___ Engineer	___ Building
___ Library	___ Planning	___ Fire Dept.	___
___ Safety Committee	___ P & Z Commission	___ Police	___
___ Streets	___ Public Works, Parks	___ Mayor	___

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Review and discuss the agenda and meeting brief. If appropriate, direct FMAA representatives on action to be taken at the next FMAA meeting.

**FOLLOW-UP REMARKS:**

**NOTICE OF A REGULAR MEETING  
OF  
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

*PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, July 7, 2015 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. The proposed Agenda for the meeting is as follows:*

**AGENDA  
July 7, 2015**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. June 3, 2015 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS**
  - A. Chairman Report DISCUSSION
  - B. Blaine County Report DISCUSSION
  - C. City of Hailey Report DISCUSSION
  - D. Airport Manager Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
  - A. Noise Complaints
  - B. Parking Lot Update
  - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
  - D. Review Correspondence – Attachment #5
  - E. Airport Commercial Flight Interruptions
- VI. UNFINISHED BUSINESS**
  - A. Airport Solutions
    - 1. Existing Site
      - a. Plan to Meet 2015 Congressional Safety Area Requirement
        - i. Project 3 Terminal Reconfiguration DISCUSS/DIRECT
        - ii. Project 4 Airport Operations Building DISCUSS/DIRECT
        - iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron DISCUSS/DIRECT
        - iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway DISCUSS/DIRECT
        - v. Future Projects DISCUSS/DIRECT
      - b. Retain/Improve/Develop Air Service
        - i. Fly Sun Valley Alliance Update DISCUSS/DIRECT
      - c. SUN Instrument Approach Improvements Phase 2 Update DISCUSS/DIRECT
    - B. Master Plan Update – Attachments #6, #7 ACTION
    - C. FY '16 Draft Rates and Charges – Attachment #8 DISCUSS/DIRECT
    - D. FY '16 Draft Budget – Attachments #9, #10 DISCUSS/DIRECT
- VII. NEW BUSINESS**
  - A. Friedman Memorial Airport Authority Communications Director DISCUSS/DIRECT
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §67- 2345**
- X. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

**III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES**

**A. June 3, 2015 Regular Meeting – Attachment #1**

BOARD ACTION: 1. Action

**IV. REPORTS**

**A. Chairman Report**

This item is on the agenda to permit a Chairman report if appropriate.

BOARD ACTION: 1. Discussion

**B. Blaine County Report**

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

**C. City of Hailey Report**

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

**D. Airport Manager Report**

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chanterelle	5/27	11:29 pm	Jet	Late departure	This aircraft scheduled a 10:23 pm arrival. It was to drop off passengers, refuel and depart prior to 11:00 pm. The aircraft encountered significant headwinds aloft, delaying arrival until 10:47 pm. During the process of refueling, a mechanical failure occurred which despite best efforts, delayed departure till 11:29 pm.
Chanterelle	6/19	7:07 pm	Jet	Low/Loud approach	Research reveals nothing to indicate a less than appropriate approach. Flight crew is very experienced at operating into FMA and is also under very specific guidance to incorporate the Voluntary Noise Abatement Procedures in all ops.
Hailey	6/22	12:00 pm	Jet	Low/Loud approach from north, over Hailey	Research revealed that winds at that time were 14kts from the south, thus prohibiting an approach from the south. Observation of the approach did not indicate an abnormal descent path. Ops Chief discussed the matter with the flight crew and the caller.
Woodside	6/26	3:45 pm	Misc	No Incident	Caller simply wanted to say that they have lived in Woodside now for 2.5 years and greatly appreciate the airport. They are not offended by aircraft departures and arrivals, the duration of which they consider brief and tolerable. They also do not feel threatened by the airport. They appreciate the service the airport provides and the effort that the FMAA has given to improving the airport and its service. Ops Chief spoke with caller.
Hailey	6/27	7:46 am	Sgl Eng	Departures North	Caller reported that three aircraft departed to the north, beginning approximately 6:30 am. Caller described the activity as "blank" rude. Ops Chief ltr msg with caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net
May	\$14,790.00	\$5,639.37	\$4,565.00	\$1,428.58	\$5,938.00	\$1,892.98

**C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #4**

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2015 ATCT Traffic Operations data comparison by month. Attachment #4 is 2015 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

**April 2014/2015**

Total Non-Federal Revenue	April, 2015	\$185,155.85
Total Non-Federal Revenue	April, 2014	\$186,448.08
Total Non-Federal Revenue	FY '15 thru April	\$1,404,877.45
Total Non-Federal Revenue	FY '14 thru April	\$1,286,627.07
Total Non-Federal Expenses	April, 2015	\$186,497.46
Total Non-Federal Expenses	April, 2014	\$144,400.33
Total Non-Federal Expenses	FY '15 thru April	\$1,410,709.11
Total Non-Federal Expenses	FY '14 thru April	\$1,284,671.15
Net Income to include Federal Programs	FY '15 thru April	\$-3,610,922.33
Net Income to include Federal Programs	FY '14 thru April	\$-261,658.72

**D. Review Correspondence - Attachment #5**

Attachment #5 is information included for Board review.

**E. Airport Commercial Flight Interruptions: 5/20 – 6/19**

**Note: DEN, LAX and SFO service all resume 6/26.  
SUN reopened after construction closure on 5/22**

<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	0	0
Delta	0	2
United Express	0	0

**VI. UNFINISHED BUSINESS**

**A. Airport Solutions**

**1. Existing Site**

**a. Plan to Meet 2015 Congressional Safety Area Requirement**

**i. Project 3 Terminal Reconfiguration**

Conrad Brothers and their team have continued to work toward completion of the Terminal Project. Wall coverings are nearly complete, the HVAC system is up & running and a variety of other small tasks are nearly complete. Other than tenant finish out in the TSA area, the project will be essentially complete until the contractor returns in early September to install the revolving exit lane door.

BOARD ACTION: 1. Discuss/Direct

**ii. Project 4 Airport Operations Building**

With two months left until contract completion, excellent progress is being made on this project. Paving and most of the other site work will be completed before the meeting. Interior painting and finishing is underway, along with final mechanical and electrical tasks.

BOARD ACTION: 1. Discuss/Direct

**iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron**

This project is substantially complete! The contract completion for the major phases of work was June 30, but all of the airfield areas were opened to aircraft traffic on June 24. With that, the airport now fully complies with FAA Runway Safety Area criteria. Final markings and other minor work are scheduled for late September.

BOARD ACTION: 1. Discuss/Direct

**iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway**

Design of this project is progressing well. The design will be complete and the project will go to bid by approximately July 17. Bids will be opened prior to the August meeting, and the bid results will be presented to the Board at that meeting.

BOARD ACTION: 1. Discuss/Direct

**v. Future Projects**

Work is progressing on several smaller projects, including the following:

- Terminal Parking Lot Improvements: This work is complete.
- Landscaping Improvements: This project is going well, with completion anticipated in mid-July.
- Runway Rehabilitation: As briefed at the last Board meeting, the runway seal coat was not completed as scheduled, due to weather. This work has been tentatively scheduled for late September, which will be discussed in more detail at the meeting.
- Terminal Tenant Finish Out/Remodel: Negotiations for construction of this work are nearly completed and once they are, work will begin immediately.

BOARD ACTION: 1. Discuss/Direct

**b. Retain/Improve/Develop Air Service**

**i. Fly Sun Valley Alliance Update**

This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

**c. SUN Instrument Approach Improvements – Phase 2 Update**

A significant update is not available this month. It is clear however, that last month's update is the future of approach improvements. The Board and community should anticipate the following: Due to the FAA's automation tool that calculates precipitous terrain, it now appears only a 180 foot ceiling improvement may be feasible on an optimized GPS approach. This is based on a 420 foot/nautical mile climb gradient. This is approximately 300 feet less improvement than DAC's initial analysis and is a surprise to us. Also unexpected is a potential increase to the standard minima of the existing GPS-W approach of 820 feet. This is due to new criteria for the missed approach. New criteria does not allow for a missed approach procedure as per the existing approach. Meeting this new criteria results in higher minima.

Precipitous Terrain continues to be a significant factor in finding solutions to an improved RNP procedure as well. According to FAA Flight Procedures Office (FPO) options are still to be considered for the RNP, with no date for resolution determined as of yet.

Lastly, a recent FAA Regional Airspace Planning Team (RAPT) meeting was held and production schedule of the revised procedures was discussed. Based on the amount of work needed, the only feasible production schedule for SUN is July of 2016.

BOARD ACTION: 1. Discuss/Direct

**B. Master Plan Update – Attachments #6, #7**

**PROGRESS REPORT**

Mead & Hunt has delivered revised draft versions of Chapter A, *Inventory of Existing Conditions* (Attachment #6), and Chapter C, *Capacity Analysis & Facility Requirements*, for acceptance by FMAA (Attachment #7). Revisions to Chapter A reflect previous Board direction regarding Alternatives 6 & 7 from the January 2013 *Airport Alternatives Technical Analysis*. Revisions to Chapter C reflect the results of recent air service research completed by Mead & Hunt for the Fly Sun Valley Alliance. These revisions are highlighted within the chapter text in this month's Board information packet.

Mead & Hunt has also delivered a preliminary draft version of Chapter D, *Existing Airport Site Alternatives*. This preliminary draft Chapter is currently being reviewed by Airport staff. Mead & Hunt will attend the August 4<sup>th</sup> FMAA meeting to present the alternatives identified in this preliminary draft Chapter. Following Board comment, Mead & Hunt will revise the alternatives for presentation at a public meeting at a subsequent date.

Landrum & Brown continues its re-evaluation of previously identified replacement airport sites. Their findings will form the basis for Chapter E, *Replacement Airport Site Analysis*. This chapter is expected to be delivered in advance of the September 1<sup>st</sup> FMAA meeting, for presentation at the October 6<sup>th</sup> FMAA meeting.

Mead & Hunt requests Board acceptance of the information and data provided in the revised Chapter A, *Inventory of Existing Conditions*, and Chapter C, *Capacity Analysis & Facility Requirements*.

All working documents developed during the planning process should be considered drafts and can be revised as appropriate, at the direction of the FMAA, up until the Final Master Plan Report is published at the end of the study process.

BOARD ACTION: 1. Action

**C. FY '16 Draft Rates and Charges – Attachment #8**

Attachment #8 is the proposed Rates & Charges schedule.

Rates & Charges, when integrated into the FY '16 Budget, will provide the Board the ability to operate FMA and meet all of the coming year's needs. Presently, the only Rates & Charges adjustments being proposed are those associated with recovery expenses resulting from lost keys and/or proximity cards. Adjustments still under contemplation are related to Ground Transportation Service Provider fees.

Staff will seek guidance from the Finance Committee and Board regarding Rates & Charges adjustments.

BOARD ACTION: 1. Direct Staff to establish a Public Hearing for the proposed FY '16 Rates and Charges.

**D. FY '16 Draft Budget – Attachments #9, #10**

Attached for your review are the preliminary FY '16 Budget Worksheets. The Friedman Memorial Airport Authority Rates and Charges Policy states "Each year, during the Friedman Memorial Airport Authority budget process, which takes place from June through September, rates, fees, tolls or charges for the use or availability of the facilities of the Airport shall be established. In order to establish the appropriate amounts for said rates, fees, tolls and charges, the Authority shall first determine, as closely as possible, the specific causes of the operating costs. All revenues generated by the Airport and any local taxes on aviation fuel will be expended by the Authority for the capital or operating costs of the Airport." In accordance with the policy, Staff has been working on a preliminary FY '16 Draft Budget. More Staff analysis is yet to take place on the budget. Again, these budget worksheets are preliminary and will require more assessment/fine tuning. A finished document/proposed budget will be presented for Board consideration in the August packet.

Attachment #9 is the Preliminary FY '16 Budget Worksheet (Combined). The combined worksheet is the draft proposed budget for FY '16. It includes all anticipated federal and state funding applicable to pending Airport projects. Staff has completed analysis of required operating and capitalization expenses for FY '16. This analysis has integrated all available research, information and responsible projection regarding next year's "cost-to-do-business", including specific causes of expense.

**The FY '16 Budget:**

- Provides the Board the ability to operate FMAA and meet all of the coming year's needs.
- Provides the Board the ability to complete all Runway Safety Area Implementation projects
- Facilitates acquisition of a new Runway Broom/Plow Truck
- Facilitates the continued Master Planning process
- Proposes a maximum of 4% in merit pay adjustment, contingent on exceptional performance. Does not propose any CPI pay adjustment.
- May begin the process of restoring FMAA operational reserves to pre-Runway Safety Area Improvement Project capacity, in FY '17.

Attachment #10 is the Preliminary FY '16 Budget Worksheet (Operational). As you know, this worksheet is not the proposed budget; it is simply a tool to begin discussion of operational revenue and expense data without the distraction of federal grants.

The Board can anticipate presentation of this budget, with any changes or refinements as may be deemed necessary, in the August Board Brief. After the July FMAA meeting, copies of the proposed budget and proposed rates and charges will be available at the Airport Manager's Office for public review. The Board can anticipate a Public Hearing agenda item in the August FMAA meeting for the purpose of review and discussion of a proposed FY '16 Budget. As per the Joint Powers Agreement, the Board is required to hold a public hearing on or before the first Tuesday in August and to approve the budget on or before August 15<sup>th</sup>

**BOARD ACTION:** 1. Discuss and direct Staff to establish a Public Hearing for the Proposed FY '16 Budget.

**VII. NEW BUSINESS**

**A. Friedman Memorial Airport Authority Communications Director**

As you know, Candice Pate, ANTICIPATE has served as the Board's Communications Director since January 2012. Candice has informed Staff that due to workload associated with Sun Valley Film Festival she is unable to continue as the Board's Communications Director. Staff is anticipating direction from the Board regarding how to proceed with this important work effort.

BOARD ACTION: 1. Discuss/Direct

**VIII. PUBLIC COMMENT**

**IX. EXECUTIVE SESSION - I.C. §67- 2345**

**X. ADJOURNMENT**

**CHAPTER A**

# Inventory of Existing Conditions

## 1. Introduction

The focus of this Master Plan document is on the total Friedman Memorial Airport facility and its environs, with the overall planning goal being the development of an aviation facility that will allow air services to survive and thrive. This initial *Inventory of Existing Conditions* chapter examines three basic elements involved with the existing and future development of Friedman Memorial Airport. These elements are: 1) airport facilities (runways, taxiways, aircraft parking aprons, terminal buildings, hangars, maintenance facilities, ground access, etc.); 2) the relationship to the overall airport and airspace systems; and, 3) the airport environs. Subsequent chapters detail the Airport’s forecast of aviation activity, the ability of airport facilities to safely and efficiently meet the needs associated with the projected aviation activity, the compatibility of the Airport with surrounding lands uses, and recommended future development within and around airport property. The Inventory chapter consists of the following sections:

- Airport Background
- Previous Planning Studies
- Airport Role
- Airport Facilities
- Airspace Systems and NAVAIDS
- Airport Environs
- Environmental Review

### 1.1. Airport Background

As illustrated in **Figure A1** and **Figure A2**, the Friedman Memorial Airport is located in Blaine County, and the City of Hailey, Idaho. The Airport is the primary airport providing commercial and general aviation air services for the Wood River Valley and South Central Idaho, including the communities of Hailey, Bellevue, Ketchum, Sun Valley, and Carey.

In 1931, the Friedman family deeded a portion of their land to the City of Hailey for use as an airport, with the condition that if the land should ever cease to be used as an airport, the property would revert back to the Friedman heirs. In the years since the Airport has expanded and grown its facilities and traffic through investment from the City of Hailey, Blaine County, the State of Idaho, and the Federal Aviation Administration (FAA). Commercial passenger service at the Airport began in 1960, and since then passenger service has thrived. In 1994, the Friedman Memorial Airport Authority (FMAA) was formed, replacing the Blaine County Airport Commission.

The Airport currently faces numerous design and reliability constraints at its existing site, including but not limited to non-compliance with FAA design standards related to size of aircraft operating at the airport; surrounding mountainous terrain that limits aircraft approaches and departures; and an Airport property footprint that restricts its ability to meet potential long-term needs. For several decades, the FMAA has evaluated the limitations of the current Airport site and explored the potential need to replace the Airport at an alternate site that poses fewer constraints.

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## CHAPTER A Inventory

In 2005, the United States Congress passed a law that states “not later than December 31, 2015, the owner and operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport’s runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139.” Partially because the runway safety area at the Airport does not meet FAA design standards, the FMAA has spent the last decade developing actionable plans for meeting the safety area standard, either at the existing site or an alternate site.

An Airport Master Plan completed in 2004 resulted in the Authority approving a study for determining alternative airport locations and possible new airport sites. In 2006, a Site Selection and Feasibility Study concluded that the current airport site was no longer a viable option for future airport operations. Based on the results of these and previous planning studies, the Federal Aviation Administration (FAA) issued a Notice of Intent (NOI) to Prepare an EIS for a Replacement Airport Near Hailey, ID, in November 2007. As of August 2011, the FAA suspended indefinitely any further work on the EIS, citing increased anticipated costs of the project and potential impacts to wildlife.

Following suspension of the replacement airport EIS process in 2011, the FMAA led an 18-month public process to determine the appropriate path forward for the airport. In January 2013, Airport Alternatives Technical Analysis, Alternative 6, *Less Than Full Compliance, No Land Acquisition* was selected as the path forward for achieving temporary compliance with FAA standards at the existing site through the end of 2015. Six Modification of Airport Design Standards (MOS) were approved by the FAA in November 2013, stipulating specific airfield improvements while imposing restrictions on aircraft types and operating procedures. The stipulations included a limit of airport use to aircraft less than 95,000 pounds gross weight, and with wingspans less than 100 feet (unless an FAA-approved operational procedure is put into place to mitigate impacts related to wingspans greater than 100 feet).

The recent public process resulted in the adoption of a “dual path” approach for future Airport facility planning. The FAA is in support of this approach, which is focused on satisfying the operational requirements of existing and potential future airport users, whether at the existing Airport site or at a replacement site. Given the renewed focus upon the existing Airport site, along with additional changes that have transpired within the aviation industry on a local, regional, and national level that impact aviation facilities services at the Airport, the FMAA has identified the need to update its Master Plan. This Airport Master Plan Update is a means of analyzing current and forecasted operational characteristics and facilities, to further evaluate the ability of the existing Airport site to meet the needs of its users.

SOURCE Google Maps, 2014.

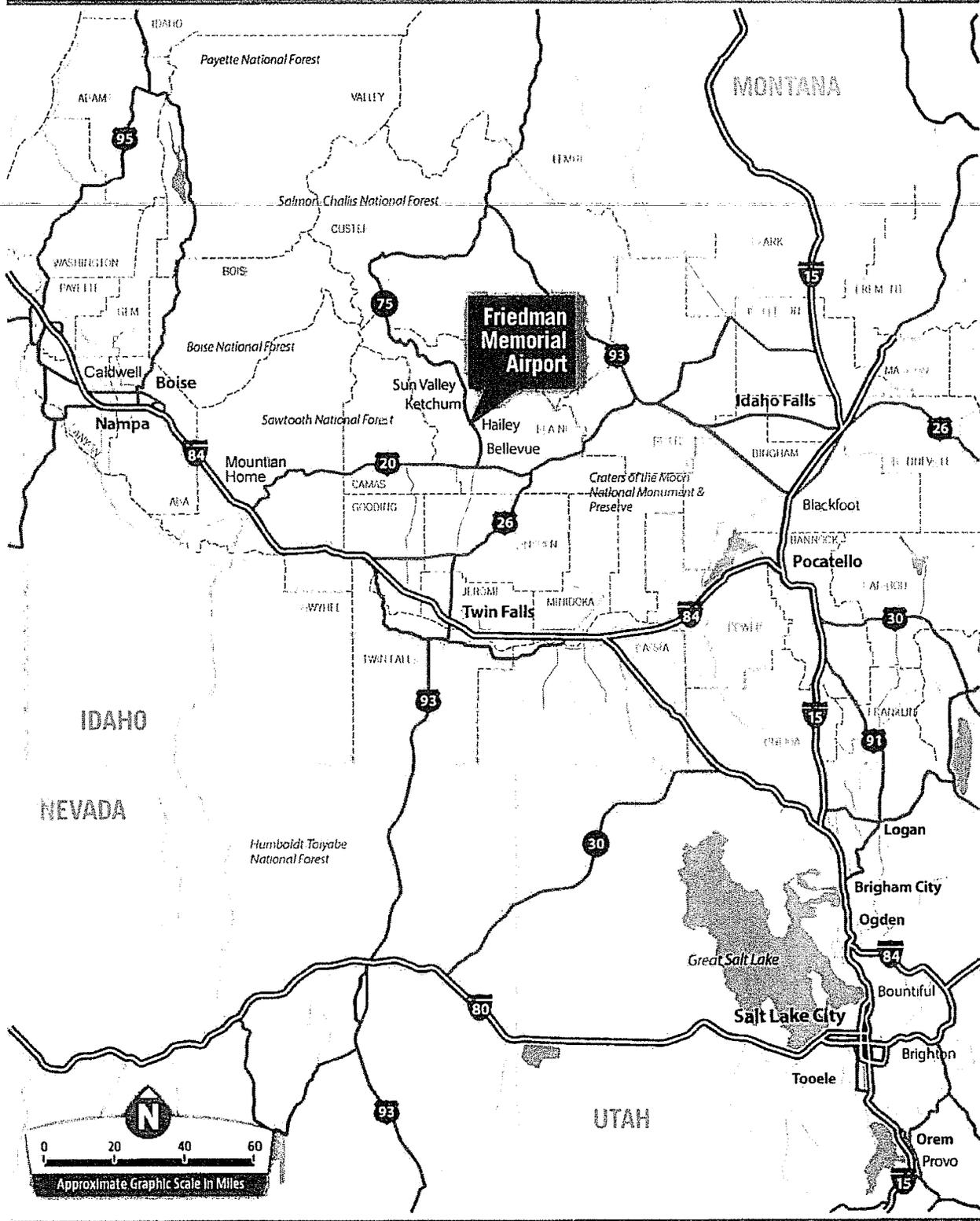


FIGURE A1 Airport Location Map

# Friedman Memorial Airport Master Plan Update

A.3

SOURCE Google Maps, 2014.

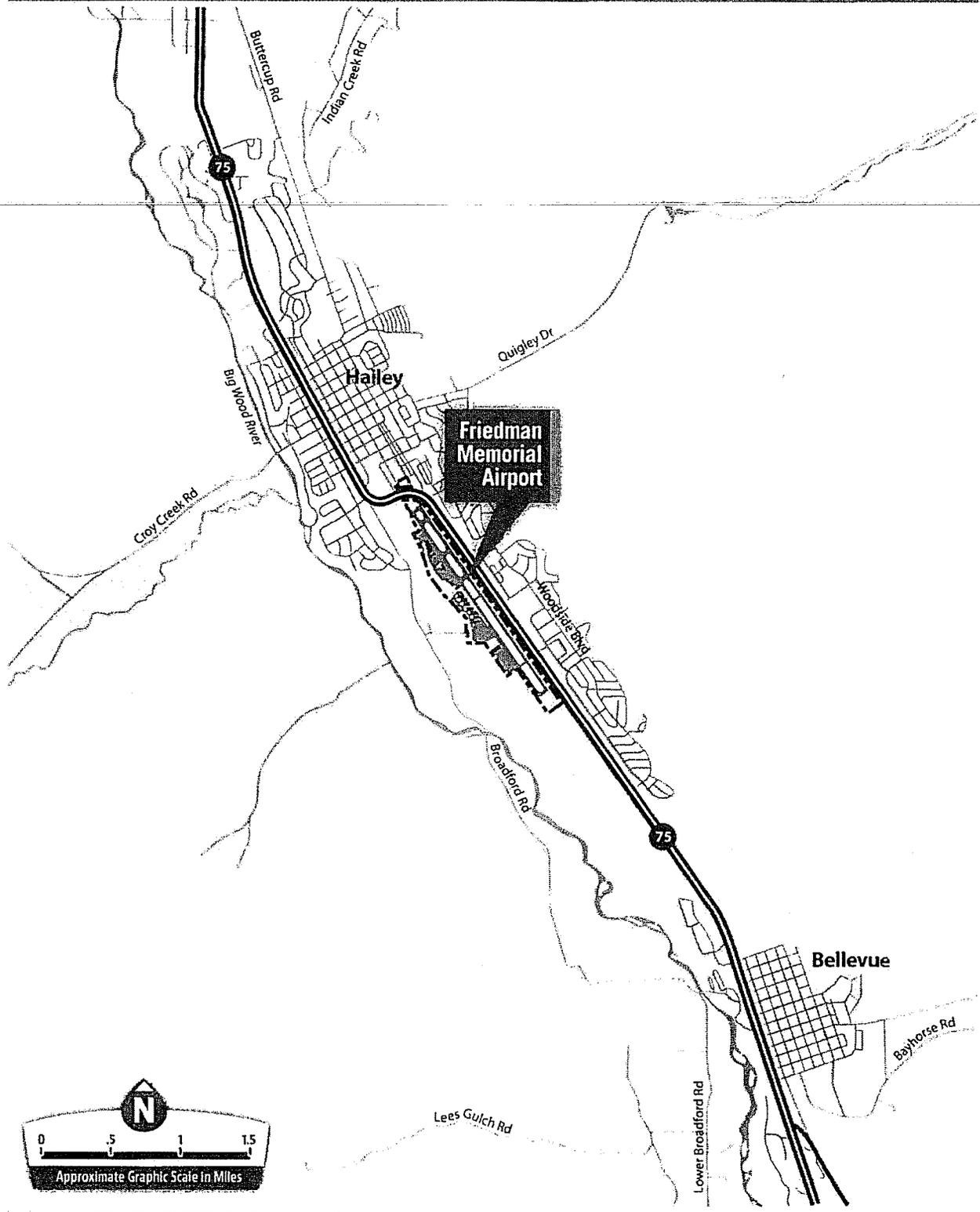


FIGURE A2 Airport Vicinity Map

# Friedman Memorial Airport Master Plan Update

A.4

### 1.2. Previous Planning Studies

A number of studies and planning documents have been completed over time relating to the growth, development, and operation of the Friedman Memorial Airport. Listed below is a summary of some of the more recent planning studies.

#### 1.2.1. 2004 Airport Master Plan Update

The 2004 Master Plan Update explored both short-term and long-term alternatives to rectify the Airport's deviations from FAA design standards. The Airport Authority opted to initiate required short-term improvements, but due to the combination of high cost, negative community reaction to required land acquisition, and lack of resolution for long-term airport growth requirements, the Authority also approved a study for investigating alternative airport locations and selection of a new airport site.

#### 1.2.2. 2006 Wood River Region Airport Site Selection and Feasibility Study

This 2006 Study was conducted as a result of the findings and conclusions reached by the 2004 FMA Master Plan Update. The goal of the study was to identify alternate airport locations, select a preferred site from these locations, and conduct a conceptual level financial feasibility analysis for the new airport. This study confirmed that the current airport site was no longer a viable option to pursue when considering how to correct deficiencies with FAA standards for current and future airport operations. The Study evaluated 16 potential sites for a replacement airport in Blaine County. The study involved 25 stakeholder groups, ranging from local and state officials, to business and community leaders. At the conclusion of this Study, the FMAA Board selected a preferred site in southern Blaine County, south of U.S. Highway 20 and east of State Highway 75. Since the publication of the 2006 study, this preferred site has been referred to as Site 10A.

#### 1.2.3. Replacement Airport Environmental Impact Statement (EIS)

The purpose of the EIS was to consider the siting and construction of a replacement airport. The EIS provided detailed analysis of 17 potential sites for a replacement airport. The intent of the EIS process was to determine and identify all impacts to the environment associated with each of the three options, such as, but not limited to, noise, air quality, water quality, wetlands, fish, wildlife, plants, farmlands, floodplains, historic/tribal resources, hazardous wastes, socioeconomics, and economic factors. In August 2011, the FAA announced the indefinite suspension of the EIS, as a result of increased anticipated costs of the project and potential impacts to wildlife. On March 13, 2013, the FMAA Board requested that the FAA formally terminate the replacement airport EIS.

#### 1.2.4. 2013 Airport Alternatives Technical Analysis

The purpose of this technical analysis was to investigate alternatives that could provide an increased level of safety at the airport for the type and size of aircraft that utilize the facility. ~~The conclusion of the community and the FAA was that Alternative 6, as identified by the analysis, would be pursued. A phasing and funding plan was then developed to implement the projects from Alternative 6 that are necessary to achieve a standard Runway Safety Area (RSA). The community and FAA also concluded that Alternative 7, as identified by the analysis, should be used as a basis for future facility planning as part of this Master Plan. In January 2013, the FMAA Board was briefed on a document entitled "Talking Points for Moving Forward", developed by Airport Staff and the FAA. This document stated that Technical Analysis Alternative 6 would be pursued as "the basis for improving the existing Airport to meet C-III airport design standards." The talking points also stated that the FMAA would "complete a planning effort in the near future to consider elements of Alternative 7 in order to determine land acquisition and other requirements related to lost capacity at the Airport." Alternatives 6 and 7 are briefly described in the following paragraphs.~~

## CHAPTER A Inventory

Alternative 6 or *Less Than Full Compliance – No Land Acquisition*, results in a reconfiguration of Taxiway B on the west of Runway 13/31. Alternative 6 contains no land acquisition, nor runway extension or runway shift, and leaves State Highway 75 in its current location. To accommodate the relocated Taxiway B Object Free Area (TOFA), the commercial terminal aircraft apron will be shifted from the east side of the building to the north side of the building. Also, the existing taxiway that provides access to the general aviation hangar complex will be relocated. This will result in the removal/relocation of four existing general aviation hangars, and a building owned by the United States Forest Service. Modifications of Standards (MOS) are necessary for Alternative 6, including MOS for the Runway OFA Clearing, Runway RSA Grading, Runway to Parallel Taxiway Separation, Taxiway OFA, and Runway Centerline to Aircraft Parking Separation.

Alternative 7, *Less Than Full Compliance – Modest Land Acquisition*, includes the provisions of Alternative 6 and two additional considerations:

- 1) Proposed land acquisition adjacent to the Airport, south and west of the existing FBO. ~~The land acquisition on the south end of the Airport would~~ to provide a replacement area for aircraft parking and structures displaced due to the shift of Taxiway B.
- 2) ~~Alternative 7 included the Relocation of Highway 75 to the east, but within the existing right-of-way. Alternative 7 will be re-evaluated and will form the basis for future facility configuration planning in subsequent chapters of this Master Plan.~~

### 1.3. Airport Role

The Friedman Memorial Airport is a publicly owned airport, and is jointly owned by the City of Hailey and Blaine County. The Airport is operated by the Friedman Memorial Airport Authority (FMAA) Board. The Board is comprised of three representatives appointed by the City of Hailey, three appointed by Blaine County, and a seventh member unanimously agreed upon by the six appointed members. The Airport Manager provides the primary staff support to the Friedman Memorial Airport Authority, managing and supervising airport personnel, and maintaining a safe, legal, efficient, and profitable operation.

The Airport encompasses 209 acres and is located 5,320 feet above mean sea level. The Federal Aviation Administration (FAA) categorizes the Airport as a non-hub commercial service airport (FAA Site Number 04206). The Airport Reference Point (ARP) is Latitude 43° 30' 13.6"N and Longitude 114° 17' 44.0"W.

Currently, the Airport is served by three airlines on a daily basis during the peak tourist season: Delta Airlines, Alaska Airlines, and United Airlines. These three airlines provide non-stop flights to Denver, Los Angeles, Seattle, San Francisco, and Salt Lake City (see Chapter 2, *Aviation Activity Forecasts*, for additional information regarding commercial service).

Friedman Memorial Airport is part of the National Plan of Integrated Airport Systems (NPIAS), a national airport system plan developed by the Federal Aviation Administration (FAA), which identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). The NPIAS also includes estimates of the amount of AIP money needed to fund infrastructure development projects.

The current NPIAS report, *National Plan of Integrated Airport Systems (NPIAS) 2015-2019*, lists Friedman Memorial Airport as a Nonhub Primary Airport. Commercial service airports that enplane less than 0.05 percent of all commercial passengers enplanements but have more than 10,000 annual enplanements are categorized as nonhub primary airports. There are 251 nonhub primary airports nationwide that together account of 3 percent of total national enplanements. These airports are also heavily used by general aviation aircraft, with an average of 88 based aircraft per airport.

Friedman Memorial Airport is also part of and classified by the Idaho Airport System Plan (IASP). The latest IASP was published in 2010, and defined Friedman Memorial as a Commercial Service Airport. According to the plan a Commercial Service Airport accommodates scheduled major/national or regional/commuter commercial air carrier

## Friedman Memorial Airport Master Plan Update

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## CHAPTER A Inventory

service in addition to air cargo, business aviation, and all types of general aviation. Friedman Memorial is one of seven airports that are classified as Commercial Service Airports within the State of Idaho.

As part of the latest IASP, the Idaho Transportation Department Division of Aeronautics commissioned an Economic Impact Analysis report for each of Idaho's 75 public-use airports. The IASP estimated that 1,550 local jobs and \$120 million in annual economic output were attributable to the Friedman Memorial Airport in 2007, making it the second-largest airport in the State in terms of economic impact. According to Sun Valley Economic Development (SVED), a 501(c)6 non-profit public-private partnership focused on Blaine County economic issues (formerly known as Sustain Blaine), this represented nearly 20 percent of the total Blaine County economy in 2007.

In 2011, Sustain Blaine reviewed the findings of the IASP Economic Impact Analysis and found that the analysis was based on key financial assumptions that were overly conservative when considering the Wood River Valley economy compared to other Idaho communities. By modifying a few of these assumptions to reflect unique local circumstances, Sustain Blaine found that the IASP may have underestimated economic impacts related to visitor spending, general aviation spending, and average payroll per employee, and estimated that \$143 million in annual economic output in 2010 was attributable to the airport when using the IASP methodology and modifying these key assumptions. This was substantially higher than the IASP estimate, even though the Sustain Blaine analysis accounted for the severe economic recession that began between 2007 and 2010.

Sustain Blaine has also promoted an alternate methodology for estimating the airport's economic impact based on a sector-by-sector GDP allocation analysis of the Blaine County economy. This methodology accounts for the local economy's focus on sectors such as real estate and tourism that are "heavily reliant" on air service provided by the Airport. This alternate methodology found that the Airport's economic impact may have been as high as \$345 million in economic output in 2010, representing almost half of Blaine County GDP.

### 2. Airport Facilities Inventory

The Friedman Memorial Airport is operated with one runway, along with parallel and connecting taxiways which serve the runway and provide access to the terminal and other landside facilities on the Airport. **Figure A3** provides a graphic representation of the existing airport facilities. The following narrative is a description of Alternative 6 from the 2013 *Airport Alternatives Technical Analysis*, as at the time of the writing of this chapter improvements identified by Alternative 6 are under construction and are anticipated to be completed by the end of 2015.

Friedman Memorial Airport is surrounded by rising terrain to the north, east, and west. As a result, a majority of operations are conducted in a "head-to-head" fashion, meaning that most departures utilize Runway 13, while most arrivals utilize Runway 31. Not all operations at Friedman Memorial Airport are conducted in this fashion, as occasionally aircraft land from and depart to the north. All operations are coordinated by Air Traffic Control Tower (ATCT) personnel while the tower is open.

SOURCE AERIAL: Google Maps, 2014, AERIAL: Toothman-Orton Engineers/Mead & Hunt.



FIGURE A3 Existing Airport Layout

Friedman Memorial Airport  
Master Plan Update

**2.1. Airfield Layout**

The arrangement and interaction of airfield components (runway, taxiways, and ramp entrances) refers to the layout or “design” of the airfield. Friedman Memorial Airport is served by one runway, Runway 13/31, which has a full length parallel taxiway with seven exit taxiways.

The majority of the Airport’s existing landside facilities are located west of Runway 13/31, and include the commercial passenger terminal, the Fixed Based Operator (FBO), the general aviation hangars and apron, and other services.

**2.2. Environmental Conditions**

Climatological conditions specific to the location of an airport not only influence the layout of the airfield, but also affect the use of the runway system. Surface wind conditions have a direct effect on operations at an airport; runways not oriented to take fullest advantage of prevailing winds will restrict the capacity of an airport to varying degrees. When landing and taking off, aircraft are able to operate properly on a runway as long as the wind component perpendicular to the direction of travel (defined as a crosswind) is not excessive.

Wind Coverage. Surface wind conditions (i.e., direction and speed) generally determine the desired alignment and configuration of the runway system. Wind conditions affect all airplanes to varying degrees; however, the ability to land and takeoff in crosswind conditions varies according to pilot proficiency and aircraft type. Generally, the smaller the aircraft, the more it is affected by crosswinds.

The allowable crosswind component is dependent upon the Runway Design Code (RDC) for the type of aircraft that utilize the Airport on a regular basis. The current RDC for Runway 13/31 is C-III, resulting in a 16-knot crosswind component. Runway is not only utilized by C-III aircraft, but by aircraft in larger and smaller RDC classifications, therefore all crosswind components are displayed. Table A1 illustrates the crosswind component standard per Runway Design Code classification.

Table A1 CROSSWIND COMPONENT PER RUNWAY DESIGN CODE (RDC)

RDC	Crosswind Component
A-I and B-I	10.5-Knots
A-II and B-II	13-Knots
A-III, B-III, C-I through C-III, D-I through D-III	16 Knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20-Knots
E-I through E-VI	20 Knots

SOURCE: FAA AC 150/5300-13A, *Airport Design*, Change 1. Table 3-1

To determine wind velocity and direction at Friedman Memorial Airport, wind data was obtained for the years 2004-2013 from observations taken at the Airport. There were 139,100 periodic observations recorded during this time period. Figure A4 illustrates the all-weather wind coverage provided at Friedman Memorial Airport. The desirable wind coverage for an airport is 95 percent, based on the total number of weather observations during the recorded period. This means that the runway orientation and configuration should be such that the maximum crosswind component is not exceeded more than five percent of the time.

## CHAPTER A Inventory

Table A2 quantifies the wind coverage offered by the Airport's existing runway system, including the coverage for each runway end. Based on the all weather wind analysis for Friedman Memorial Airport, utilizing the Wind Rose File Generator and Wind Analysis Tool on the FAA Airports GIS Program website, the existing runway configuration provides the following all-weather wind coverage: 99.97 percent for the 20 knot crosswind component, 99.92 percent for the 16 knot crosswind component, 99.61 percent for the 13-knot crosswind component, and 99.22 percent of the 10.5-knot crosswind component.

Table A3 and Table A4 quantify the wind-coverage under Visual Flight Rules (VFR) conditions, and wind-coverage under Instrument Flight Rules (IFR) conditions, respectively. Visual Flight Rules (VFR) conditions occur whenever the cloud ceiling is at least 1,000 feet above the ground level and the visibility is at least three statute miles. Instrument Flight Rules (IFR) conditions occur when the reported cloud ceiling is less than 1,000 feet and visibility is less than three miles. As illustrated in the following tables, local wind conditions at Friedman Memorial Airport favor the utilization of Runway 31 during all weather and VFR conditions, while local wind conditions favor Runway 13 during IFR conditions. Further analysis of the wind coverage and the impacts on the Airport's capacity and operations will be developed in the *Facility Requirements* Chapter.

Table A2 ALL-WEATHER WIND COVERAGE SUMMARY

Wind Coverage Provided Under All-Weather Conditions				
	10.5-Knot	13-Knot	16-Knot	20-Knot
Runway 13/31	99.25%	99.63%	99.94%	99.99%
Runway 13	52.29%	52.57%	52.82%	52.87%
Runway 31	90.51%	90.77%	91.01%	91.05%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 725865, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2004-2013; 139,100 Total Observations, and tailwind component of 5-knots.

Table A3 VFR-WEATHER WIND COVERAGE SUMMARY

Wind Coverage Provided Under VFR-Weather Conditions				
	10.5-Knot	13-Knot	16-Knot	20-Knot
Runway 13/31	99.24%	99.62%	99.93%	99.99%
Runway 13	50.81%	51.08%	51.35%	51.39%
Runway 31	90.80%	91.07%	91.31%	91.35%

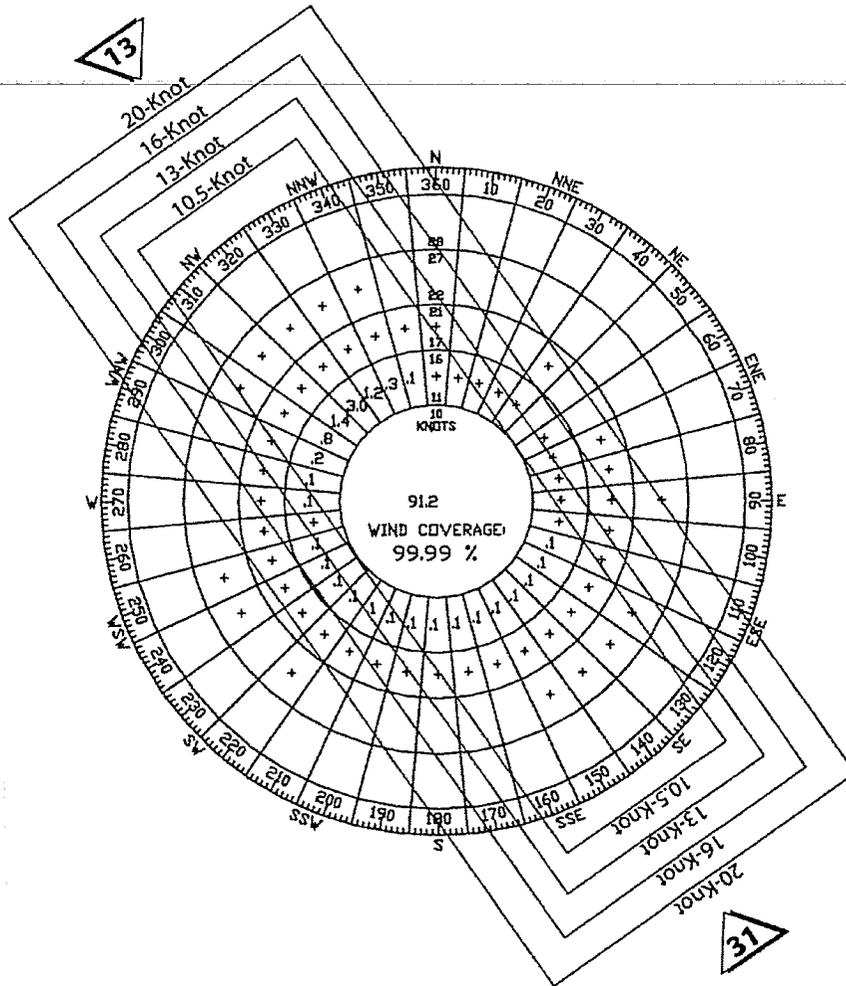
SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 725865, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2004-2013; 132,940 Total Observations, and tailwind component of 5-knots.

Table A4 IFR-WEATHER WIND COVERAGE SUMMARY

Wind Coverage Provided Under IFR-Weather Conditions				
	10.5-Knot	13-Knot	16-Knot	20-Knot
Runway 13/31	99.66%	99.83%	99.99%	100.00%
Runway 13	85.99%	86.13%	86.27%	86.28%
Runway 31	84.02%	84.15%	84.28%	84.30%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 725865, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2004-2013; 6,224 Total Observations, and tailwind component of 5-knots.

Figure A4  
All Weather Wind Rose



**2.3. Airside Facilities**

**Runway.** Runway 13/31 is 7,550 feet long and 100 feet wide. The runway is constructed of grooved asphalt, in good condition, and has a gross weight bearing capacity of 65,000 pounds single wheel, 95,000 pounds double wheel, and 150,000 pounds double tandem wheel landing gear. The runway is equipped with High Intensity Runway Lights (HIRL), and a four-light Precision Approach Path Indicator (PAPI) on Runway 31.

Runway 13 is marked with nonprecision instrument approach markings, in good condition, while Runway 31 is marked with precision instrument approach markings, considered to be in fair condition. Runway 31 is served by RNAV GPS and RNP approaches, and Runway 13/31 is served by a circling NDB/DME instrument approach. Due to the topography of the Wood River Valley, availability of instrument approach and departure procedures, and access to the en-route navigational system, nearly 95 percent of operations land on Runway 31 and depart on Runway 13.

Friedman Memorial Airport currently has declared distances in place for Runway 13/31. Declared distances are distances the Airport declares and the FAA approves as available for an airplane’s takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. These distances are defined as follows:

- Takeoff run available (TORA) – the runway length declared available and suitable for the ground run of an airplane taking off;
- Takeoff distance available (TODA) – the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA;
- Accelerate-stop distance available (ASDA) – the runway plus stopway (area beyond the takeoff runway capable of supporting aircraft during an aborted takeoff) length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff; and
- Landing distance available (LDA) – the runway length declared available and suitable for a landing airplane.

According to FAA guidance Advisory Circular 150/5300-13A, *Airport Design*, Change 1, “Declared distances may be used to obtain additional RSA and/or ROFA prior to the runway’s threshold (the start of the LDA) and/or beyond the stop end of the LDA and ASDA, to mitigate unacceptable incompatible land uses in the runway protection zone (RPZ), to meet runway approach and/or departure surface clearance requirements, in accordance with airport design standards, or to mitigate environmental impacts. Declared distances may also be used as an incremental improvement technique when it is not practical to fully meet these requirements. However, declared distances may only be used for these purposes where it is impracticable to meet the airport design standards or to mitigate the environmental impacts by other means, and the use of declared distances is practical.”

Table A5 summarizes the declared distances in use at Friedman Memorial Airport. These distances are depicted in Figure A5.

Table A5 RUNWAY 13/31 DECLARED DISTANCES

Runway	Take Off Run Available (TORA)	Take Off Distance Available (TODA)	Accelerate Stop Distance Available (ASDS)	Landing Distance Available (LDA)
Runway 31	5,850 Feet	7,550 Feet	6,631 Feet	6,631 Feet
Runway 13	7,150 Feet	7,550 Feet	7,150 Feet	5,400 Feet

SOURCE: FAA, Airport/Facility Directory, 2014.

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**Taxiways.** In addition to the runway, Friedman Memorial Airport has several taxiways that provide access to the terminal area and other aviation facilities. Taxiway B is a 50 foot wide full parallel taxiway serving the west side and both ends of Runway 13/31, and is connected to Runway 13/31 by connector taxiways, B1, B2, B3, B4, B5, B6, and B7. Taxiway edge lights at Friedman Memorial Airport are Medium Intensity Taxiway Lights (MITL).

**Central Bypass Taxiway.** The relocation of connector B4 to the south will impact the existing central bypass taxiway. The central bypass taxiway is critical to operations at the airport as it allows simultaneous operation of opposite flow traffic on Taxiway B. To mitigate this conflict, the central bypass taxiway has been moved approximately 250 feet to the north. To mitigate direct access to the runway from the apron adjacent to the connector B4, the addition of a surface painted "No Taxi" island is included to reduce runway incursions.

**Modifications of Standards.** Currently Friedman Memorial Airport has six Modification of Standards (MOS), including:

- MOS 1 – Runway Centerline to Parallel Taxiway Centerline
  - This MOS is to allow a Runway Centerline to Parallel Taxiway Centerline of 320 feet, while the standard is 400 feet, for a proposed full length parallel taxiway, due to man-made constraint's including hangars, the Terminal Building, and airplane parking.
- MOS 2 – Parallel Taxiway Object Free Area (TOFA) Width
  - This MOS is to allow a TOFA width of 160 feet, while the standard is 186 feet, due to man-made constraints including hangars, the Terminal Building, and airplane parking.
- MOS 3 – Runway Object Free Area (ROFA) Width
  - This MOS is to allow the following structure to remain in the ROFA: State Highway 75, Perimeter Fence, and Off Airport Buildings.
  - Existing objects in the ROFA that are planned to be removed, include: Aircraft Parking, Hangars, Portions of the Airport Perimeter Fence, Air Traffic Control Tower and Facilities.
- MOS 4 – Runway Safety Area (RSA) Grading
  - This MOS is to allow the existing RSA transverse grades of 0% to 1%, while the standard is 1.5% to 3%.
- MOS 5 – Runway Centerline to Aircraft Parking Area
  - This MOS is to allow a Runway Centerline to Aircraft Parking Area separation of 400 feet, while the standard is 500 feet.
- MOS 8 – Taxiway Width
  - This MOS is to allow a parallel taxiway width of 50 feet plus 10 foot paved shoulders, while the standard is 75 feet with a taxiway edge safety margin of 15 feet.

The Modifications of Standards will be re-evaluated by the FAA a minimum of every five (5) years, and are depicted in Figure A5.



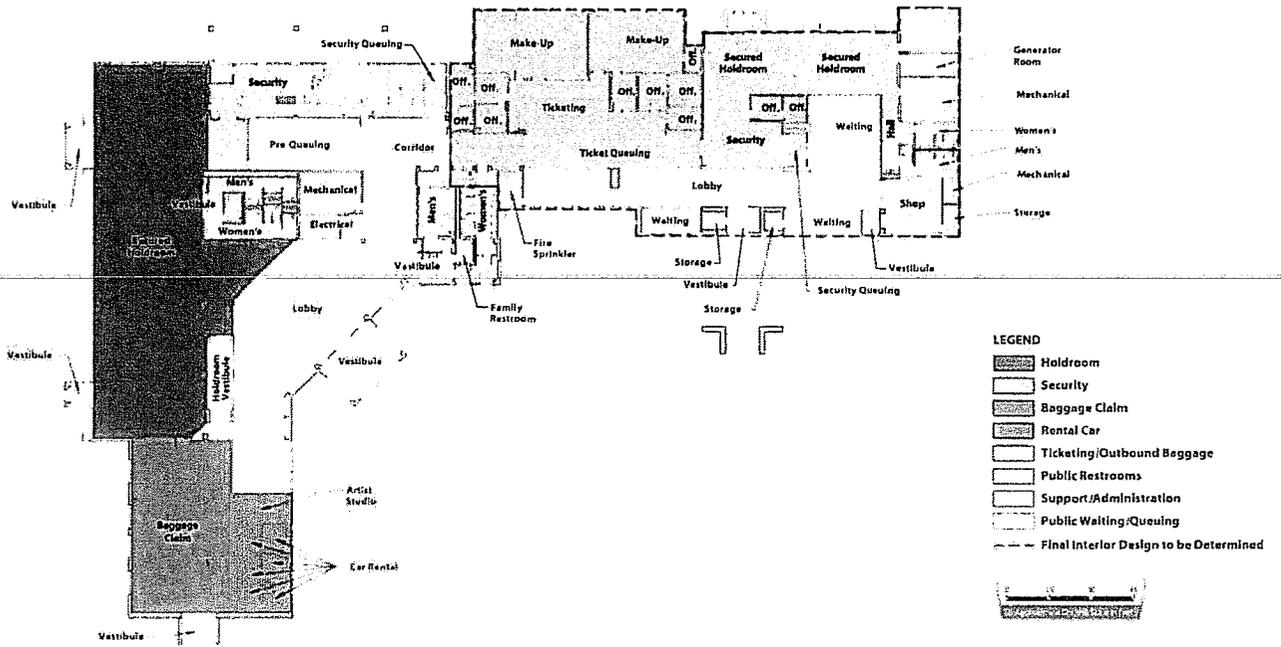
## 2.4. Landside Facilities

Landside development at the Friedman Memorial Airport includes commercial passenger terminal facilities, general aviation facilities, aircraft storage facilities, aircraft parking aprons, Fixed Based Operator (FBO) facilities, fuel storage facilities, and access roadways.

**Commercial Passenger Terminal Facilities.** During development of Alternative 6, it was determined that Commercial Terminal aircraft parking apron would need to be relocated to the north side of the building, to remove the parked aircraft from Taxiway B TOFA. Relocating the commercial aircraft parking apron from the east side of the building to the north side of the building required a new means for the travelling public to get to and from the aircraft. Investigation of the Terminal Building determined that a reconfiguration of the then existing Terminal Building would pose significant challenges to the independent movement of ramp vehicle, baggage, and passengers. It was also determine that a configuration would result in a non-compliance issue with the current Transportation Security Administration's (TSA) passenger handling requirements. These factors resulted in reconfiguration and expansion of the Commercial Passenger Terminal Building.

The new Commercial Passenger Terminal Building is designed to accommodate (1) Dash-8 Q400 and (2) CRJ-700 departures within a peak period. At 76 seats for the Q400 and 70 seats for the CRJ-700 aircraft, there will be 216 departing seats during the peak period. At a 90% load factor during the peak travel season, the terminal will be designed to accommodate a peak period departing passenger demand of 194 departing passengers.

The Terminal will be designed to meet this peak period demand while accommodating the traveling public's needs. The security checkpoint, secured holdroom, baggage claim, ticketing counter, and public restrooms will be sized to accommodate peak period departing passengers. **Figure A6** depicts the expected layout of the Commercial Passenger Terminal Building as of December 31, 2015.



FSA/BRAC Commercial Terminal Building

**Friedman Memorial Airport  
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**Fixed Base Operator (FBO) Facilities.** Friedman Memorial Airport has one full service Fixed Based Operator (FBO), Atlantic Aviation, which offers aircraft maintenance, fuel service, aircraft rental, and hangar and tie-down storage. Additional services offered through the FBO include flight instruction, aircraft sales, and aviation charter service.

**Aprons.** There are four primary apron areas at Friedman Memorial Airport. The apron areas include the air carrier apron, the general aviation apron, cargo apron, and the Fixed Based Operator (FBO) apron. The FBO apron located at the southern end of the Airport is approximately 272,000 square feet and accommodates many different general aviation aircraft. The general aviation apron located north of the FBO, and south of the general aviation hangars is approximately 327,000 square feet and has tie-down locations for 81 aircraft. The commercial service apron is located north of the commercial terminal building, is approximately 124,000 square feet, and can accommodate three commercial aircraft. The commercial apron was relocated from the east side to the north side of the terminal building in 2014, and the number of available commercial aircraft parking positions was reduced from four to three due to improvements to the airfield that were completed at the same time. The new cargo apron located on the north side of the field near Taxiway B2, will accommodate Fed Ex and UPS freight aircraft operations.

**Air Traffic Control Tower (ATCT).** The FAA Air Traffic Control Tower (ATCT) is located on the east side of and approximately midway along Runway 13/31, across the Airport from the Commercial Passenger Terminal Facilities. The ATCT is operated under the FAA Contract Tower Program and is open daily from 7:00 AM until 11:00 PM. The ATCT is a three-story building with an interior gross area of 840 square feet, not including the catwalk area. An ATCT Concept and Budget Report completed in 2004 found that the tower has several deficiencies, including its location within the Runway Object Free Area, and it is dated, worn, and cramped facilities. The 2004 study recommended relocating and upgrading the ATCT, and identified eight alternative sites throughout the Airport property, three of which were studied in detail. The findings and recommendations of the 2004 study will be re-evaluated as part of this Master Plan.

**Hangar Facilities.** There are multiple hangar facilities at Friedman Memorial Airport all located on the west side of Runway 13/31. Currently there are eight t-hangar and multi-unit hangar structures in the general aviation area. Located near the Commercial Passenger Terminal Building are an additional seven hangar structures. Hangar structures can be leased either through the FBO or through the *FMAA Hangar Lease Renewal Policy*. The lease policy provides opportunities for existing lessees to remain as tenants in the future; maintains a diversity of aircraft on the Airport; takes the speculative/investment float out of the future hangar leases; and improves Airport revenues as recommended by the FAA.

**Fuel Storage Facilities.** The fuel farm at Friedman Memorial Airport is located near the north end of the general aviation hangars west of Taxiway B. According to the most recent Stormwater Pollution Prevention Plan (SWPPP), the fuel farm consists of four (4) aboveground 20,000 gallon fuel storage tanks, all containing Jet A fuel, and one (1) underground 12,000 gallon fuel storage tank containing 100LL Avgas. There are also three 500 gallon tanks located at the fuel farm that store unleaded gasoline, diesel fuel, and fuel additive for winter operations, respectively. The FBO handles the majority of the fuel service at Friedman Memorial Airport, via five (5) mobile tanker trucks, four (4) with 5,000 gallon capacities for Jet-A fuel and one (1) with a 1,250 gallon capacity for 100LL Avgas. Aircraft are refueled on aircraft ramps and parking aprons.

There are also three fueling stations located throughout the Airport property. One is a self-service fuel station for aviation gasoline, a 5,000 gallon 100LL Avgas underground tank, owned and operated by the FBO, and available for public use. This self-service station is located near the south end of the general aviation hangar area west of Taxiway B. The second fuel station is located at the FBO, is used for refueling the FBO vehicles, and is not available for public use. The third fuel station is a 1,000 gallon diesel fuel tank located at the airport maintenance facility. This station is for re-fueling of airport maintenance vehicles and is not available for public use.

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**Aircraft Rescue and Fire Fighting (ARFF) Facility/Snow Removal Equipment (SRE).** Relocating the central bypass taxiway requires the relocation of the existing SRE/ARFF and administration buildings to meet separation standards associated with the central bypass taxiway safety area. The Airport currently has more than ten SRE vehicles, a primary ARFF vehicle, and one back-up ARFF vehicle. The ARFF, SRE and administration building will be collocated to increase efficiency of the building and airport staff. This is illustrated in Figure A7.

The ARFF/SRE/Administration building is approximately 15,000 square feet. There will be four bays for SRE storage, along with an SRE Maintenance Office, a Welding Shop, a Flammable Liquid Storage room, a Maintenance Storage room, and a Maintenance Shop. The ARFF section of the building will have two bays for vehicle storage, Locker Room, Laundry Facility, Exercise Room, and Changing Rooms. The Administration portion of the building will house an Airport Manager Office, a Watch Room, a Training Room, an Airport Security Coordinator Office, Conference Room, Other Offices, and various other amenities.

Friedman Memorial Airport has signed on to the *Wood River Valley Mutual Assistance Agreement*, along with the Cities of Ketchum, Sun Valley, Bellevue, and Hailey, the Ketchum Rural Fire Protection District, Wood River Fire Protection District, Carey Fire Protection District, West Magic Fire Protection District, and Smiley Creek Fire Protection District. All that have signed the Mutual Assistance Agreement agree to maintain equipment and personnel who are trained to provide various levels of service in control of fire, fire prevention, emergency medical service, hazardous materials response and/or other emergency support. The purpose of the Agreement is for the members to provide assistance to each other in the event of a major fire, disaster or other emergency and to work cooperatively with each other to protect life and property.

The existing Aircraft Rescue and Firefighting (ARFF) unit at Friedman Memorial Airport is classified as Index A. The ARFF index is determined by a combination of the length of air carrier aircraft, and average daily departures of air carrier aircraft. The longest aircraft with an average of five or more daily departures determines the Index required for the Airport. When there are fewer than five average daily departures of the longest air carrier aircraft serving the Airport, the Index required for the Airport will be the next lower Index group than the Index group prescribed for the longest aircraft. Currently Friedman Memorial Airport is serviced by the Bombardier Dash 8 – Q400 at 107 feet long, and by the Bombardier CRJ 700 at 106 feet long. Since Friedman Memorial Airport has less than an average of five daily departures that are classified as Index B, which includes aircraft at least 90 feet but less than 126 feet in length, it is classified as Index A.

**Rental Car Support/Ground Transportation.** Currently Friedman Memorial Airport offers car rental services on-site in the Commercial Terminal. Five rental car companies offer rental car services, including Avis, Budget, Hertz, Enterprise, and National.

A variety of ground transportation options are available at Friedman Memorial Airport, connecting the Airport to the surrounding hotels, tourist attractions, businesses, and residences. These options include hotel courtesy shuttles, taxis, and other public transportation means. Public transportation for the Wood River Valley is provided by Mountain Rides, which provides free town bus, commuter bus, commuter vanpool and special needs transportation.

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## CHAPTER A Inventory

**Weather Monitoring Equipment.** The current weather monitoring equipment at Friedman Memorial Airport is an Automated Weather Observing System (AWOS) III. The AWOS-III is located on the south end of the airfield, adjacent to Taxiway B6, and the FBO apron. An AWOS measures meteorological parameters, reduces and analyzes the data via computer, and broadcasts weather reports which can be received by aircraft operating up to 10,000 feet about the ground and within 25 nautical miles of the station when the tower open; when the tower is closed this information is available from the Automatic Terminal Information Service (ATIS). An AWOS III system measures and reports wind data (including speed, direction, and gust), dew point, altimeter, density altitude, visibility, precipitation accumulation, and cloud height.

An AWOS II station was installed in the air traffic control tower in 2014 for back-up weather monitoring in the event that the AWOS III is out of service. The AWOS II is capable of monitoring all of the same weather variables as an AWOS III, with the exception of sky condition, cloud ceiling height, and liquid precipitation accumulation.

**Vehicular Access and Parking.** Ground access to Friedman Memorial Airport is provided from State Highway 75 via Airport Way, which is located on the west side of the Airport. The road provides access to the commercial terminal building, as well as access to the general aviation facilities.

Public parking is available on the west side of the Airport, adjacent to the commercial passenger terminal building. When full build out the new Commercial Passenger Terminal and the ARFF/SRE/Administration building is complete in December 2015, there will be 218 Short-Term parking spots, and 108 Long-Term parking spots.

The short-term parking lot is open at all hours of the day, every day of the year, and is located in the upper parking lot. The first half hour of parking is free to accommodate people dropping off passengers at the terminal. The short-term parking lot can accommodate vehicle parking needs from less than a half hour, to a monthly rate.

The long-term parking lot is also open all hours of the day, and every day of the year. The long-term parking lot is in the lower parking lot further west of the terminal building, and allows the first half hour of parking to be free to accommodate the drop off of passengers. The long-term parking lot is intended to accommodate longer than 24 hour parking and has monthly rates available.

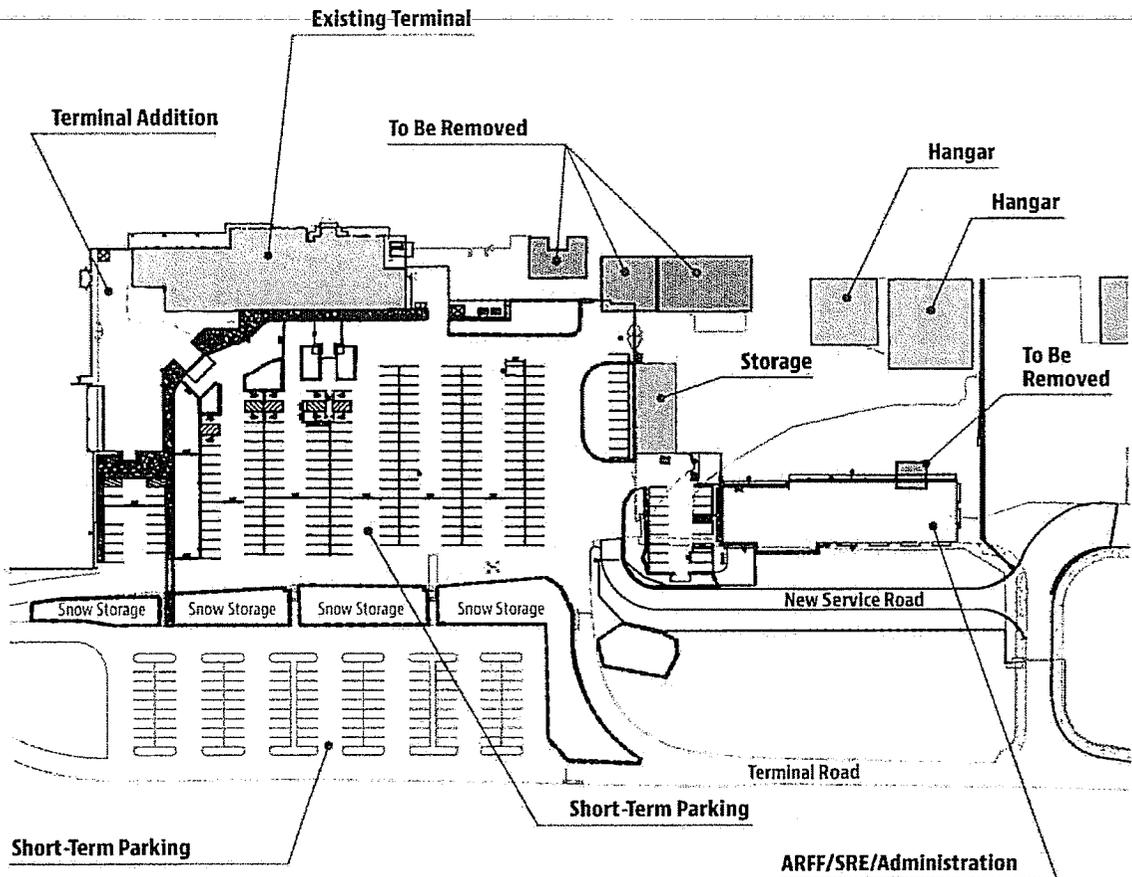


FIGURE A7 Terminal Area Layout

## **2.5. Airspace System and NAVAIDS**

Friedman Memorial Airport, as with all airports, functions within the local, regional, and national systems of airports and airspace. Figure A8 and the following narrative provide a brief description of the Airport's role as an element within these systems.

### ***2.5.1. Air Traffic Service Areas and Aviation Communications***

FAA air traffic controllers, stationed in Air Route Traffic Control Centers (ARTCC), provide positive air traffic control within defined geographic jurisdictions. There are twenty two geographic ARTCC jurisdictions established throughout the continental United States. Airspace in the vicinity of Friedman Memorial Airport is contained within the Salt Lake ARTCC jurisdiction. The Salt Lake ARTCC includes airspace in portions of Idaho, Montana, North Dakota, South Dakota, Wyoming, Utah, Nevada, and Oregon.

Aviation communication facilities associated with the Airport include the Friedman Memorial Airport Traffic Control Tower (frequencies: 125.6 common traffic advisory frequency (CTAF) and Tower, and 121.7 Ground), and the Aeronautical Advisory Station (UNICOM) on frequency 122.95. In addition, the Airport has an Automated Terminal Information System (ATIS) that can be accessed on frequency 128.225. Salt Lake Center is accessed on frequency 118.05, and the Automated Weather Observing System (AWOS-III) can be accessed by phone at (208) 788-9213. The Automatic Terminal Information Service (ATIS) is also available via phone at (208) 788-2108.

### ***2.5.2. Airspace***

Friedman Memorial Airport is a controlled airport with an Air Traffic Control Tower (ATCT) open from 7:00 a.m. to 11:00 p.m. The immediate area surrounding the Airport is classified as Class D airspace (Class D airspace is that airspace that extends from the surface up to, and including, 7,800 feet MSL within a four nautical mile radius of the Airport, and that airspace within 1.8 miles each side of the 159° bearing from the airport, extending from the four nautical mile radius to six nautical miles southeast of the airport). The Class D airspace is effective during 1400-0600 Zulu, or while the ATCT is open, and reverts to Class E airspace whence the tower is closed. As mentioned previously, the tower is staffed by an independent contractor under the FAA Contract Tower Program.

Controlled airspace is a generic term that covers the different classification of airspace and defined dimensions within which air traffic control service is provided in accordance with the airspace classification. Controlled airspace consists of; Class A, B, C, D, and E airspace. Class D airspace generally extends from the surface to 2,500 feet above the airport elevation surrounding those airports that have an operational control tower. The configuration of Class D airspace, such as that at Friedman Memorial Airport, will be tailored to meet the operation needs of the areas. Class E airspace is generally controlled airspace that is not designated A, B, C, or D. Except for 18,000 feet Mean Sea Level (MSL), Class E airspace has no defined vertical limit, but rather it extend upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace.

Required equipment for an aircraft entering Class D airspace is an operable two-way radio. Prior to entering Class D airspace the pilot of an aircraft must establish two-way radio communications with the ATC facility providing ATC services, and maintain those communications while in the Class D airspace. Pilots of arriving aircraft should contact the control tower on the publicized frequency and give their position, altitude, destination, and any special request(s). Class E airspace has no specific equipment requirements and no specific entry requirements under VFR conditions.

**2.5.3. FAR Part 77 Surfaces**

The criteria contained in Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, apply to existing and proposed manmade object and/or objects of natural growth and terrain (i.e., obstructions). These guidelines define the critical areas in the vicinity of airport that should be kept free of obstructions. Secondary areas may contain obstructions if they are determined to be non-hazardous by an aeronautical study and/or if they are marked and lighted as specified in the aeronautical study determination. Airfield navigational aids as well as lighting and visual aids, by nature of their location, may constitute obstructions. However, these objects do not violate FAR Part 77 requirements, as they are essential to the operation of the Airport and are considered “fixed-by-function”.

According to the 2012 Environmental Assessment and Finding of No Significant Impact for the Initiation of Turbojet Service for Friedman Memorial Airport, there are a number of FAR Part 77 penetrations existing in the vicinity of the Airport. These include segments of State Highway 75, various on-Airport buildings and equipment, and a number of off-airport trees. These penetration have been addressed through use of a displaced threshold for Runway 13, installation of obstruction lights, and adjustments to the instrument approach minimums.

**2.5.4. Navigational Aids**

As illustrated in Figure A8, a variety of navigational facilities are available to pilots in the vicinity of Friedman Memorial Airport, whether located at the field or at other locations in the region. Some of these navigational aids are available to en-route air traffic as well. In addition, there is a complement of navigational aids (NAVAIDS) that allow instrument approaches to the Airport. The NAVAIDS available for use by pilots in the vicinity of and on approach to the Airport include a Non-Directional radio Beacon (NDB) facility, Airport Beacon, Precision Approach Path Indicators (PAPI), and wind cones.

NDBs are general purpose low- or medium- frequency radio beacons that an aircraft equipped with a loop antenna can home in on or determine its bearing relative to the sending facility. The Hailey NDB is located approximately 12 nautical miles southeast of the Airport and broadcast on a frequency of 220. Presently there are two straight-in instrument approach procedures and one circling only approach. The RNAV (GPS) W approach at Friedman Memorial Airport has two different approach criteria, one based on a Lateral Navigation (LNAV) approach, and one based on a circling approach. The LNAV approach is a non-precision approach that provides lateral guidance. The instrument approaches for Friedman Memorial Airport are listed in Table A6.

Table A6 INSTRUMENT APPROACH PROCEDURES

Approach	Designated Runway(s)	Decision Height (AGL)	Visibility Minimums
RNAV (GPS) W (LNAV)	Runway 31	1790' AGL	1 ¼ mile <sup>1</sup> , 1 ½ mile <sup>2</sup> , 3 miles <sup>3</sup>
RNAV (GPS) W (Circling)	Runway 31	1862' AGL	1 ¼ mile <sup>1</sup> , 1 ½ mile <sup>2</sup> , 3 miles <sup>3</sup>
RNAV (RNP) Y	Runway 31	974' AGL	3 miles <sup>4</sup>
NDB/DME-A	Circling	2720' AGL	5 miles <sup>4</sup>

SOURCE: U.S. Terminal Procedures October 16, 2014 through November 13, 2014.

- NOTE: <sup>1</sup>Authorized for use by Category A aircraft  
<sup>2</sup>Authorized for use by Category B aircraft  
<sup>3</sup>Authorized for use by Category C aircraft  
<sup>4</sup>Authorized for use by Category A, B, and C aircraft

Each of the approaches have additional restrictions that apply, as follows:

- RNAV (GPS) W RWY 31
  - Circling not available at night
  - Circling not available east of Runway 13/31
  - Distance Measuring Equipment (DME) and DME RNP-0.3 not available
  - Visibility reduction by helicopters is not available
- RNAV (RNP) Y RWY 31
  - GPS is required
  - When Visual Glide Slope Indicator (VGSI) is inoperative, procedure is not available at night
  - For uncompensated Baro-VNAV systems, the procedure is not available below -14° F or above 99° F
  - Missed approach requires RNP less than 1.0 and a minimum climb of 330 feet per NM to 14,500 feet.
- NDB/DME-A
  - Circling is not available northeast of Runway 13/31
  - Visibility reduction by helicopters is not available
  - When the control tower is closed, the procedure is not authorized
  - Procedure is not available at night.

### **2.5.5. Voluntary Noise Abatement Program**

Friedman Memorial Airport currently maintains a voluntary noise abatement program to promote “Good Neighbor Flying”. The goals of the Noise Abatement Program are to have Airport operations that are compatible with the surrounding communities; to educate, involve and engage the community and flying public about addressing noise issues; to commit to being a good neighbor; to respond to each concern and take action as appropriate; and to strive for continued and increased success of the program.

SOURCE Salt Lake City Sectional, 92nd Edition, April 2015.

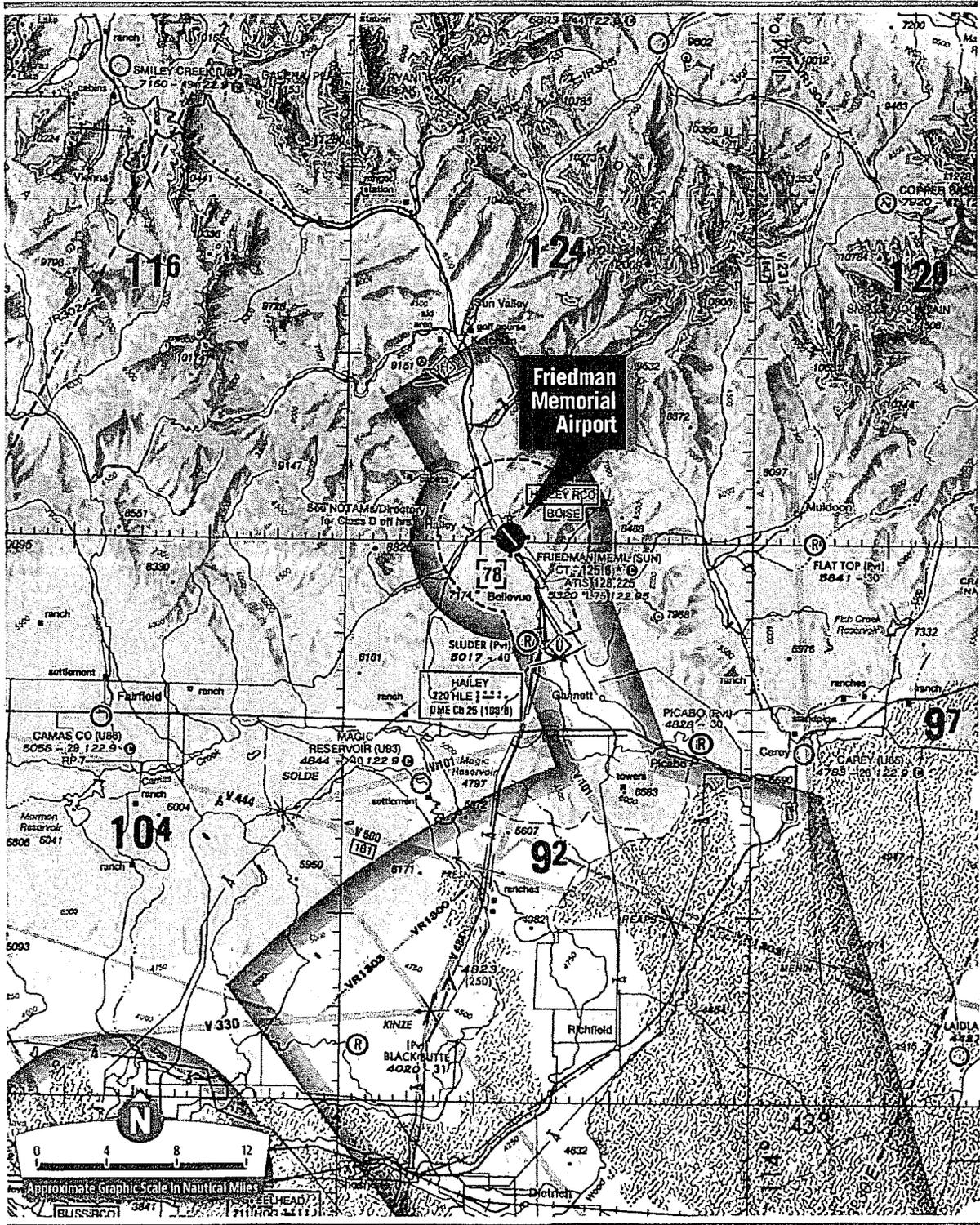


FIGURE A8 Airspace/NAVAIDS Summary

Friedman Memorial Airport  
Master Plan Update

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### **3. Airport Environs**

An important step in the airport planning process is to identify land uses, zoning patterns, and the various land use planning and control documents used to guide development of property surrounding an airport. Planning for land use compatibility with airport development requires knowledge of what land uses are proposed and what, if any, changes need to be made.

Friedman Memorial Airport is located within the city limits of the City of Hailey. The following paragraphs provide a generalized description of the zoning, and existing land use patterns for the areas surrounding the Airport.

#### **3.1. Existing Zoning**

The City of Hailey and Blaine County both have zoning regulations that help guide development. The City's Zoning Ordinance pertains to the area within its corporate limits, while the County's Zoning Rules pertain to the unincorporated areas surrounding the city. Existing zoning is depicted in **Figure A9**.

Zoning in the City of Hailey is administered by the Community Development Department. The Community Development Department handles all application for land use development within the City of Hailey. Friedman Memorial Airport is within the Airport Zone District. The Airport Zone District is intended to provide an area that would allow regularly scheduled commercial passenger aircraft service to be used by the general public. The Airport District is also intended to allow other general aviation services for private aircraft and charter operations in conjunction with regularly scheduled commercial passenger aircraft services.

**City of Hailey Comprehensive Plan.** The 2012 Comprehensive Plan, was created as a guide to land use changes over time. The Plan states that, "as a member of the Friedman Memorial Airport Authority, it is the intent of the City to relocate the airport operations out of the city limits due to the increasing safety hazards and noise and air pollution impacts on nearby neighborhoods, schools, businesses, and other public and private uses." One of the goals of the Plan is to, "continue cooperation with Blaine County and the Friedman Memorial Airport Authority in regional planning efforts to optimally relocate the airport and plan for the long term redevelopment of the site within the city limits to ensure that changes in land use are beneficial to the community of Hailey."

**Blaine County Comprehensive Plan.** The Blaine County Aviation System, adopted in 2009, as a section of the Comprehensive Plan, states that Friedman Memorial Airport is the only airport in the County serving both general aviation and commercial air carriers. A general principle plan was to have air facilities that are compatible with the surrounding communities, maintain a respectful balance between aviation needs and the requirements of residents, businesses, and other public and private uses in the neighboring areas and the community at large. The plan also stated that, "a replacement airport should be sited in Blaine County, along the Highway 75 transportation corridor. It should be capable of accommodating existing and future aviation operational demand and demand for facilities, in terrain that allows for Category I instrument approach and missed approach capability, for both ends of the primary runway."

The Plan also states that the ordinances and measures to protect the air facility and aviation uses from incompatible neighboring development shall include an Airport Overlay District to regulate land use.

### 3.2. Airport Environs Overlay Zoning

In 2014, the Idaho State Legislature passed legislation, known as Senate Bill 1265, which removed the authority of the Idaho Transportation Department (ITD) to zone for airports as previously afforded under Title 21 of the State Statutes. The bill also added new planning responsibilities for local zoning jurisdictions related to airport planning. Under Title 67, Chapter 65 of the State Statutes, airports are now considered essential public facilities and political jurisdictions are required to have a separate Public Airport Facilities section within their comprehensive plans. The bill also establishes notification requirements for political subdivisions to implement regarding their local planning and zoning activities, and how these actions may affect an airport they own or are influenced by.

Blaine County Code, Title 9, Chapter 18, *Airport Vicinity Overlay District (AV)*, establishes a district to prevent encroachment on airspace, to prevent interference from light and electromagnetic sources on runway approaches, and to prevent intensive human use of runway approaches.

The Airport Vicinity Overlay District prescribes three geometrically defined areas. These are described below in relation to Friedman Memorial Airport:

- **Runway Proper:** A rectangle whose width is 500 feet and whose length (L) is the maximum planned or foreseeable length of the runway.
  - Width: 500 Feet
  - Length: 7,550 Feet (L)
  - Permitted Uses: Only those uses necessary for the operation of the Airport
  - Accessory Uses: None
- **Primary Safety Zone:** That portion of the approach area to the runway measuring in length  $\frac{2}{3} L$ , and a width flaring on both sides from 500 feet (immediately adjacent to the runway proper), at a rate of one lateral foot for every ten feet in length
  - Width: 500 Feet Inner, 1,003 Feet Outer
  - Length: 5,033 Feet
  - Permitted Uses: Agricultural purposes, recreational uses without structures, parks, golf course, cemeteries or water impoundments
  - Accessory Uses: Additional buildings or uses on the same premises which are clearly and customarily incidental to the principal permitted use
- **Secondary Safety Zone:** On both extremities of the Primary Safety Zone, measuring in  $\frac{1}{3} L$ , and flaring in within in the same manner
  - Width: 1,003 Feet Inner, 1,254 Feet Outer
  - Length: 2,517 Feet
  - Permitted Uses: Agricultural purposes, recreational uses, and residential uses
  - Accessory Uses: Additional buildings or uses on the same premises which are clearly and customarily incidental to the principal permitted use

**3.3. Existing Land Use**

The Airport is located within the City of Hailey and encompasses 209 acres of land. North and east of the Airport is a mixture of residential and commercial uses. Mckercher City Pak and Hailey Cemetery are located immediately north of the Airport. Non-residential development is located to the immediate northwest and includes a church located at the intersection of State Highway 75 and Airport Way, and other commercial/industrial development near Airport Way and Aviation Drive. Further to the northwest is the historical center of Hailey which has a mixture of commercial and residential uses. To the west of the Airport there is a mixture of light industrial and lower-density residentially-designated areas which currently have limited development. Residential land uses are located southeast of the Airport and land uses are predominantly agricultural and open/undeveloped land with a few scattered residences along Broadford Road. A small residential area is located to the southwest along Broadford Highlands Way. The Big Wood River, which flows north to south through the valley, is located approximately 4,000 feet west of the Airport. The City of Bellevue is located approximately two miles to the southeast, with the Chantrelle subdivision being the closest residential land use within the jurisdiction. The land uses described above are depicted in Figure A10.

SOURCE BASE: Google Maps, 2014. LAND USE: City of Hailey, Blaine County.

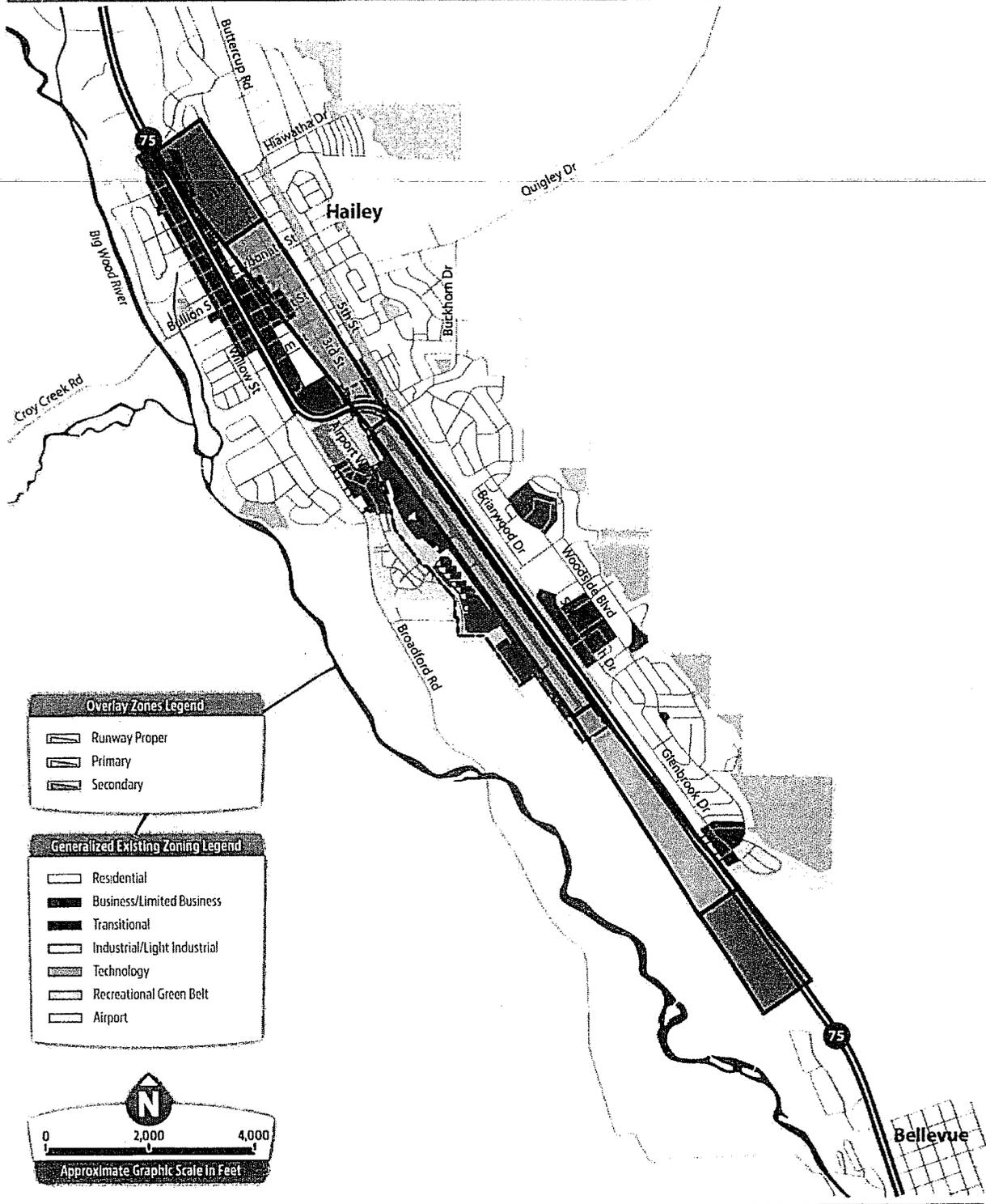


FIGURE A9 Generalized Existing Zoning with Overlay Zones

Friedman Memorial Airport Master Plan Update A.28

SOURCE BASE: Google Maps, 2014. LAND USE: City of Hailey, City of Bellevue & Blaine County.

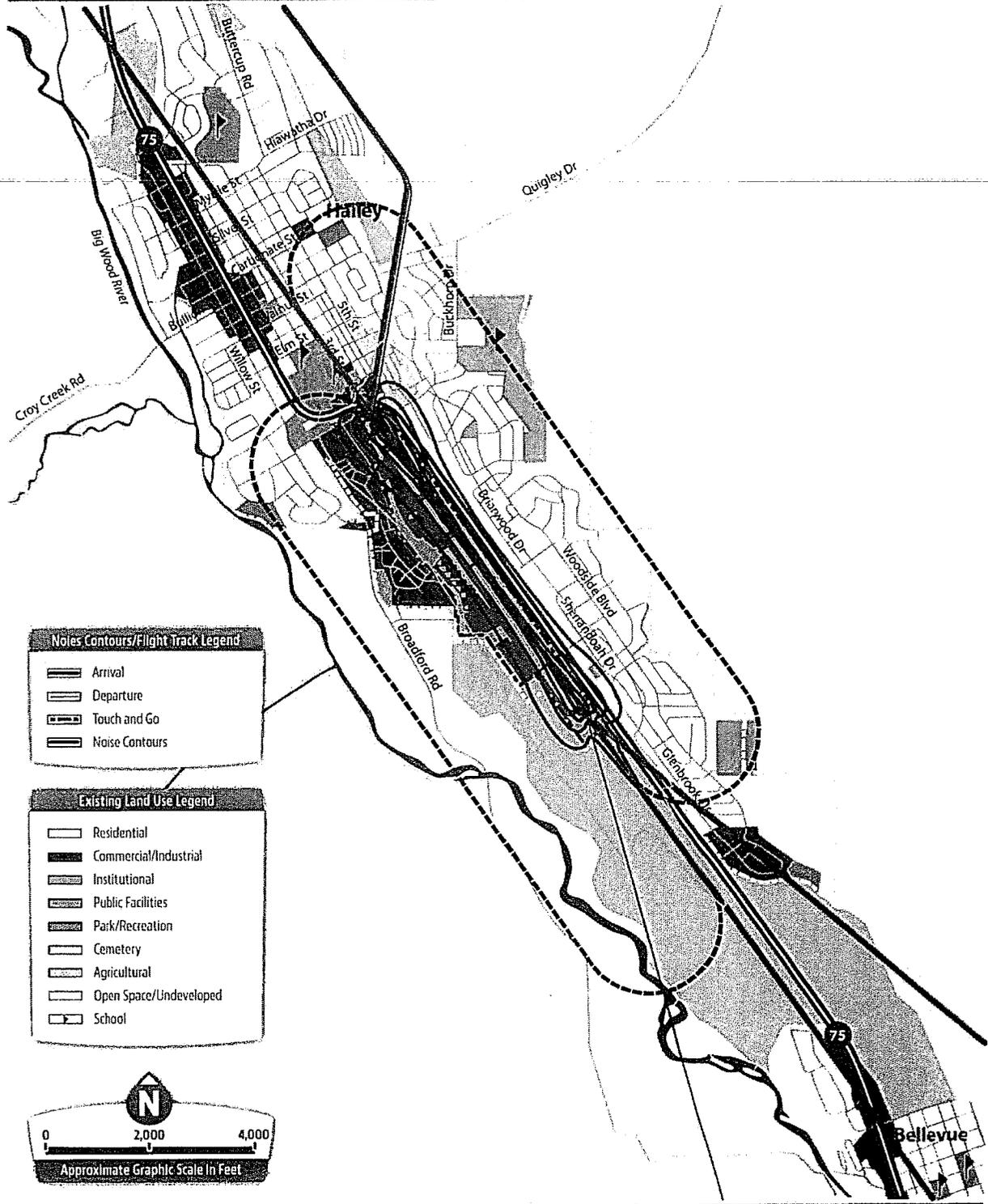


FIGURE A10 Generalized Existing Land Use

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## 4. Environmental Review

Environmental considerations and factors are important to review during the airport planning process when analyzing development alternatives and identifying preferred alternatives. It is necessary to provide the airport sponsor with the information needed to expedite environmental processing that may be required in support of future airport development projects. The following sections provide brief descriptions of environmental impact categories that are pertinent to airport planning, as well as airport-specific environmental information.

### 4.1. Farmland

The Farmland Protection and Policy Act (FPPA), was enacted to minimize the loss of prime farmland and unique farmland as a result of a Federal action resulting in the converting of designated lands to nonagricultural use. Federal agencies that authorize actions that result in the conversion of prime farmland not already committed to urban development or water storage are responsible for compliance with FPPA. Compliance is to be coordinated with the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS).

According to the Blaine County Soils Map, prepared by the USDA, NRCS, the airport property contains four types of soil, and two types of farmland. These are listed below in order of prevalence on airport property.

- Gimlett very gravelly sandy loam, 0 to 2 percent slopes
  - Prime farmland if irrigated
- Little Wood very gravelly loam, 0 to 2 percent slopes
  - Prime farmland if irrigated
- Iskanat gravelly clay loam, 0 to 2 percent slopes
  - Farmland of statewide importance, if irrigated
- Balaam-Adamson complex, cool, 0 to 2 percent slopes
  - Prime farmland if irrigated

Prime farmland is a classification defined by NRCS, National Soil Survey Handbook (NSSH) to mean "land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses."

### 4.2. Floodplains

Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impacts of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains.

According to the Federal Emergency Management Agency (FEMA), published floodplain maps, Friedman Memorial Airport is not located within a surveyed floodplain. The 100 year and 500 year floodplains are adjacent to the Airport, on the east side of Highway 75, but do not directly impact Airport property. Floodplains in the vicinity of the airport are illustrated in **Figure A11**.

**4.3. Hazardous Material, Pollution Prevention, and Solid Waste**

The handling and disposal of hazardous materials, chemicals, substances, and wastes are primarily governed by four laws: the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992); the Pollution Prevention Act of 1990; the Toxic Substances Control Act of 1976 (TSCA), as amended; and the Resource Conservation and Recovery Act of 1976 (RCRA) (as amended by the Solid Waste Disposal Act of 1980 (SWDA), the Hazardous and Solid Waste Amendment of 1984, and the Federal Facility Compliance Act of 1992 (FFCA)). The first and last statutes are of most importance to the FAA in proposing actions that could affect or be affected by hazardous materials, pollution, and solid waste.

Construction activities can generate hazardous waste and some construction materials constitute hazardous substances. These include fuel, oil, lubricants, paints, solvents, concrete-curing compounds, fertilizers, herbicides, and pesticides. Proper practices should be implemented to prevent or minimize the potential for these hazardous substances to be released into the environment. Chemicals, petroleum-based products, and waste materials, including solid and liquid waste, should be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials should be designed with full enclosure in mind, such as the establishment of a dike around the perimeter of the storage area. Construction equipment maintenance should be performed in a designated area and control measures, such as drip pans to contain petroleum products, should be implemented. Spills should be cleaned up immediately and disposed of properly.

**4.4. Historical, Architectural, Archeological, and Cultural Inventories**

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertaking on historic properties, which include archeological sites, buildings, structures, objects, and districts.

According to the National Park Service's National Register of Historic Places (NRHP), there are currently 21 historic properties listed in Blaine County. Of these, 11 are within the limits of the City of Hailey. The nearest NRHP property to the Airport that is not within the City of Hailey is the Bellevue Historic District in the City of Bellevue, approximately 2.5 miles southeast of the Airport. NRHP properties within the City of Hailey are clustered in an area northwest of the Airport and are summarized in **Table A7**.

## CHAPTER A Inventory

Table A7 HISTORIC PROPERTIES LOCATED NEAR THE AIRPORT

Historic Property Name	Address or Approximate Location	Approximate Distance and Direction from the Airport Boundary
St. Charles of the Valley Catholic Church and Rectory	Pine & 1 <sup>st</sup> Streets	0.4 miles Northwest
Rialto Hotel	201 S. Main Street	0.5 miles Northwest
Emmanuel Episcopal Church	101 S. 2 <sup>nd</sup> Avenue	0.6 miles Northwest
Werthheimer Building	101 S. Main Street	0.6 miles Northwest
Blaine County Courthouse	1 <sup>st</sup> & Croy Streets	0.6 miles Northwest
Pound Homer House	314 2 <sup>nd</sup> Ave., S.	0.5 miles Northwest
J.C. Fox Building	S. Main Street	0.6 miles Northwest
Hailey Masonic Lodge	100 S. 2 <sup>nd</sup> Avenue	0.6 miles Northwest
Fox Worswick House	119 E. Bullion Street	0.6 miles Northwest
Eben S. and Elizabeth S. Chase House	203 E. Bullion Street	0.6 miles Northwest
W.H. Watt Building	120 N. Main Street	0.7 miles Northwest

SOURCE: National Register of Historic Places – Western Region Spatial Data, accessed November 7, 2014 ([http://nrhp.focus.nps.gov/natreg/docs/google\\_earth\\_layers.html](http://nrhp.focus.nps.gov/natreg/docs/google_earth_layers.html))

The Native American Consultation Database (NACD), maintained by the National Park Service, indicates that the Shoshone Bannock Tribe of the Wind River Reservation, Wyoming has historic ties and interests in Blaine County. The 2012 Final Environmental Assessment, assessed the potential impacts of the initiation of turbojet service on historical, cultural, archeological, and architectural resources. Sites were identified within the EA Study Area that were listed or eligible for inclusion in the NRHP. In addition to the sites listed on the NRHP list in the table above, four other sites were identified as eligible: the Hiawatha Canal, located approximately 1.0 miles north of the Airport boundary; the Hailey Armory, approximately 0.5 miles to the west; the Galena Toll Road State Highway 75 site, located at the southeast edge of the Airport; and the Cove Canal, approximately 1.0 miles to the southeast.

**4.5. Threatened and Endangered Species**

The Endangered Species Act, as amended, requires each Federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. The U.S. Fish and Wildlife Service list for Blaine County currently includes the Greater sage grouse as a Candidate species, the Whitebark pine as a Candidate species, the Bull Trout as a Threatened Species, the Canada Lynx as a Threatened Species, and the Gray Wolf as a Recovery Species. There is no know habitat for these species at the Friedman Memorial Airport. These species are listed in Table A8.

Table A8 BLAINE COUNTY ENDANGERED, THREATENED, AND CANDIDATE SPECIES

Group	Common Name	Scientific Name	Status
Birds	Greater sage grouse	Centrocercus urophasianus	Candidate
Conifers and Cycads	Whitebark pine	Pinus albicaulis	Candidate
Fishes	Bull Trout	Salvelinus confluentus	Threatened
Mammals	Gray Wolf	Canis lupus	Recovery
Mammals	Canada Lynx	Lynx Canadensis	Threatened

SOURCE: U.S. Fish & Wildlife Service, Environmental Conservation Online System, Species by County Report, Species that are known or are believed to occur in this county, access November 7, 2014 (<http://www.fws.gov/endangered>).

**4.6. Section 4(f) Properties**

According to the Section 4(f) of the Department of Transportation Act (recodified as 49 USC, Subtitle I, Section 303), no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of historic site that is of national, state or local significance shall be used acquired, or affected by programs or projects requiring federal assistance for implementation unless there is no feasible or prudent alternative.

There are a number of potential Section 4(f) resources in the Airport vicinity. Public parks in the vicinity include: Hailey Skate Park, Lawrence Heagle Park, Lions Park, Keefer Park, Balmoral Park, Old Cutters Park, Curtis Park, Deerfield Park, Foxmoor Park, Roberta Mc Kercher Park, and Hop Porter Park. Toe of the Hill Trail is a non-motorized, diverse use trail that runs along the foothills east of the Woodside Subdivision south of the Airport. The Blaine County Recreation District manages the Wood River Trail, a multi-use trail running north-south through the City of Hailey along the east side of the Airport, as well as the Croy Nordic Ski Trails west of the City along Croy Creek Road. In addition, the Hailey Cemetery is located immediately north of the Airport. Area schools include Woodside Elementary School, Wood River Middle School, and Wood River High School. Historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) are discussed in the section of this chapter entitled *Historical, Architectural, Archeological, and Cultural Inventories*. There are not Idaho State Historical Society sites or wildlife or waterfowl refuges in the Airport vicinity. Potential Section 4(f) properties are illustrated in Figure A11.

**4.7. Water Quality**

Water quality considerations related to airport development often include increased surface runoff and erosion, and pollution from fuel, oil, solvents, and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of airport property. During a storm, storm water can pick up these dilute concentrations of oil, grease, fuel, and de-icing chemicals from runways, taxiways, parking lots, fuel storage facilities, and access roads, which can then drain into the surface water or ground water systems, thereby polluting them. State and Federal laws and regulations have been established to safeguard these storage facilities and prevent extensive storm water pollution. Additionally, water pollution is regulated by the National Pollutant Discharge Elimination System (NPDES) permit program by controlling sources that discharge pollutants into water of the United States.

The Friedman Memorial Airport is within the Big Wood watershed. The northern portion of the Friedman Memorial Airport is located within the Quigley Creek subwatershed, while the remaining portion of the property is within the Slaughterhouse-Big Wood River subwatershed. The closest names streams or rivers to the Airport are Justus Ditch, approximately 500 feet to the west, Cove Canal, approximately 400 feet to the west, and the Big Wood River, approximately 0.5 miles to the west.

Friedman Memorial Airport has in place a Storm Water Pollution Plan (SWPPP), which was prepared for the Airport in 2008, to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES), Clean Water Act of 1987 and the Multi-Sector General Permit (MSGP)-2000 for industrial activity. The SWPPP authors performed a site assessment for runoff and erosion, detailed existing potential sources of pollutants, and recommended facilities, monitoring practice, and procedures to reduce the contribution of pollutants from the Airport to surface waters, as well as treatment measures to be employed when pollutants encounter surface runoff.

Aircraft fueling and de-icing services are performed on the apron by Atlantic Aviation-Sun Valley as well as the commercial air carriers utilizing mobile equipment. Airport pavement surfaces are also de-iced by the airport. In 2007, approximately 1,248,155 gallons of Jet A and AVGAS was dispensed at the airport. In addition, during the 2007-2008 winter season, approximately 3,000-5,000 gallons of Propylene Glycol was dispensed by Skywest Airlines and approx. 2,172-3,000 by Horizon Airlines for aircraft de-icing activities. Approximately 2,500 gallons of Propylene Glycol was also dispensed for airport pavement deicing.

**De-icing Activities.** De-icing of aircraft takes place during the winter months typically between November and March. Aircraft de-icing agent is stored in one 5,000 gallon and one 1,000 gallon above ground tanks located at the north end of the terminal building. Agent is also stored in the mobile equipment which performs de-icing operations. Runways or taxiways are also de-iced as necessary. The airport operates a 1,000 gallon trailer and a 325 gallon truck mounted tank. Both are stored indoors when not in use. Areas likely to be contaminated with de-icing fluid include the pavement of the runway and primary taxiway and the aircraft parking aprons adjacent to the FBO and terminal buildings, where aircraft are typically de-iced. The majority of de-icing fluids evaporate rather than run off. Any run off will be captured in drywells with little or no stormwater contamination.

**Maintenance Activities.** Numerous lubricants for airport vehicle maintenance are stored in various quantities up to 55 gallons in the airport equipment maintenance facility. Because these materials are stored indoors, there is very little likelihood of contamination of stormwater. Aircraft maintenance also takes place primarily indoors; therefore, there is very little likelihood of contamination of stormwater from these activities. Selected solvents, paints, oils etc. are used during aircraft maintenance activities, these are typically used indoors. Aircraft are occasionally serviced outdoors on the aprons. During these times, there is a slight potential for stormwater contamination from dripped materials. Training for employees at the airport includes the requirement to use drip pans and like devices during outdoor maintenance activities.

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## CHAPTER A Inventory

**Waste Disposal Practices.** Wastes generated at the airport are limited to used oils and solvents, used engine and aircraft parts, and general refuse. The airport operates a used oil recovery tank of 600 gallon capacity for storage of waste oils prior to recycling. In addition, the FBO also operates a uses oil recovery tank of 150 gallons. General refuse is disposed of in dumpsters which have lids to prevent any contamination with stormwater. Therefore there is very little opportunity for contamination of stormwater.

**Airport Maintenance.** Herbicides are applied annually within the Airport's property and around light fixtures to prevent plant growth. Fertilizers, weed killers, soil sterilants and pest control chemicals will be properly labeled and stored indoors or outdoors in a covered area to avoid stormwater contamination. Also, such chemicals are not applied within a 48 hour time period of forecasted precipitation.

### 4.8. Wetlands

Wetlands are defined as areas inundated by surface or groundwater, with a frequency sufficient to support vegetation or aquatic life requiring saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands and other Waters of the U.S. may be classified as "jurisdictional" or "non-jurisdictional." Jurisdictional wetlands and designated Waters of the U.S. are under the authority of and are regulated by the U.S. Army Corps of Engineers (ACOE). Section 404 of the *Clean Water Act*, gives the ACOE the jurisdictional authority to regulate disposal of dredge or fill materials in Waters of the U.S., including coastal wetlands, tidelands and marine waters below the High Tide Line (HTL), as well as streams and freshwater wetlands above the Ordinary High Water (OHW) line of streams that are adjacent to waters of the U.S. The ACOE must be consulted whenever jurisdictional wetlands and other Waters of the U.S. are present.

According to the National Wetlands Inventory (NWI) maps maintained by the U.S. Fish and Wildlife Service, there are no wetlands on airport property, but there are wetlands within 300 feet of the airport boundary, west of the FBO complex. The location of wetlands near airport property are illustrated in **Figure A11**.

SOURCE BASE: Google Maps, 2014.

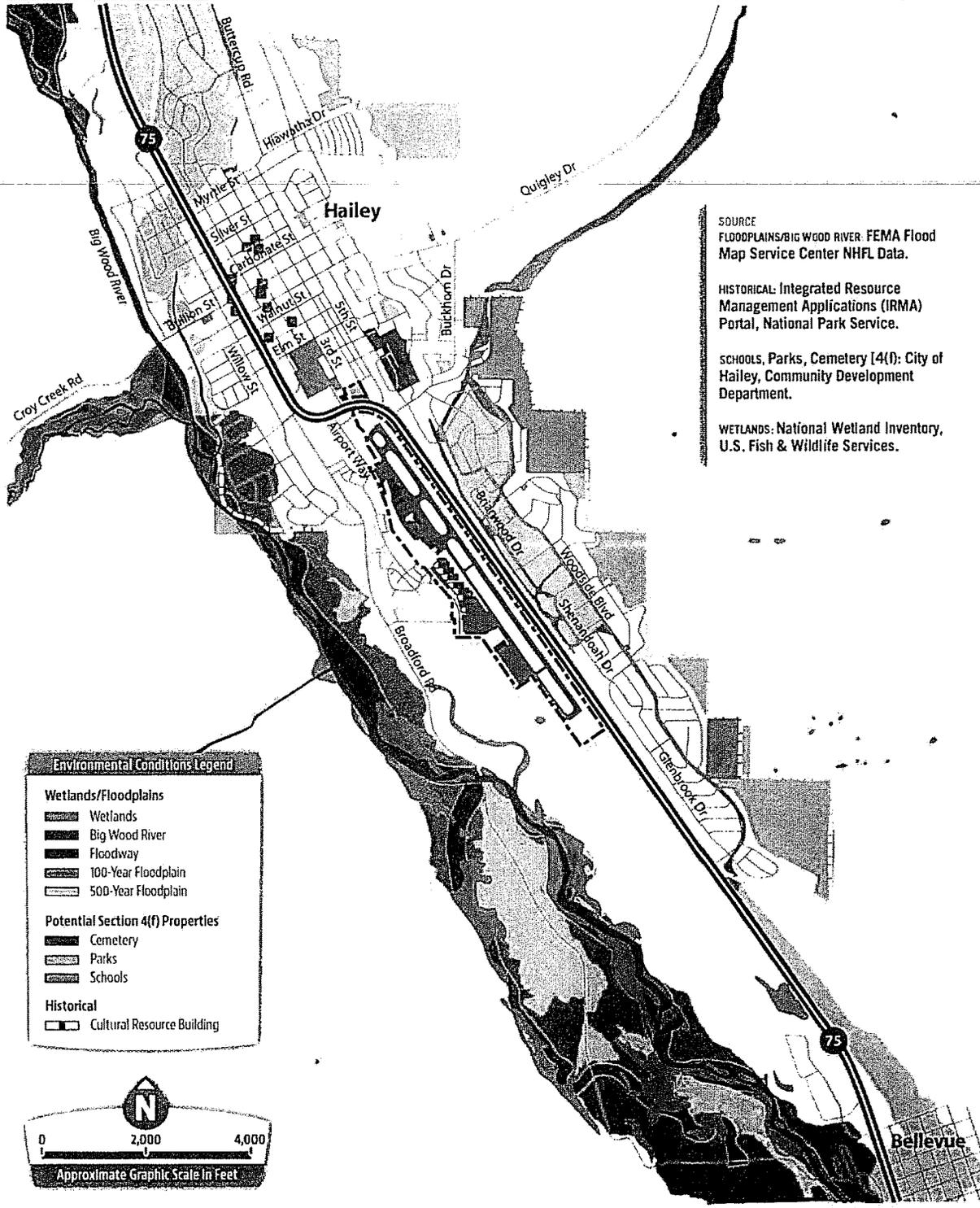


FIGURE A11 Environmental Conditions Map

Friedman Memorial Airport  
Master Plan Update

A.36

## 5. Summary

The goal of this chapter is to provide general background information pertaining to Friedman Memorial Airport, its operating environment, and its physical surrounding. The *Inventory of Existing Conditions* chapter is vital from the standpoint that it will be used as a reference in the analysis and design process, which is required to prepare the airport's future development plan.

The next step in the planning process is to formulate forecasts for the quantity and type of future aviation activity expected to occur at the Airport during the forthcoming twenty years.

CHAPTER C

## Capacity Analysis & Facility Requirements

### 1. Introduction

This chapter considers the ability of facilities at Friedman Memorial Airport (SUN) to accommodate existing and projected activity. In order to identify the facilities required to adequately serve future needs, it is necessary to translate the forecast aviation activity into specific types and quantities. Current and forecasted activity levels have been compared to the Airport's operational capacity, using established Federal Aviation Administration (FAA) criteria and the findings from previous chapters.

As of this writing, the Friedman Memorial Airport Authority (FMAA) is in the process of implementing Alternative 6 of the 2013 *Airport Alternatives Technical Analysis* in order to comply with Congressionally-mandated Runway Safety Area (RSA) criteria by December 31, 2015. Alternative 6 involves a combination of airfield improvements and FAA Modifications of Standards (MOSs). The airfield improvements have impacted landside facilities, resulting in the need to relocate those facilities.

Improvements related to implementation of Alternative 6 are ongoing. Thus, it is important to distinguish between pre- and post-Alternative 6 conditions to prevent confusion about the status of existing facilities at SUN. The following information has been identified for each type of facility:

- 1) Existing conditions prior to the implementation of Alternative 6;
- 2) Existing conditions after implementation of Alternative 6; and
- 3) Projected facility needs beyond implementation of Alternative 6 and throughout the 20-year planning period.

This Master Plan pursues the dual path approach described in the City of Hailey and Blaine County guiding principles by developing a plan that best meets the needs of the current Airport site while also providing planning-level analysis for a relocated Airport. Planning thresholds for improving the existing site or relocating the Airport are identified at the conclusion of this chapter. Alternatives will be developed in a subsequent chapter of this Master Plan that accommodate threshold needs at both the existing site and a replacement site.

Following identification of key terms, local government Airport policies, and recent Airport planning efforts, the capacity analysis and facility requirements are presented in the following sections:

- Airfield Capacity
- Airside Facility Requirements
- Landside Facility Requirements
- Support Facility Requirements
- Facility Requirements Summary: Dual Path Planning Thresholds

## CHAPTER C Capacity Analysis & Facility Requirements

### Key Terms

Definitions for several key terms used in this chapter are provided below. The Glossary accompanying this document also provides definitions for technical terminology, acronyms, and phrases used in this Master Plan.

**Airfield Capacity** – The maximum number of aircraft operations that can occur within a specific interval of time under specific operating conditions assuming a continuous demand for service.

**Airports Cooperative Research Program (ACRP)** – An industry-driven, applied research program managed by the Transportation Research Board (TRB) that develops near-term, practical solutions to problems faced by airport operators.

**Airport Reference Code (ARC)** – An airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The ARC is used for planning and design only and does not limit the aircraft that may be able to operate safely on the airport.

**Airside Facilities** – Facilities that are accessible to aircraft, such as runways and taxiways.

**"Alternative 6"** – A collection of improvements to airport facilities completed in 2014 and 2015, and described in the *Airport Alternatives Technical Analysis*, dated January 2013.

**Annual Service Volume (ASV)** – Used by the FAA as an indicator of relative operating capacity, ASV is an estimate of an airport's annual capacity that accounts for differences in runway use, aircraft mix, weather conditions, etc. that would be encountered over a year's time. ASV assumes an acceptable level of aircraft delay as described in FAA Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*.

**Design Aircraft** – An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxiway, apron, or other facility. This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport. (Also called "critical aircraft" or "critical design aircraft".)

**Displaced Threshold** – A landing threshold that is located at a point on the runway beyond the beginning of the runway.

**Instrument Flight Rules (IFR) Operations** – Aircraft operations conducted by pilots with reference to instruments in the flight deck, with navigation accomplished by reference to electronic signals.

**Landside Facilities** – Facilities that support airside facilities, but are not part of the aircraft movement area, such as terminal buildings, hangars, aprons, access roads, and parking facilities.

**Large Aircraft** – An aircraft with a maximum certificated takeoff weight (MTOW) greater than 12,500 pounds.

**Modification of Standards (MOS)** – Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

**Runway Design Code (RDC)** – A code signifying the design standards to which a runway is to be built.

**Runway Object Free Area (OFA)** – An area centered on the ground on a runway, taxiway, or taxiway centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

**Runway Safety Area (RSA)** – A defined surface surrounding a runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

**Visual Flight Rules (VFR) Operations** – Operations conducted by pilots with only visual reference to the ground, obstructions, and other aircraft.

## CHAPTER C Capacity Analysis & Facility Requirements

### 1.1. FMAA Joint Powers Agreement and City/County Guiding Principles

Three local documents that are important to consider when planning for future development at SUN include:

1. The *Amended and Restated Joint Powers Agreement, Friedman Memorial Airport*, between Blaine County and the City of Hailey;
2. The *Blaine County Airport Strategic Plan Guiding Principles*; and
3. The *City of Hailey's Guiding Principles for the Operation and Relocation and Discontinuation of the Friedman Memorial Airport*. The key points of these documents are described below.

The *Amended and Restated Joint Powers Agreement* states that "there shall be no expansion of the land base of the Existing Airport beyond what has been established by the Master Plan," (Article VI, Section 6.1 A.). "Master Plan" is defined as the 1991 Master Plan Update, or its successor. This restriction places significant constraints on development at the existing site.

Blaine County Commissioners approved the *Blaine County Airport Strategic Plan* in February 2012. The Plan lists "six guiding principles determined by the Board of County Commissioners to be essential to the success of the airport project." These County guiding principles support the needs of the current Airport while also supporting Airport replacement in the long term. These are:

1. Robust commercial and general aviation transportation service are vital to the economy of Blaine County.
2. Meeting federal design and safety standards in air and ground operations is paramount in planning for air service and related infrastructure.
3. Air service and infrastructure improvements are affordable and achievable.
4. Minimizing environmental impacts is a high priority in planning for and implementing air service and infrastructure improvements.
5. Air Service is an important and interconnected mode of transportation for Blaine County and the region.
6. A replacement airport south of Bellevue along State Highway 75 is the long term solution and objective.

In March 2012, the Hailey City Council approved Resolution No. 2012 adopting guiding principles for the operation, relocation, and discontinuation of the Friedman Memorial Airport at its existing site. These are:

1. The City believes that an airport with commercial service is important to the Wood River Valley. But, the City believes loss of commercial service, which results in a general aviation airport only, is highly undesirable.
2. The City of Hailey remains committed to the 1994 Master Plan in the long term, which calls for relocation of an airport away from cities.
3. The City knows that relocation of the Friedman Memorial Airport may be a very long term process; however, in the meantime, to keep the relocation process moving, the City will request the FMAA and the FAA to restart the EIS process.
4. The City knows that the Friedman Memorial Airport may serve as the airport for the Wood River Valley for the short, medium and even long term while airport relocation is pursued.
5. The City will support the FMAA and FAA in developing an Airport Layout Plan...that addresses potential reliability improvements, as well as FAA design standard deficiencies. Until the ALP is developed and presented for consideration by the City, the City supports the present configuration and operation of the Friedman Memorial Airport.
6. In reviewing reliability improvement issues and issues related to FAA design standard compliance, the City will balance any increased reliability with the potential for increased impacts to our citizens and the costs associated with improvements to reliability.
7. The City supports the Friedman Memorial Airport; however that support cannot continue if airport operations and/or physical layout jeopardize the health, safety or quality of life for Hailey citizens (e.g.

## CHAPTER C Capacity Analysis & Facility Requirements

approaches and takeoffs over north Hailey). Safety and quality of life should never be compromised in favor of any other guiding principle.

8. The joint governing authorities should develop concrete steps for a dual path approach: short term safety improvements and long term relocation.

### 1.2. Alternative 6 Runway Safety Area Improvements

Following FAA suspension of the Replacement Airport EIS process in 2011, the FMAA led an 18-month public process to determine appropriate short-term improvements at the Airport, as suggested by the FAA. The 2013 *Airport Alternatives Technical Analysis* presented a set of alternatives for improving the Airport to meet standards and to identify required MOSs where standards could not be met. After reviewing the alternatives, the community and FAA selected Alternative 6, *Less Than Full Compliance, No Land Acquisition*, as the path forward for achieving compliance with FAA RSA dimensional standards at the existing site. This section provides an overview of the Alternative 6 improvements, to establish a baseline for future needs.

The Alternative 6 improvements in combination with the MOSs will bring the RSA dimensions into compliance with FAA C-III standards. The process of constructing a compliant RSA and relocating Taxiway B is planned for completion in September 2015. The related relocation and removal of other facilities planned as part of Alternative 6 will be completed as funding and timing allow. The Alternative 6 improvements and current MOSs are described below.

**Airside Improvements.** Several changes to the airfield are planned and are in various stages of completion at the time of this writing. The Alternative 6 airfield improvements include:

- Removal of Taxiway A;
- Relocation of Taxiway B at 320 feet from the runway centerline;
- Extension of Taxiway B as a full-length parallel taxiway; and
- Relocation of the Automated Weather Observing System (AWOS) to a location adjacent to the FBO apron west of its existing location.

**Landside Improvements.** Several changes to landside facilities will also result from the RSA improvements, as a number of landside facilities must be removed or relocated to accommodate the airfield development. The Alternative 6 landside improvements include:

- Relocation/removal of aircraft parking as well as a number of hangars in several locations, resulting in a net loss of aircraft parking and hangars;
- Construction of a new taxiway to access T-hangars south of the terminal area;
- Relocation of the commercial aircraft parking apron and bypass taxiway;
- Relocation of the Airport Traffic Control Tower (ATCT) (not included in the initial projects and to be completed by 2023);
- Relocation and consolidation of the airport office, maintenance, and firefighting buildings; and
- Reconstruction of the bus route access road and closure of the winter bus route.

**Modifications of Standards.** FAA protection and separation standards will be met through six FAA Modifications of Standards (MOSs) recently approved by FAA. The MOSs stipulated specific airfield improvements while imposing restrictions on aircraft types and operating procedures. The stipulations essentially limit use of the Airport to aircraft less than 95,000 pounds gross weight, and with wingspans less than 100 feet (unless an FAA-approved operational procedure is put into place to mitigate impacts related to wingspans greater than 100 feet). The MOSs are listed in Table C1.

## CHAPTER C Capacity Analysis & Facility Requirements

Table C1 MODIFICATIONS OF STANDARDS

	Title	Description	FAA Approval Date
MOS 1	Runway Centerline to Parallel Taxiway Centerline	Allows a Runway Centerline to Parallel Taxiway Centerline of 320 feet, while the standard is 400 feet, for a proposed full length parallel taxiway, due to man-made constraints including hangars, the Terminal Building, and airplane parking.	November 2013
MOS 2	Parallel Taxiway Object Free Area (TOFA) Width	Allows a TOFA width of 160 feet, while the standard is 186 feet, due to man-made constraints including hangars, the Terminal Building, and airplane parking.	November 2013
MOS 3	Runway Object Free Area (ROFA) Width	Allows the following structures to remain in the ROFA: State Highway 75, Perimeter Fence, and Off Airport Buildings.	November 2013
MOS 4	Runway Safety Area (RSA) Grading	Allows the existing RSA transverse grades of 0% to 1%, while the standard is 1.5% to 3%.	November 2013
MOS 5	Runway Centerline to Aircraft Parking Area	Allows a Runway Centerline to Aircraft Parking Area separation of 400 feet, while the standard is 500 feet.	November 2013
MOS 8	Taxiway Width	Allows a parallel taxiway width of 50 feet plus 10 foot paved shoulders, while the standard for width is 75 feet with taxiway edge safety margin of 15 feet. Intersections and fillets will be designed to accommodate Taxiway Design Group (TDG) 5 aircraft so that the required taxiway edge safety margin is provided for all aircraft operating at SUN.	November 2013

SOURCE: Federal Aviation Administration (FAA).

NOTE: Draft MOS 6 and MOS 7 were initially developed to address operational restrictions that were later deemed unnecessary by the FAA; thus the number gap from MOS 5 to MOS 8.

### 2. Airfield Capacity

Airfield capacity refers to the maximum number of aircraft operations that a specific airfield configuration can accommodate during a specified time interval of continuous demand. This theoretical level of capacity is influenced by weather conditions, number and configuration of exit taxiways, types of aircraft that use a facility, when and how that use occurs, and air traffic control/airspace handling procedures. An airfield capacity analysis was conducted for SUN using methods described in FAA AC 150/5060-5, *Airport Capacity and Delay*, to identify possible deficiencies in the present and future airport physical plan. The purpose of the analysis is to develop a clearer picture of the capacity of the existing airfield layout, taking into account the unique circumstances at SUN in which operations are conducted almost exclusively in a head-to-head pattern. In this pattern, takeoffs and landings take place in opposite directions, while a standard arrangement would direct both arrivals and departures in the same direction.

The Airfield Capacity analysis is presented in the following sections:

- Factors Affecting Runway Capacity at SUN
- Annual Service Volume
- Comparison with ACRP Report 79 Methodology
- Airfield Capacity Recommendations

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## CHAPTER C Capacity Analysis & Facility Requirements

### 2.1. Factors Affecting Runway Capacity at SUN

The prevailing head-to-head pattern at SUN, in which aircraft arrive to the north and depart to the south, negatively affects the operational efficiency of Runway 13/31, because additional delay and air traffic control coordination is needed to safely stagger operations. The tower facilitates head-to-head operations because it is the safest pattern based on the surrounding mountainous terrain, which prohibits instrument flight rules (IFR) departures to and arrivals from the north. The head-to-head pattern also supports voluntary noise abatement over the City of Hailey, although the Voluntary Noise Abatement Procedures are not the primary reason for the pattern. Although the head-to-head pattern limits runway capacity, the safety benefits of the pattern generally take precedence over any congestion concerns. The head-to-head pattern represents the general policy of the Airport.

The canyons north of the Airport sometimes contribute to challenging crosswinds at low altitudes. The runway also slopes uphill to the north, favoring takeoffs to the south and landings to the north. Furthermore, there is a longer declared landing distance available on Runway 31, and longer declared takeoff distance available on Runway 13. Thus, operations to and from the north can only take place under certain conditions.

Arrivals generally take place from the south because that is the preferred direction from a safety perspective. However unusually strong southerly tailwinds sometimes make takeoffs to and landings from the north desirable. IFR departures are only possible to the south; departures to the north must follow visual flight rules (VFR). Smaller aircraft may operate to and from the north under VFR conditions. Approval for departures to the north must be requested from the tower, as the tower cannot solicit VFR climbs to the north. The first operator to request reversed procedures when the tailwind is high will often cause other operators to follow suit. A large increase in IFR operations in the future would be the biggest threat to the site's efficiency as IFR operations are currently restricted to the head-to-head pattern.

The FAA's airport capacity estimation methodologies do not provide guidance regarding single runway "head-to-head" operating environments such as SUN. The FAA methodologies assume that arrival and departure operations are conducted in the same direction on a given runway, as the FAA generally discourages opposite direction operations. In order to ensure that the head-to-head pattern is properly accounted for in the analysis, the hourly capacity of the airfield and its operating conditions were determined through conversations with Airport and control tower personnel.

### 2.2. Annual Service Volume

The formula for calculating ASV contains three variables: weighted hourly capacity in terms of aircraft operations ( $C_w$ ); the ratio of annual demand to average daily demand in the peak month (D); and the ratio of average daily demand to average peak hour demand during the peak month (H). Detailed calculations used to derive these values for SUN are included in Appendix B to this Master Plan. Using these values, the theoretical Annual Service Volume (ASV) for 2014 is calculated as follows:

$$ASV = C_w * D * H$$

$$ASV = 32.1 * 193.7 * 10.0$$

$$ASV = 62,200 \text{ operations}$$

The percentage of ASV reached may be calculated by dividing the ASV by the total annual demand. The theoretical percentage of ASV reached in 2014 is calculated as follows:

$$ASV = 62,200 \text{ operations}$$

$$\text{Annual demand} = 28,480$$

$$\% \text{ of ASV reached} = 28,480 / 62,200$$

$$\% \text{ of ASV reached} = 45.8\%$$

## CHAPTER C Capacity Analysis & Facility Requirements

The AC does not provide any direct guidance on how the ASV may change over time. Therefore, a typical airfield capacity analysis fixes the ASV at a given number (in this case 62,200 operations) throughout the planning period. Aircraft operations forecasts are then compared to the static ASV to determine if and when the airport will need additional airfield capacity in the future. Forecasted annual operations are compared to this capacity estimate in Table C2.

Table C2 PROJECTED ANNUAL SERVICE VOLUME (ASV) AND DEMAND/CAPACITY

Year	Projected Annual Operations	Percentage of ASV Reached
2019	30,636	49.3%
2024	32,918	52.9%
2029	35,189	56.8%
2034	37,612	60.5%

SOURCE: Mead & Hunt analysis.

Current FAA guidelines in the National Plan of Integrated Airport Systems (NPIAS) call for planning capacity improvements when annual operations reach 60% to 75% of the ASV. This percentage was chosen to give airports adequate time to plan for improvements, complete environmental review, and purchase land if necessary prior to construction, which should occur before 80% of ASV is reached.

Airfield capacity improvements at SUN would likely involve construction of a second runway. However, a second runway is not possible at the existing site given land use and airspace constraints. Therefore, this analysis identifies operational thresholds at which detailed planning for the replacement airport should be considered based on the inability of the existing single-runway site to meet demand. As shown in Table C2, aircraft operations are forecasted to approach the 60% of ASV threshold in 2034. However, this threshold has been identified by FAA as the point at which initial airfield capacity planning should begin and does not indicate that the airfield is exceeding capacity. Therefore, the single runway at SUN is expected to accommodate forecasted operations and airfield capacity planning will not be needed during the 20-year planning period, based on FAA criteria.

### 2.3. Comparison with ACRP Report 79 Methodology

AC 150/5060-5 was published in 1983 and in the process of being updated. In 2012, the Airport Cooperative Research Program (ACRP) published new capacity analysis guidelines in ACRP Report 79, *Evaluating Airfield Capacity*. ACRP Report 79 is expected to form the basis for the updated AC. Until publication of the new AC, AC 150/5060-5 is the only approved guidance for analyzing airfield capacity for SUN.

As part of ACRP Report 79, a Prototype Airfield Capacity Spreadsheet Model was developed. The ACRP guidelines are expected to form the basis for an update of AC 150/5060-5. The Prototype Model builds upon the base calculations and theory in AC 150/5060-5. It offers a more user-friendly and potentially more detailed and accurate analysis than AC 150/5060-5. The Prototype Model is meant to be used for a basic level of analysis for simple to moderately complex airfield configurations, and it calculates hourly capacity levels and ASV for three airfield configurations: single runway, dual parallel runways, and dual intersecting runways. Through a variety of inputs and adjustments, the model can be customized to fit the conditions at the airport in question.

Similarly to the AC 150/5060-5 methodology, the Prototype Model does not offer an explicit way to account for the type of head-to-head operational procedures in place at SUN. Thus, it does not present a significantly better analysis method for SUN than the AC in terms of accounting for the head-to-head operational conditions, which is the most significant factor for SUN's potential airfield capacity. For that reason, a comparative capacity analysis using the ACRP Report 79 methodology was not conducted.

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## CHAPTER C Capacity Analysis & Facility Requirements

### 2.4. Airfield Capacity Recommendations

Based on the operations forecasts presented in Chapter B, the Airport is expected to reach 60% of ASV at the end of the 20-year planning period. Therefore, this Master Plan concludes that there is no need for the Airport to plan on airfield capacity improvements before 2034.

### 3. Airside Facility Requirements

This section consists of an analysis of requirements related to *airside* facilities. Requirements related to *landside* facilities are addressed in a subsequent section. The airside facilities examined in the sections below include:

- Dimensional Criteria
  - Runway Length
  - Airfield Design Standards
  - Taxiway Design Standards
- Runway Pavement Strength/Condition
- Instrument Approaches, Navigational Aids, and Airfield Lighting
- FAR Part 77 and Threshold Siting Surfaces

#### 3.1. Dimensional Criteria

The types of aircraft expected to operate at Friedman Memorial Airport in the future (the “design aircraft”) determine FAA-specified design standards for the Airport. The design aircraft at SUN is based not on a single specific aircraft, but on a composite of aircraft that together comprise the current and planned fleet for the runway. The current design aircraft is a composite of the Bombardier Q400 and several models of large general aviation aircraft including the Gulfstream G-V and Bombardier Global Express, as identified in the 2013 *Airport Alternatives Technical Analysis*.

According to FAA AC 150/5300-13, *Airport Design*, the first step in defining an airport's design geometry is to determine its Airport Reference Code (ARC). The ARC is used for planning and design purposes only and does not limit the aircraft that may be able to operate safely on the airport. The ARC signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The RDC is comprised of three components: 1) the Aircraft Approach Category (AAC) depicted by a letter and indicative of approach speed; 2) the Airplane Design Group (ADG) depicted by a Roman numeral and indicative of either the aircraft wingspan or tail height, whichever is most restrictive; and 3) the existing or planned visibility minimums for instrument approach procedures to the runway, expressed by Runway Visual Range (RVR) values in feet.

Representative aircraft within the most demanding AAC and ADG categories operating on Runway 13/31 are summarized in Table C3.

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Table C3 REPRESENTATIVE RUNWAY 13/31 DESIGN AIRCRAFT BY AAC & ADG

Aircraft Type	Gross Weight (lbs)	Approach Speed (knots)	Aircraft Approach Category (AAC)	Wingspan (feet)	Tail Height (feet)	Aircraft Design Group (ADG)
<i>Commercial</i>						
Bombardier Q400	64,500	129	C	93.3	27.4	III
Bombardier CRJ700	72,750	137	C	76.3	24.8	II
Bombardier CRJ900	80,500	141	D	81.5	24.6	III
Embraer E170	79,340	124	C	85.3	32.3	III
Embraer E175	82,700	124	C	85.3	31.9	III
Embraer E175 E2	97,730	Unknown	Unknown	101.7	32.7	III
Mitsubishi MRJ90	87,303	Unknown	Unknown	95.9	34.4	III
<i>General Aviation / Air Taxi</i>						
Cessna Citation X	36,100	129	C	63.9	19.3	II
Gulfstream IV	73,200	145	D	77.8	24.5	II
Gulfstream V	85,500	140	C	93.5	25.8	III
Bombardier Global Express	92,750	122	C	94.0	25.5	III

SOURCE: AC 150/5300-13A, *Airport Design*; Aircraft Manufacturer Specifications; Mead & Hunt analysis.

NOTE: Performance characteristics for the Embraer E175-E2 and Mitsubishi MRJ90 are unknown at this time because these aircraft have not entered the commercial fleet as of 2015. These aircraft are listed in the table for comparison purposes only.

The RDC RVR value for Runway 13/31 is 5000, as this value applies to all runways with visibility minimums of one statute mile or greater. Due to airspace constraints surrounding the Airport and given existing instrument approach technologies, Runway 13/31 minimums are unlikely to be reduced below one statute mile in the foreseeable future. Based on the preceding information and analysis, the existing and planned ultimate RDC for Runway 13/31 is C-III-5000.

Aircraft that fall under AAC D do currently operate at SUN in the form of heavy business jets, including the Gulfstream IV as shown in Table C4 above. However, AAC D aircraft are not the design aircraft for determination of the RDC because they only operate at SUN occasionally and are not the Airport's target user group.

### 3.1.1. Runway Length

Alternative 6 will not involve significant changes to Runway 13/31. Runway 13/31 is the only runway at SUN, and it accommodates small aircraft traffic as well as large aircraft traffic that requires more runway length to operate. An airport's recommended runway length is determined by the performance characteristics of the most demanding aircraft in its operational fleet. Runway 13/31 is currently 7,550 feet long.

As airlines consider establishing additional scheduled air service at the Airport, a wide variety of aircraft could ultimately end up serving the community. Some of these aircraft would benefit from a longer runway than what is currently provided in order to conduct operations at the Airport. Seat capacities, airlines, and potential destinations for future commercial service aircraft are summarized in Table C4.

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Table C4 EXISTING AND POTENTIAL FUTURE COMMERCIAL AIRCRAFT AND DESTINATIONS

Aircraft	Model/Engine Type	Seats (range)	Airline	Existing/Potential Destinations
Bombardier Q400	402/PWC 150 A	76	Alaska	SEA, LAX, PDX
Bombardier CRJ700	CL-600 2C10/GE CF34-8C1	65-70	Alaska, United, American	SLC, SEA, LAX, SFO, DEN, ORD, PDX, DFW, IAH
Bombardier CRJ900	CL 600 2D24, CL-600 2D15/GE CF 34 8C5	76 88	Delta, American	SLC, SEA, LAX, DFW
Embraer E170	LR, SU or SE/CF 34-8E5	70-78	Delta, United, American	SLC, SEA, LAX, SFO, DEN, ORD, DFW, IAH
Embraer E175	LR/CF 34 8E5	70 88	United, American	LAX, SFO, DEN, ORD, DFW, IAH
Embraer E175-E2	PW1700G	80-88	SkyWest	Unknown
Mitsubishi MRJ90	PW1217G	70-92	SkyWest	Unknown

SOURCE: Aircraft manufacturer web pages, Friedman Memorial Airport flight schedule, Mead & Hunt.

NOTES: Existing/potential destinations for the Embraer E175-E2 and Mitsubishi MRJ90 are unknown at this time because these aircraft have not entered the commercial fleet as of 2015. These aircraft are listed in the table for comparison purposes only. Although some aircraft have more than one model or engine type, the model having the largest maximum take-off weight and the engine requiring the longest runway length was used for analysis. If multiple models or engine types were available to choose from, the model/engine type used in the analysis is noted. Where more than one model and/or engine type is listed, it indicates that there was no significant difference between them for purposes of runway length analysis.

Currently, Alaska Airlines operates scheduled service at SUN with the turboprop Bombardier Q400, while Delta Airlines and United Airlines operates with the regional jet CRJ700. Delta Airlines transitioned from the EMB120 Brasilia to the CRJ700, a larger regional jet aircraft, in January 2014. All of these operators currently operate with weight restrictions on Runway 13/31 in various weather conditions, which require that the airlines operate with less than a full useful load.

Current destinations include Seattle, San Francisco, Denver, Salt Lake City, and Los Angeles. The farthest haul length of these destinations is Los Angeles at approximately 605 nautical miles. Although these destinations do not necessitate a significant fuel load, longer haul lengths for potential future destinations such as Chicago, Houston, and Dallas/Fort Worth may necessitate the use of aircraft with more than 70 seats in order to accommodate those destinations at SUN.

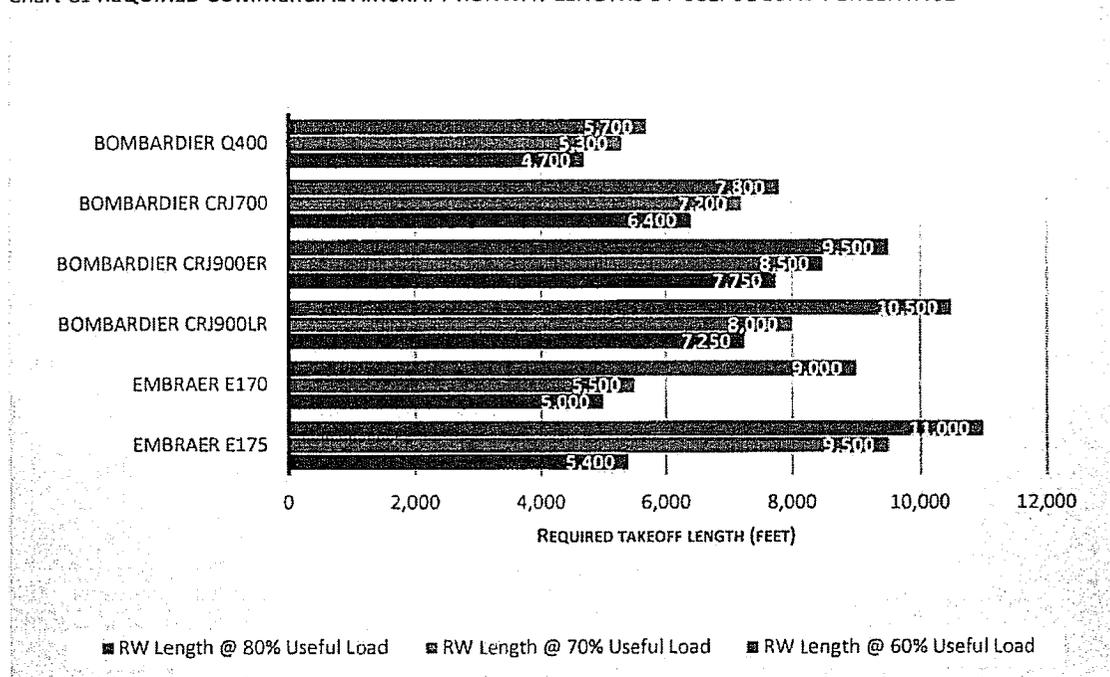
According to FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, the design objective for the primary runway is to provide a runway length for all airplanes that will regularly use it without causing operational weight restrictions. Runway length requirements are determined by applying the Airport's mean high temperature (85.3 degrees Fahrenheit) for the hottest month (July); elevation (5,320 feet); and the design aircraft's typical operating weight. Airport Planning Manuals (APMs) from aircraft manufacturers are utilized, when available, to determine required runway lengths under specific operating scenarios. This runway length analysis is based on takeoff distance, not landing distance, because the takeoff distances required by the existing and expected future commercial aircraft at SUN are generally longer than landing distances.

The site constraints and airport elevation at SUN typically dictate that large commercial aircraft cannot take off at maximum takeoff weight (MTOW). Based on operating conditions at SUN, operating weights of 60%, 70%, and 80% of maximum useful load were used to analyze existing and potential future commercial aircraft to represent various possibilities for actual operating takeoff weight. AC 150/5325-4B states that an aircraft's useful load is "the difference between the maximum allowable structural gross weight and the operating empty weight...In other words, useful load consists of passengers, cargo, and usable fuel."

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Chart C1 presents a range of lengths to demonstrate the impact of aircraft size and type, haul length, and useful load on runway length requirements at SUN. Extension of Runway 13/31 beyond its existing length would be required to accommodate these aircraft in some hypothetical operational scenarios. The runway lengths presented in Chart C1 were interpolated from the APMs and are therefore estimates meant for planning purposes only. Actual airline runway length needs may vary from these runway lengths at the specific useful loads identified.

Chart C1 REQUIRED COMMERCIAL AIRCRAFT RUNWAY LENGTHS BY USEFUL LOAD PERCENTAGE



SOURCE: Airport Planning Manuals, Mead & Hunt.

NOTE: Requirements shown are approximate and may not reflect actual airline needs. Assumptions include: dry runway conditions, zero effective runway gradient, zero effective wind, and airport elevation of 5,320 feet above mean sea level (AMSL).

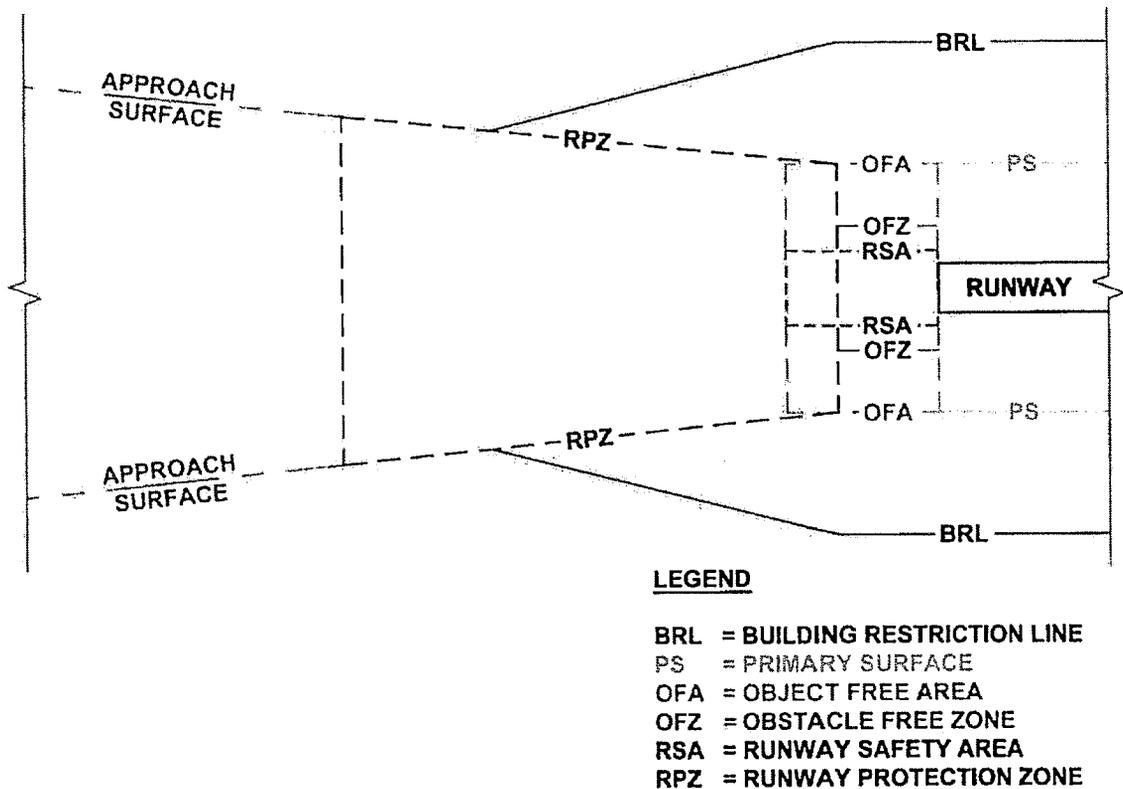
Based on the existing runway length and the figures presented in Chart C1, any significant change in commercial service resulting in the use of aircraft with greater than 70 seats may result in the need for additional runway length a significant change in airline fleet mix that cannot be accommodated by the existing runway length in accordance with airline needs will challenge the Airport's ability to adapt to changing market conditions and airline trends. One example of such a change would be a transition away from use of CRJ700s by airlines operating at SUN, which is already beginning to take place at other airports. The CRJ900 would ordinarily be considered a likely replacement, but it typically performs poorly at airports in mountainous environments; furthermore, the CRJ900 is expected to require approval from the FAA to operate at SUN based on its performance characteristics. Other potential replacement aircraft such as the E170 or E175 are expected to incur weight penalties at SUN that may be unacceptable to airlines serving the Airport.

## CHAPTER C Capacity Analysis & Facility Requirements

### 3.1.2. Airfield Design Standards

This section presents FAA design standards for various airfield dimensions as they relate to Friedman Memorial Airport. The purpose of this analysis is to identify design standards that might drive the need for future airfield improvements, in the event that the recent FAA MOSs were to be invalidated at some point in the future. A generalized visual depiction of various safety areas is shown in Figure C1. The dimensional criteria illustrated in Table C5 are those required for Runway 13/31, and include the existing dimension for the corresponding facility. As indicated in the table, under the Post-Alternative 6 condition, Runway 13/31 either meets or exceeds the identified requirements, or has an MOS in place for that specific design standard.

Figure C1 AIRFIELD SAFETY AREAS



SOURCE: AC 150/5300-13A, *Airport Design*; Mead & Hunt.

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Table C5 RDC C-III-5000 RUNWAY DIMENSIONAL STANDARDS (IN FEET)

Design Standard	Meets Standards as of 2015?	Pre-Alternative 6 Dimension	Post-Alternative 6 Dimension	Runway Design Code C-III-5000 Standard
Runway Width	Yes	100	100	100 <sup>1</sup>
Blast Pad Width	N/A <sup>2</sup>	N/A	N/A	140 <sup>1</sup>
Blast Pad Length	N/A <sup>2</sup>	N/A	N/A	200
Runway Centerline to Parallel Taxiway Centerline	No - MOS 1	185/250 <sup>3</sup>	320	400
Runway Centerline to A/C Parking	No - MOS 5	260	400	500
Runway Centerline to Holdline	Yes	150/200 <sup>3</sup>	252	252
Runway Safety Area (RSA)				
Length Beyond Departure End	Yes	1,000	1,000	1,000
Length Prior to Landing Threshold	Yes	600	600	600
Width	Yes	350	500	500
Runway Object Free Area (ROFA)				
Length Beyond RW End	Yes	1,000	1,000	1,000
Length Prior to Landing Threshold	Yes	600	600	600
Width	No - MOS 3	539	675	800
Runway Obstacle Free Zone (ROFZ)				
Length Beyond Runway End	Yes	200	200	200
Width	Yes	275	400	400
Precision Obstacle Free Zone (POFZ)				
Length	N/A <sup>4</sup>	N/A	N/A	N/A
Width	N/A <sup>4</sup>	N/A	N/A	N/A

SOURCES: AC 150/5300-13A, *Airport Design*; January 2013 Airport Alternatives Technical Analysis; SUN Airport Layout Plan.

1. Although the runway width standard for C-III is 150 feet, for airplanes with MTOW of 150,000 lbs or less and visibility minimums of not less than ¼ mile, the standard runway width is 100 feet, shoulder width is 20 feet, and blast pad width is 140 feet.
2. Runway 13/31 does not currently have blast pads on either end of the runway. Although not required, blast pads at runway ends should extend across the full width of the runway plus the shoulders to prevent erosion.
3. The first distance is the minimum separation that applied to the east side of the runway before Alternative 6, and the second distance is the minimum separation that applied to the west side of the runway before Alternative 6.
4. POFZ standards apply to runway ends with vertically-guided approaches and approach minima below 250 feet cloud ceiling or ¼ statute mile. Neither end of Runway 13/31 meets both of these criteria; therefore, the POFZ does not apply to Runway 13/31.

Existing and ultimate airfield dimensions shown in Table C5 are described below.

**Runway Width.** The runway is 100 feet wide. Although the runway width standard for C-III-5000 is 150 feet, AC 150/5300-13A states that for airplanes with maximum certificated takeoff weight of 150,000 pounds or less and approach visibility minimums of not less than ¼ mile, the standard runway width is 100 feet. Because the Modifications of Standards (MOS) at SUN limit use of the Airport to aircraft less than 95,000 pounds gross weight, the required runway width is 100 feet and Runway 13/31 currently meets the width standard.

**Runway Centerline to Parallel Taxiway Centerline Separation.** Prior to implementation of Alternative 6, the Runway 13/31 centerline to parallel taxiway centerline separation did not meet the C-III-5000 standard on either side of the runway. Implementation of Alternative 6 will result in further separation of parallel Taxiway B from the runway and removal of parallel Taxiway A. However, MOS 1 will allow the new Taxiway B separation to remain below the standard of 400 feet.

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**Runway Centerline to Aircraft Parking Separation.** Prior to implementation of Alternative 6, the Runway 13/31 centerline to aircraft parking separation did not meet the C-III 5000 standard on the west side of the runway. Implementation of Alternative 6 will relocate the commercial and air cargo aprons, and reduce the size of the general aviation aprons, to meet the standard separation requirement.

**Runway Centerline to Holdline Separation.** Prior to implementation of Alternative 6, the Runway 13/31 centerline to holdline separation did not meet the C-III standard on either side of the runway. Implementation of Alternative 6 will result in all holdlines complying with the FAA runway separation standard.

**Runway Safety Area (RSA).** Prior to implementation of Alternative 6, the Runway 13/31 RSA did not meet the C-III 5000 width standard due to parallel taxiways within the RSA on both sides of the runway. Implementation of Alternative 6 will result in the RSA meeting width and length standards; however, MOS 4 will allow existing RSA transverse grades below the standard to remain in place.

**Runway Object Free Area (ROFA).** Prior to implementation of Alternative 6, the Runway 13/31 ROFA did not meet the C-III 5000 width standard due to parallel taxiways, commercial aircraft parking, east perimeter fence, air traffic control tower, and State Highway 75 within the ROFA, among other objects. Implementation of Alternative 6 will result in an increase of ROFA width by removing many of these objects from the ROFA; however, MOS 3 will allow the existing east perimeter fence and State Highway 75 to remain within the ROFA.

**Runway Obstacle Free Zone (ROFZ).** Prior to implementation of Alternative 6, the Runway 13/31 ROFZ did not meet the C-III 5000 width standard due to parallel taxiways within the ROFZ on both sides of the runway. Implementation of Alternative 6 will result in the ROFZ meeting width and length standards.

**Precision Obstacle Free Zone (POFZ).** The POFZ standard does not apply to Runway 13/31 based on existing and potential future instrument approach procedures to the runway.

**Runway Protection Zones (RPZ).** Prior to implementation of Alternative 6, only portions of the approach and departure RPZs beyond either end of the runway were within the current airport property boundary and/or existing airspace easement limits. Implementation of Alternative 6 will not result in increased compliance with the RPZ standard. However, based on current policy and discussions with the FAA, the existing RPZ conditions and encroachments will be allowed to remain in place. It should be noted that there are several potential future events identified by FAA guidance that would require detailed review of alternatives, which may represent a threshold for further consideration and planning for a replacement airport. These potential future events include the following, if an incompatible land use would enter the limits of the RPZ as a result:

- An airfield project;
- A change in the critical design aircraft that increases the RPZ dimensions;
- A new or revised instrument approach procedure that increases the RPZ dimensions; or
- A local development proposal in the RPZ.

## CHAPTER C Capacity Analysis & Facility Requirements

### 3.1.3. Taxiway Design Standards

Taxiway design standards are based on both the Aircraft Design Group (ADG) and Taxiway Design Group (TDG) for the most demanding aircraft expected to use the taxiway in question. As mentioned previously, the ADG is based on aircraft wingspan and tail height. The TDG, a new concept introduced by recent revisions to FAA AC 150/5300-13A, is based on aircraft cockpit-to-main-gear distance (comparable to aircraft wheelbase) and main gear width. The ADG and TDG for the most-demanding commercial and general-aviation aircraft operating at SUN are summarized in Table C6.

Table C6 REPRESENTATIVE TAXIWAY DESIGN AIRCRAFT BY ADG & TDG

Aircraft Type	Wingspan (feet)	Tail Height (feet)	Aircraft Design Group (ADG)	Wheelbase (feet)	Main Gear Width (feet)	Taxiway Design Group (TDG)
<i>Commercial</i>						
Bombardier Q400	93.3	27.4	III	45.8	33.2	5
Bombardier CRJ700	76.3	24.8	II	49.2	13.5	2
Bombardier CRJ900	81.5	24.6	III	56.8	13.4	4
Embraer E170	85.3	32.3	III	34.8	17.0	2
Embraer E175	85.3	32.3	III	37.4	17.0	2
Embraer E175-E2	101.7	32.7	III	Unknown	Unknown	Unknown
Mitsubishi MRJ90	95.9	34.4	III	Unknown	Unknown	Unknown
<i>General Aviation / Air Taxi</i>						
Cessna Citation X	63.9	19.3	II	29.9	13.0	1B
Gulfstream IV	77.8	24.5	II	38.1	13.7	1B
Gulfstream V	93.5	25.8	III	45.0	14.4	2

SOURCE: Mead & Hunt analysis.

NOTE: Taxiway Design Groups for the Embraer E175-E2 and Mitsubishi MRJ90 are unknown at this time because these aircraft have not entered the commercial fleet as of 2015. These aircraft are listed in the table for comparison purposes only.

As shown in Table C6, the most demanding ADG at SUN is III (various aircraft) and the most demanding TDG is 5 (the Bombardier Q400). The taxiway dimensional standards illustrated in Table C7 are those required for these ADG and TDG categories. As indicated in the table, under the Post-Alternative 6 condition, Runway 13/31 either meets or exceeds the identified requirements, or has an MOS in place for that specific design standard. The parallel taxiway and all terminal area taxiways should meet these design requirements; other taxiways can be designed to less demanding standards if they are not expected to be used by commercial aircraft.

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Table C7 ADG III AND TDG 5 TAXIWAY DIMENSIONAL STANDARDS (IN FEET)

Design Standard	Meets Standards?	Post-Alternative 6 Dimension	Runway Design Code C-III-5000 Standard
Taxiway B Width	No – MOS 8	50	75
Taxiway B Shoulder Width	No – MOS 8	10	30
Taxiway Safety Area Width	Yes	118	118
Taxiway Object Free Area Width	No – MOS 2	160	186
Taxilane Object Free Area Width	Yes	162	162

SOURCE: Mead & Hunt analysis.

Prior to implementation of Alternative 6, sterilization procedures were in place that required clearing the parallel taxiways of aircraft during commercial aircraft operations. These procedures will be eliminated following relocation of parallel Taxiway B.

Prior to implementation of Alternative 6, parallel Taxiway A acted as a capacity “release valve” for small aircraft during peak periods to allow for takeoffs and landings by large aircraft. Removal of the taxiway under Alternative 6 will therefore have a negative effect on the runway’s operational capacity. To mitigate for this capacity loss, Alternative 6 includes relocation of some of the runway’s exit taxiways, as well as addition of a new exit taxiway and extension of Taxiway B for the full length of the runway, to better manage aircraft entrance and exit flow from Runway 13/31 while meeting FAA design standards. Alternative 6 will also result in relocation of the Airport’s bypass taxiways located adjacent to and west of Taxiway B.

### 3.2. Runway Pavement Strength/Condition

The pavement strength of Runway 13/31 is rated for aircraft weighing up to 65,000 pounds with single wheel main landing gear configurations, and up to 95,000 pounds for aircraft with dual wheel main landing gear configurations. A review of the maximum gross weight and main landing gear configuration of the design aircraft types indicates the strength of the runway is sufficient to meet demand throughout the planning period. According to the most recent pavement evaluation completed in 2015, all Runway 13/31 pavements are in good condition. Though no changes are necessary to increase the strength of the runway, it is recommended that pavement for any future runway reconstruction or rehabilitation projects be capable of retaining these existing weight bearing capacities.

### 3.3. Instrument Approaches, Navigational Aids, and Airfield Lighting

Instrument approach procedures, navigational aids, and airfield lighting at SUN are currently limited due to natural terrain obstructing approach obstacle clearance surfaces and surrounding land uses constraining effective equipment siting. In 2013, the Airport Authority commissioned a feasibility study for improving approach procedures and navigational aids at the Airport to better support users. This study identified several potential improvements to approach procedures and navigational aids that are currently undergoing more in-depth review independently of this Master Plan Update. The results from this in-depth study are expected to be available in 2015 prior to publication of the final Master Plan. These results will be incorporated into the final version of the Master Plan report. At the time of this writing, potential improvements to instrument approaches are not expected to increase the design standards described in this chapter.

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### 3.4. FAR Part 77 and Threshold Siting Surfaces

Obstruction clearing standards are established to create a safer environment for aircraft operations on or near the airport. These standards take the form of imaginary sloping surfaces that are trapezoidal in shape. The standards contained in Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, apply to existing and proposed manmade objects and/or objects of natural growth and terrain (i.e. obstructions). The Airport should ensure that, to the extent practicable, threshold siting surfaces identified by AC 150/5300 13A are also protected from proposed development and natural vegetation growth.

The specific size, slope, and starting point of the imaginary surfaces depend upon the approach and departure procedures in place for a specific runway end (or lack thereof), and the type of aircraft expected to approach and depart the runway. Procedures and aircraft types are different for each end of Runway 13/31; therefore, different imaginary surfaces apply to either end of the runway. The dimensions of these surfaces are presented in Table C8.

Table C8 STANDARD AIRSPACE SURFACES FOR SUN

Airspace Surface Dimensions	Standard Dimension	
	Runway 13	Runway 31
Part 77 Approach Surface	Visual	NPI > ¼ mile
Surface Beginning Point Beyond Runway End	200	200
Inner Width	500	500
Length	5,000	10,000
Outer Width	1,500	3,500
Slope	20:1	34:1
Approach Threshold Siting Surface	Type 3	Type 5
Surface Beginning Point Beyond Runway End	0	200
Inner Width	400	800
Length	1,500	10,000
Outer Width	1,000	3,800
Slope	20:1	20:1
Departure Threshold Siting Surface	N/A	Type 9
Surface Beginning Point Beyond Runway End	N/A	0
Inner Width	N/A	1,000
Length	N/A	10,200
Outer Width	N/A	6,466
Slope	N/A	40:1

NOTE: Type 3 approach threshold siting surface applies to the "approach end of runways expected to serve large airplanes (visual day/night); or instrument minimums >= 1 statute mile (day only)." Type 5 approach threshold siting surface applies to the "approach end of runways expected to support instrument night operations serving greater than Category B aircraft." Type 9 departure threshold siting surface does not apply to Runway 13 as IFR departures are not authorized on this runway.

There are currently numerous penetrations to the various surfaces described in Table C8 at SUN. Some of these penetrations have been mitigated by displacing the Runway 13 threshold, installing obstruction lighting, and/or removing man-made and natural objects. However, given physical constraints surrounding the Airport, it is not realistic to remove all obstructions to these surfaces; therefore the Airport has approach and departure minimums that are significantly higher than standard minimums. Potential future improvements to approach and departure procedures at SUN may result in more demanding airspace surfaces.

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## CHAPTER C Capacity Analysis & Facility Requirements

### 4. Landside Facility Requirements

Landside facilities are those facilities that support the airside facilities, but are not part of the aircraft movement area. These consist of such facilities as terminal buildings, hangars, aprons, access roads, and support facilities. The landside facilities examined in the sections below include:

- Airport Traffic Control Tower (ATCT)
- Commercial Passenger Terminal Area Facilities
  - Passenger Terminal Building
  - Automobile Parking Facilities
  - Air Carrier Apron Space
  - Terminal Area Roadway System
- General Aviation Facilities
  - General Aviation Hangar Facilities
  - General Aviation Apron Space
  - FBO and Corporate Facilities
  - Air Cargo Areas

#### 4.1. Airport Traffic Control Tower

The Airport Traffic Control Tower (ATCT) is currently located on the east side of the airfield. The ATCT is within the Runway Object Free Area (ROFA). The ATCT is also an FAR Part 77 transitional surface penetration, does not meet FAA ATCT siting criteria guidance contained in FAA Order 6480.4, *Airport Traffic Control Tower Siting Process*. Thus, the ATCT does not meet FAA standards. Its facilities are also dated and cramped, and do not meet building code requirements.

The ATCT provides a number of critical safety benefits. Due to the surrounding mountainous terrain and frequent low-visibility conditions, operations at SUN are extremely technical. The presence of the tower at the Airport significantly decreases the risk of runway incursions and other accidents and provides on-site monitoring of weather conditions that is invaluable to pilots negotiating take-offs and landings. In addition, the Airport's head-to-head operational pattern and single parallel taxiway necessitate significant coordination by tower personnel to properly accommodate takeoffs and landings and maintain efficiency. The FAA has stated that the SUN must have an ATCT in order to maintain commercial passenger service in the future. The ATCT therefore benefits the community and regional economy by ensuring that residents and visitors can access the Sun Valley region in a consistently safe and timely manner.

Modification to Standard (MOS) 3 allowed several structures to remain in the ROFA; however, the MOS is conditioned on removal of several structures from the ROFA including the ATCT and its supporting facilities. MOS 3 states that the ATCT in its current location is a safety risk and must be relocated as soon as possible, no more than 10 years from the MOS date of approval. Under Alternative 6, the ATCT is planned to be relocated to a new site outside of the ROFA by November 2023.

An *ATCT Concept and Budget Report* completed in 2004 recommended relocating and upgrading the ATCT, and identified eight alternative sites throughout the Airport property. Three alternative sites with the clearest line-of-sight to existing and anticipated airport surfaces under tower control were identified, and construction concepts were studied in detail for these three sites. A new ATCT siting analysis will be included in the Alternatives chapter of this Master Plan. The siting analysis will re-evaluate the 2004 study, identify additional potential sites, and discuss opportunities and constraints of each site. A final site will be recommended that best meets required FAA criteria and other considerations such as topography, access, and construction cost.

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## CHAPTER C Capacity Analysis & Facility Requirements

### 4.2. Commercial Passenger Terminal Area Facilities

The passenger terminal area is located on the west side of the runway, between the general aviation hangar areas to the north and south. The Alternative 6 improvements to Taxiway B have necessitated moving the commercial aircraft parking apron from the east side of the building to the north side to remove parked aircraft from the Taxiway B TOFA. In addition, the terminal building is undergoing an expansion and reconfiguration project in order for the building to continue to function properly and efficiently given the relocated commercial aircraft parking apron. This project is planned for completion in September 2015.

The following sections identify potential future requirements for the passenger terminal building, automobile parking, air carrier apron space, and terminal area roadway system throughout the 20-year planning period. Improvements to be completed as part of Alternative 6 are clearly identified.

#### 4.2.1. Passenger Terminal Building

The existing terminal building houses a public waiting/queuing area, ticketing, airline ticket offices (ATOs), outbound baggage area, secure holdroom, Transportation Security Administration (TSA) security area, baggage claim, rental car counters, and three public restrooms, including a restroom within the secure holdroom. Prior to implementation of Alternative 6, the total footprint of the passenger terminal building was 14,320 square feet (SF).

Once the on-going terminal building reconfiguration and expansion project is completed in 2015, the estimated overall terminal size will be 34,150 square feet. The terminal reconfiguration and expansion project includes the following elements

- Reconfiguration to the north and west will house new waiting areas, security screening, secure hold room, concessions, baggage claim and rental car counters.
- Security Screening Checkpoint (SSCP) layout will be designed in accordance to the TSA Checkpoint Design Guide Rev. 5.1.
- Existing concessions will be relocated to the secure hold room.
- Commercial aircraft apron, lighting, and ground service equipment (GSE) parking will be added north and west of the terminal building.
- The terminal parking lot will be reconfigured to accommodate the new building space.

Terminal capacity is a measure of cumulative space dedicated to accommodating passengers for a certain period of time and for a certain purpose. Design capacity is based on expected flight departure and arrival schedules, with specific areas assigned to different functions, from ticketing to baggage claim, and the estimated time required for passengers to process through each functional area. Demand within a terminal building is dynamic, constantly changing in the various functional spaces, and is driven by flight schedule, aircraft size, and load factor, as well as amount of time prior to departure that passengers arrive at the terminal. The closer passengers arrive together in any period prior to departure, the greater the demand on the facility, its functional areas, and its staff.

For the purposes of this Master Plan, terminal capacity is expressed in terms of passenger enplanements. For reference, the passenger activity forecasts presented in Chapter B are summarized in Table C9 below.

## CHAPTER C Capacity Analysis & Facility Requirements

Table C9 SUMMARY OF PASSENGER ACTIVITY FORECASTS

Activity Measure	2014 (Actual/ Estimated)	2019 (Projected)	2024 (Projected)	2034 (Projected)
Annual Passenger Enplanements	66,409	78,797	93,496	131,630
Annual Air Carrier Departures	1,420	1,614	1,804	2,227
Average Enplanements Per Departure	47	49	52	59
Average Passenger Load Factor	69%	71%	73%	76%
Average Seats Per Departure	68	69	71	76
Peak Hour Enplanements <sup>1</sup>	102	115	136	192
Average Daily Departures	7	8	9	11

SOURCE: Mead & Hunt analysis.

<sup>1</sup> "Peak hour enplanements" represents the peak hour of the average day of the peak month.

The capacity of the terminal building is discussed and analyzed in the following sections:

- Pre-Alternative 6 Terminal Capacity
- Post-Alternative 6 Terminal Capacity – Design Peak Hour
- Post-Alternative 6 Terminal Capacity – Constrained Peak Hour
- Post-Alternative 6 Terminal Capacity – Restricted Peak Hour

### PRE-ALTERNATIVE 6 TERMINAL CAPACITY

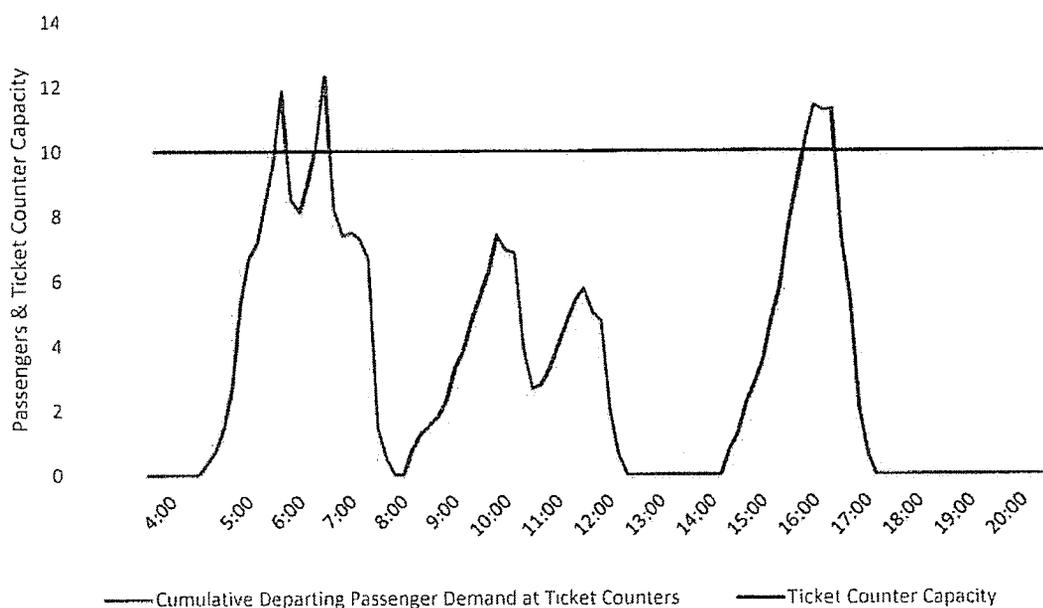
The existing terminal was built in 1985 and expanded in 1991 and 2005 to its pre-Alternative 6 configuration. The pre-Alternative 6 facility accommodated passenger demand limited by aircraft size without closely scheduled arrivals or departures. The 2013 flight schedule was largely operated by Delta Airlines with Embraer 120 Brasilia turboprop aircraft. With a total capacity of thirty passengers, terminal components were sufficient to handle passenger demand for this aircraft size. With the introduction of the Q-400 in the early 2000s and the CRJ-700 regional jet in 2014, passengers began to experience a lower level of service as measured by space per passenger and processing capability measured in time.

Methods of operating specific functional areas served to manage increasing congestion in the terminal. The TSA could limit passenger access to the secure holdroom for closely scheduled departures, holding the following flight's passengers in the non-secure area until the first flight has boarded or departed. An arriving flight's passengers and visitors would fill the baggage claim hall, but they occupied this area for a short time, allowing the next arriving flight's passengers to disembark to a largely empty claim hall. While the claim hall was perceived as congested, the time passengers experienced this congestion was relatively short. Under the pre-Alternative 6 layout, all arriving passengers would enter the terminal at the claim hall, increasing congestion in the hall for a short time as those passengers with carry-on luggage make their way to the exit around those who are queued throughout the space.

## CHAPTER C Capacity Analysis & Facility Requirements

Chart C2 below demonstrates passenger demand at ticket counters over a typical operating day in August 2014. Passengers arriving at the terminal do so at various times prior to a flight's departure and are summed in ten minute increments. This distribution of passengers allows the airlines to process passengers over time with fewer ticket agents and counters. Ticketing capacity is shown at ten passengers at any given time. Even though there are eight ticket counter positions a maximum of two to three positions is utilized by each air carrier in processing passengers. Processing time is an average, allowing a simple model to demonstrate limits on ticketing capacity. As more flights move into the peak hour, ticketing will become constrained earlier in the 20-year planning period than the other functional areas.

Chart C2 DEPARTING PASSENGER DEMAND AT TICKETING/CHECK-IN – 2014 FLIGHT SCHEDULE



SOURCE: Mead & Hunt analysis.

### POST-ALTERNATIVE 6 TERMINAL CAPACITY – DESIGN PEAK HOUR

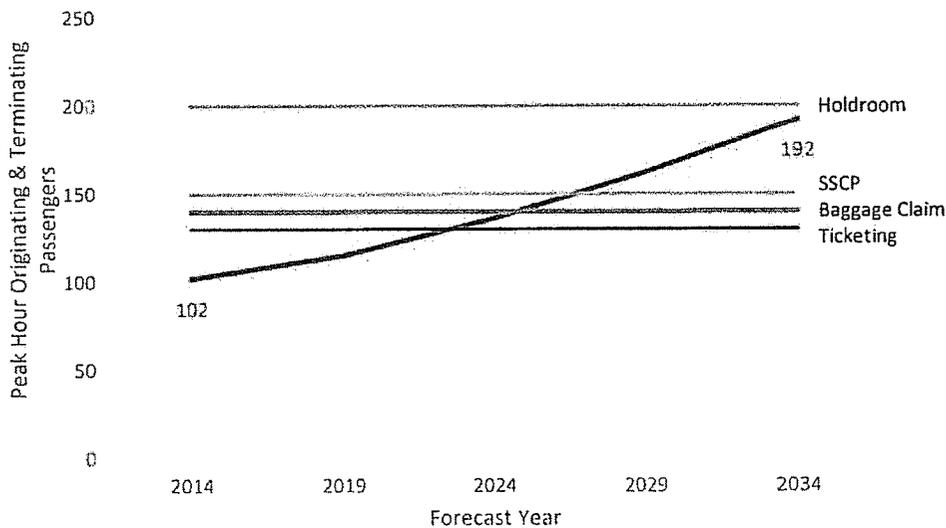
The primary goal of relocating some terminal components to the north side of the building is to accommodate flight operations in the near-term while also providing some additional capacity for the long-term. The terminal reconfiguration and expansion project will provide greater overall terminal passenger capacity through an increase in secure holdroom, arrivals lobby, and baggage claim hall areas. The existing baggage claim will become a new passenger security checkpoint and non-secure waiting area, resulting in a more efficient building layout with greater operational flexibility. These changes will allow the Airport to handle passengers for three peak hour departures within the secure holdroom and two peak hour arrivals within the bag claim hall at a higher level of service, as measured by space per passenger and time required to process through the various functional areas. The layout of the reconfigured terminal building is presented in Chapter A, Figure A6.

## CHAPTER C Capacity Analysis & Facility Requirements

Continuous improvements in airline electronic ticketing, check-in, and boarding pass printing has allowed more passengers to be processed with the same or fewer traditional ticket counters. Passengers often use standalone kiosks to check-in for their flights. Ticket counter services have taken on a greater proportion of baggage check-in versus passenger check-in, requiring substantially less time per passenger than traditional check-in and boarding pass printing. There will be a limit to these savings as more departing passengers enter the terminal during a higher peak departures period, at which time expansion of the ticket counter area may be necessary. For the foreseeable future, with ticketing process improvements, limited peak hour flight scheduling, and passenger earliness distributions spreading demand out over a longer period, the ticketing area will serve with an adequate level of service as measured by passenger wait times and queues.

The post-Alternative 6 design peak hour capacity for the four main terminal components is shown in Chart C3. These capacity estimates are predicated on the amount of available space, and chairs in the case of the secure holdroom, to accommodate passengers prior to their departures; demonstrated capacity for passenger security screening; number of ticket counters and passenger processing times; and linear feet of claim device for baggage claim.

Chart C3 SUMMARY FORECAST DEMAND VS. MAJOR TERMINAL COMPONENT CAPACITY POST-2015 EXPANSION



SOURCE: Mead & Hunt analysis.

An acceptable level of service governs terminal capacity for the 2015 expansion. The airport will be able to monitor demand to capacity and level of service in order to determine when future expansion of specific functional areas is required. While post-Alternative 6 holdroom capacity appears to be sufficient through the planning period, this will be dependent upon airline scheduling during the peak hour. As with other functional areas, managing demand will continue to be necessary, but holdroom capacity should be the least taxed through the 20-year planning period.

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## CHAPTER C Capacity Analysis & Facility Requirements

### *POST-ALTERNATIVE 6 TERMINAL CAPACITY – CONSTRAINED PEAK HOUR*

As noted in Chapter B, departing flights at a resort airport are often scheduled during the early morning hours. Additional flights during the peak hour will begin to place pressure on the functional areas – passengers will experience congestion, queuing and increased wait times in some but not all areas. The Airport, working with the TSA, has the option of managing which flight's passengers are allowed into the secure holdroom while maintaining a hold on those passengers whose flights depart later in the hour until other flights have boarded or departed. A design element supporting this scenario is the airport's inclusion of a second waiting area in the existing terminal. A portion of the existing holdroom will become a pre-departure waiting area, or lounge, that will serve as an overflow waiting area for passengers who arrive early for their departures and may find the security screening waiting area or arrivals lobby full. This multi-purpose space will have flight information displays and public address speakers to keep passengers apprised of their departures and provide an additional level of comfort in seating options similar to the arrivals lobby.

The effect of additional departing flights during the peak hour is shown in Chart C3 approximately at the mid-range of the 20-year planning period. Ticketing, baggage claim, and security screening will be affected the most by closely spaced departures. While three departures can be accommodated in the terminal during the peak hour, scheduling onto the peak hour shoulders would place additional demand on the facility as passengers increase incrementally.

Ticketing processing capacity will become a greater concern as the gains from electronic check-in are overcome by the volume of passengers checking baggage at the ticket counters. The possibility of remote self-tagging of baggage is an option, although bag self-tagging may require that tags be printed at the Airport so they can be correlated with the passenger. Self-tagging would reduce congestion at the ticket counter as self-checked bags can be input into the system at a separate take-away belt, removing these passengers from the ticket counter queues. Space for a self-check, self-tagging position is available within the ticketing area just north of the existing counters, if reserved for this future use. Additional space for self-check-in kiosks is available along the west wall of the ticket hall. These kiosks will provide necessary capacity to carry a higher number of departures during the peak period, although at a lower level of service as the space is very limited and congestion will be higher than what is normally considered acceptable.

Checked baggage screening will require upgrade to an in-line system. Although limited, this will provide additional screening capability as transportation security officers (TSO's) would be able to manage secondary screening and other tasks without having to load the bags into the screening device. Installing a take-away belt leading directly to the screening device behind the ticket counters would provide in-line screening capability. TSO's would be able to work the screening device output belt, moving bags to either the airlines' baggage make-up area or to additional screening using explosive trace detection (ETD) devices.

### *POST-ALTERNATIVE 6 TERMINAL CAPACITY – RESTRICTED PEAK HOUR*

All terminal components will experience congestion during the peak hour toward the latter part of the 20-year planning period, if forecasted passenger levels materialize. This may cause some passengers to miss their flights if they do not allow additional time for departure processing. Terminal space will remain the main issue, as the ticket hall becomes congested and passengers queue out of the designated queuing areas into circulation and waiting areas for extended periods during the peak hour. Passengers who have completed check-in will be maneuvering around queues to get to security screening, and security screening queuing will begin to back into ticketing and the arrivals lobby. Once the peak hour has passed, the terminal will resume normal operation as flights are spaced further apart.

## CHAPTER C Capacity Analysis & Facility Requirements

Limited building expansion to reduce congestion is possible and can be managed separately for different functional areas. Planning for expansion to reduce congestion and increase passenger level of service in the long-term was included in the 2015 terminal expansion design. Potential future capacity-enhancing measures will be described in more detail in Chapter D.

### **4.2.2. Automobile Parking Facilities**

Automobile parking at SUN is located west of the terminal building. SUN offers both short- and long-term parking at hourly/monthly rates. Long-term parking is located in the lower parking lot farthest to the west of the terminal building, and short-term parking is located in the upper lot adjacent to the terminal building. The pre-Alternative 6 parking facilities included 338/308 spaces (summer/winter spaces). There are fewer available spaces in winter due to space required for snow storage. The post-Alternative 6 parking facilities include 360/349 spaces. Based on these figures, an analysis of potential future parking needs was prepared based on the ratio of post-Alternative 6 parking spaces to 2014 enplanements. Enplanements are a good indicator of parking needs, as they are representative of the Airport's customer base. Projected parking needs were determined based on the peak month enplanement forecast.

In 2014, there were 10,285 enplanements during the peak month of July. Peak month enplanements are projected to increase to 21,061 in 2034. Based on the ratio of 2014 enplanements to current parking spots, parking requirements in 2034 are projected to be approximately 737 summer spaces and approximately 714 winter spaces. These estimations indicate that the Airport will require approximately a 104% increase in parking over current levels by the end of the planning period, roughly doubling the current number of parking spaces.

### **4.2.3. Air Carrier Apron Space**

Prior to implementation of Alternative 6, the air carrier apron was located to the east of and immediately adjacent to the passenger terminal building. However, the majority of the apron was located within the Runway 13/31 ROFA and therefore was relocated to the north of the terminal building as part of Alternative 6. Prior to Alternative 6, the amount of apron space dedicated solely to air carrier parking was 65,619 square feet (SF). Following Alternative 6, the new air carrier apron has an area of 63,785 SF, representing a reduction of approximately 2,000 SF.

It is important to note that these apron space numbers may not capture the true loss in air carrier aircraft parking associated with Alternative 6. Although the new air carrier apron located north of the terminal building was formerly designated for air cargo use, it was also used for commercial aircraft parking overflow during peak periods when the former air carrier apron east of the terminal was at capacity. In addition, the airlines formerly used Taxiway B south of the FBO for parking during peak times as well. Although this overflow parking area cannot technically be considered an aircraft parking apron, it is nevertheless no longer available because Taxiway B will now extend all the way to the south end of the runway. The post-Alternative 6 air carrier apron is capable of accommodating simultaneous parking by three regional commercial aircraft. During peak seasons, all three of these parking positions are occupied during remain overnight (RON) operations by the airlines.

Future service by new airlines and/or to new destinations are likely to result in a more demanding peak commercial aircraft parking scenario than the current air carrier apron can handle. Several potential future commercial aircraft parking scenarios were identified corresponding to near-term (5 year), mid-term (10 year), and long term (20 year) commercial operations forecasts presented in Chapter B. These scenarios are identified with estimated air carrier apron space requirements in Table C10.

## CHAPTER C Capacity Analysis & Facility Requirements

Table C10 COMMERCIAL AIRCRAFT PARKING SCENARIOS

Design Standard	Peak Aircraft Parking	Required Apron Space Estimate	EMB120	Q400	CRJ700	CRJ900	E170/E175	E175-E2	MRJ90
Pre-Alternative 6	2	40,000	1	1					
Current Peak Scenario – 3 RONs	3	60,000			3				
Near term Peak Scenario #1	4	82,000			4				
Near term Peak Scenario #2	5	108,000		1	4				
Near term Peak Scenario #3	6	134,000		1	4	1			
Mid term Peak Scenario #1	6	136,000		1	3	2			
Mid term Peak Scenario #2	6	138,000		1	2	2	1		
Mid term Peak Scenario #3	6	140,000		1	1	2	2		
Long term Peak Scenario #1	6	144,000				2	2	1	1
Long term Peak Scenario #2	7	170,000				2	2	2	1

SOURCE: Mead & Hunt analysis.

As shown in Table C10, any increase over three simultaneous commercial service aircraft will require either an apron expansion, aircraft towing to the FBO apron, or passenger bussing. These alternatives will be explored in the next chapter of the Master Plan.

#### 4.2.4. Terminal Area Roadway System

Ground access to the Airport is provided from the north via Airport Way, which runs north-south along the west side of the Airport and connects to State Highway 75 at its north end. State Highway 75 runs along the eastern side of the Airport. Aviation Drive continues south along the length of the Airport, providing access to commercial/industrial development west of the Airport and the Atlantic Aviation facilities at the south end of the Airport. No major changes to the terminal road system are planned as part of Alternative 6, nor are there any known changes planned during the 20-year planning period that would impact access to the Airport. There are no known issues or problems with the current terminal area roadway system or its signage, nor any known traffic delays occurring on a regular basis. The roadway system is expected to be adequate for handling increased traffic levels that could be associated with increased activity at the Airport during the planning period. However, alternate ground access points may need to be considered in conjunction with other potential improvements which affect the existing roadway layout, such as potential parking lot and commercial aircraft apron improvements.

#### 4.3. General Aviation Facilities

General aviation (GA) facilities at Friedman Memorial Airport include hangar facilities and aircraft parking apron. Alternative 6 will result in a net loss of GA hangar and aircraft parking apron resulting from the shift of Taxiway B and associated relocation of the commercial service apron to the north side of the terminal building, as well as construction of a new bypass taxiway. Analysis of GA facilities is crucial to determining whether and how the Airport can continue to operate efficiently at its current site, as peak events for GA activity tend to strain existing resources.

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## CHAPTER C Capacity Analysis & Facility Requirements

### 4.3.1. General Aviation Hangar Facilities

Alternative 6 resulted in a slight net loss of GA hangar space. Five hangars were removed; of these, one belonged to the FBO and was used for transient aircraft storage, while the remaining four were used for based aircraft storage. Two of the based aircraft hangars will be rebuilt in new locations. Projected growth in based aircraft presented in Chapter B indicates that continued strong demand for hangar space is expected in the future. Based aircraft is projected to grow from 157 in 2014 to 213 in 2034, equivalent to an increase of 56 based aircraft over the 20 year planning period. However, there is little available land for construction of new hangars or relocation of hangars within the current Airport boundary, and the ability of the Airport to acquire land for hangar construction or relocation is uncertain.

### 4.3.2. General Aviation Apron Space

GA apron capacity is an important concern at SUN. During the Airport's annual peak event in July, a large number of transient GA and air taxi aircraft must be accommodated on the aprons, which tend to overflow and create congestion. Ideally, the Airport should comfortably accommodate the peak level of parked GA aircraft to reduce congestion and potential safety issues. Although July tends to host the peak event of the year in terms of GA apron demand, demand also approaches peak levels during other key times of the year, such as at Christmas and over Presidents Day weekend.

There are two main GA aprons at SUN, the first of which is located south of the T-hangar area but north of the FBO building, and the second of which is located immediately south of the FBO building. Prior to implementation of Alternative 6, the combined area of these two aprons available for peak event GA and air taxi aircraft parking was approximately 600,000 square feet (SF). During peak events, the former air cargo apron north of the terminal building provided an additional 100,000 SF for overflow GA and air taxi parking. Therefore the Airport had approximately 700,000 SF of apron available for GA and air taxi parking during peak events prior to implementation of Alternative 6. In recent years, these apron areas have been at or near capacity for the duration of the peak event.

There will be a net loss in available peak event GA and air taxi aircraft parking space after completion of Alternative 6 improvements. Approximately 180,000 SF will be lost due to relocation of parallel Taxiway B and associated Taxiway Object Free Area (TOFA); new taxilanes for accessing new small aircraft tie-downs west of the T-hangar area; and the re-purposing of the former air cargo apron for passenger air carrier aircraft parking. The new air cargo apron at the north end of the Airport will replace a portion of the former air cargo apron, and approximately 30,000 SF of this new apron could be used for peak event GA and air taxi parking. Therefore the net reduction in available apron for peak event GA and air taxi parking following implementation of Alternative 6 is approximately 150,000 SF.

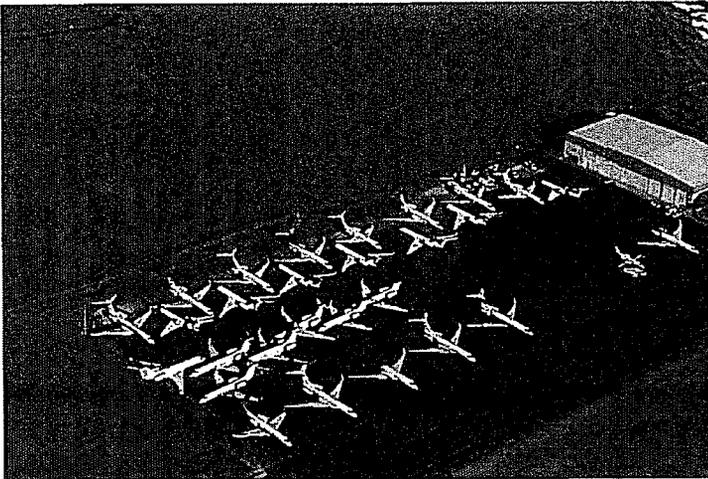
Projected GA and air taxi apron space needs are related to the peak event operations forecasts presented in Chapter B. These forecasts project an increase in peak day GA and air taxi operations, from 285 in 2014 to 377 in 2034, with aircraft type fleet mix proportions expected to remain constant. This represents 32 percent overall increase in peak day operations. Assuming a consistent ratio of required available apron to peak day operations, the Airport will need an additional 225,000 SF of GA and air taxi apron to meet 20-year forecast demand, over and above the 150,000 SF lost following implementation of Alternative 6.

There are no industry standard guidelines for determining GA apron space requirements. Appendix 5 of FAA AC 150/5300-13A, states that "the total amount of apron area required is based on local conditions," and that the apron area per aircraft should be based on the design aircraft or fleet mix selected for the design. Airport Cooperative Research Program (ACRP) Report 96, *Apron Planning and Design Guidebook*, recommends determining GA apron size requirements based on the number and size of aircraft anticipated to use the apron during peak periods. The report also recommends that as much flexibility in apron size and configuration as possible should be incorporated in light of the significant fleet diversity within GA activity.

## CHAPTER C Capacity Analysis & Facility Requirements

SUN has a demonstrated need for additional GA apron space during peak times based on the congestion that occurs during the annual peak event. The peak event lasts about one week, but the Airport also experiences similar activity levels during major holidays. The current GA aprons have been expanded to the maximum extent possible within the existing Airport footprint considering the constraints of the airfield, airport property line, and surrounding landside facilities. Figures C2 and C3 illustrate typical GA apron parking patterns during peak times.

Figure C2 PEAK PERIOD APRON PARKING – AREA 1



SOURCE: Airport Management.

Figure C3 PEAK PERIOD APRON PARKING – AREA 2



SOURCE: Airport Management.

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## CHAPTER C Capacity Analysis & Facility Requirements

### 4.3.3 Air Cargo Areas

Prior to implementation of Alternative 6, the apron immediately north of the passenger terminal building was designated for air cargo use by Federal Express (FedEx) and the United Parcel Service (UPS). This apron had a total area of 106,084 SF. The air cargo apron was relocated to the northwest corner of the airfield as part of Alternative 6. This new apron has an area of 52,800 SF and is designed to accommodate two large twin turboprop cargo aircraft and associated ground support vehicles. It can also be used for additional large aircraft overflow parking during peak periods. However, it is important to note that cargo operations were relocated to the GA apron south the T-hangar area during construction of the new cargo apron. This arrangement worked well for cargo operators, and as a result, is likely to continue with the new air cargo apron being used for GA aircraft parking.

## 5. Support Facility Requirements

### 5.1. Maintenance Facilities

Prior to implementation of Alternative 6, storage and maintenance of airport equipment was limited to a 3,185 SF facility located south of the passenger terminal building. This facility did not meet the Airport's needs. In order to accommodate the construction of a new bypass taxiway, the maintenance facility is being relocated to a multi-purpose Airport operations building located to the west. This multi-purpose facility will be approximately 14,000 SF in size, with approximately 50 percent of that total dedicated to equipment storage and maintenance. This facility is expected to meet Airport needs for maintaining facilities within the existing Airport footprint throughout the 20-year planning period.

### 5.2. ARFF Facilities

Prior to implementation of Alternative 6, Aircraft Rescue and Firefighting Facility (ARFF) equipment and staff were housed in a 4,435 SF stand-alone facility located next to the equipment storage and maintenance building. ARFF functions will also be relocated to the multi-purpose Airport operations facility currently under construction. Approximately 20 percent of the new facility will be dedicated to ARFF functions. This facility is expected to meet Airport needs for emergency response within the existing Airport footprint throughout the 20-year planning period.

### 5.3. Fuel Storage

The Airport's fuel storage facility is located west of the GA T-hangars. The Fixed Base Operator (FBO), Atlantic Aviation, recently added a fourth 20,000-gallon Jet A fuel tank to the fuel facility. This facility is expected to meet aircraft fueling needs within the existing Airport footprint throughout the planning period.

### 5.4. Snow Storage

Existing snow storage capacity is limited and any future increases in overall airside or landside pavements (e.g., runway, aprons, and parking lots) will result in a corresponding increase in snow storage needs that further constrain development options at the existing Airport site.

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## CHAPTER C Capacity Analysis & Facility Requirements

### 6. Facility Requirements Summary: Dual Path Planning Thresholds

The Airport's current site presents several operational challenges and limitations. In accordance with the "dual path" approach of this Master Plan, this facility requirements summary identifies planning thresholds indicating the practicality or necessity of either significantly reconfiguring the existing site or relocating the Airport within the next 20 years, based on the analysis presented in this chapter. Dual path planning thresholds are generally related to facilities that will be severely constrained in the future at the current site, and are defined in terms of potential future aviation activity levels, regulatory changes, changes in community needs, and land use considerations.

Dual path planning thresholds, where they apply, are identified below. Specific thresholds were not identified for those facilities that are expected to meet needs throughout the 20-year planning period.

#### 6.1. Dual Path Planning Thresholds

##### *Runway Length*

This chapter identifies a likely range of runway length requirements for each commercial aircraft that may potentially serve the Airport in the future. It is important to recognize that actual length requirements will be dependent on airline operating needs. The following threshold was identified pertaining to runway length:

- A significant change in airline fleet mix that cannot be accommodated by the existing runway length in accordance with airline needs ~~may hinder~~ will challenge the Airport's ability to adapt to changing market conditions and airline trends. The most likely such scenario at SUN would be the airlines' eventual retirement of CRJ700 regional jets. It is not known exactly when this may occur, nor what type of aircraft airlines would prefer to replace the CRJ700 with at SUN. The CRJ900 would ordinarily be considered a likely replacement, but it typically performs poorly at airports in mountainous environments; furthermore, the CRJ900 is expected to require approval from the FAA to operate at SUN based on its performance characteristics. Other potential replacement aircraft such as the E170 or E175 are expected to incur weight penalties at SUN that may be unacceptable to airlines serving the Airport. Another factor affecting the airline fleet would be if the community determines it is necessary to serve destinations much further afield from those currently served, ~~such as Chicago, Dallas, or Houston,~~ additional runway length may be required.

##### *Runway/Taxiway Design Standards*

The current C-III design aircraft for Runway 13/31 is not expected to change during the 20-year planning period. However, the following thresholds were identified pertaining to runway/taxiway design standards, should current conditions change during the planning period:

- The CRJ900 must be certificated as an Aircraft Approach Category (AAC) D aircraft, which means that FAA approval may be required for CRJ900 operations at SUN. Therefore, future air service options are limited if Runway 13/31 remains a C-III runway.
- The Airport currently operates under several Modifications of Standards (MOSs). The recently approved MOSs essentially limit use of the Airport to aircraft less than 95,000 pounds gross weight with wingspans less than 100 feet. The MOSs support the safety of operations at the Airport. However, they may limit the Airport's future air service options if regulatory conditions change. FAA reviews MOSs every five to ten years; if one or more of the MOSs were to be invalidated by the FAA in the future, the current site will likely be unable to achieve full compliance with C-III standards without significant reconfiguration or expansion beyond its current footprint, as was determined by the 2013 *Airport Alternatives Technical Analysis*. If MOS invalidation were to occur, the community may have the option to accept additional operational limitations rather than pursue reconfiguration, expansion, or relocation of the Airport.

## CHAPTER C Capacity Analysis & Facility Requirements

### *Passenger Terminal Area Facilities*

The ability of passenger terminal area facilities to accommodate future demand will be primarily dependent on peak passenger enplanements and the commercial air service schedule. Renovation of the terminal building, relocation of the air carrier apron, and expansion of the parking lots, to be completed in 2015, is designed to accommodate existing and immediately foreseeable passenger demand. However, significant increases in passenger enplanements or changes in the airline departure schedule (such as an increase in the number of flights or multiple flights having similar arrival or departure times) may create congestion and necessitate further improvements to these facilities at some point within the 20-year planning period to more comfortably meet demand. Thus, significant increases in peak enplanements and commercial operations represent thresholds indicating that a relocated airport site may accommodate the activity more effectively. The following thresholds were identified for passenger terminal area facilities:

- A commercial passenger service schedule in which there are four or more near-simultaneous commercial flights is expected to require more air carrier apron space adjacent to the terminal building, and/or revisions to the airline schedule, to allow for passenger loading and unloading during peak periods. Four or more commercial remain overnight (RON) operations would require some form of tug-in/tug-out aircraft maneuvering and management, and may be more efficiently addressed with additional air carrier apron near the terminal.
- A peak hour consisting of 200 or more passenger enplanements may require further expansion of certain functional areas within the terminal building to alleviate congestion.
- Additional automobile parking is expected to be needed, with approximately 100 additional parking spaces required every five years to meet peak month forecast demand.
- Alternate ground access points may need to be considered in conjunction with other potential improvements which affect the existing roadway layout, such as potential parking lot and commercial aircraft apron improvements.

### *General Aviation Facilities*

Continued strain on general aviation (GA) facilities during peak events is expected throughout the 20-year planning period. The following thresholds were identified for GA facilities:

- The based aircraft forecast indicates a future need for additional hangars. An increase of greater than 10 percent over current based aircraft numbers will likely require some new hangar facilities.
- The two GA aprons are currently undersized for peak events. If small non-jet aircraft parking is not needed during the peak period, jet aircraft parking capacity could currently be as high as 80 aircraft given existing aprons located north and south of the FBO building. However, apron capacity may be reduced below this level if the specific GA fleet mix present at the time has a higher proportion of large jet aircraft. Existing peak demand for GA and air taxi aircraft parking currently exceeds this capacity estimate, based on the GA and air taxi peak operations forecast presented in Chapter B. Aircraft parking capacity issues are expected to worsen over time, as the number of aircraft looking to park during peak events increases along with peak event operations.

## CHAPTER C Capacity Analysis & Facility Requirements

### 6.2. Other Findings

#### *Runway Capacity*

The 20-year operations forecast does not exceed the FAA-recommended capacity planning threshold for a second runway at the Airport. Runway 13/31 provides sufficient capacity to accommodate projected operations throughout the 20-year planning period and for some years beyond, based on FAA criteria. However, the capacity of the runway is likely more limited than the analysis indicates due to required air traffic control procedures and clearances for both arrivals and departures, given the challenging terrain and head-to-head operating procedures at the Airport.

#### *Airport Traffic Control Tower*

The tower at SUN provides critical safety and efficiency benefits given the surrounding terrain and typical weather patterns, and the FAA has indicated that a tower must remain at SUN in order for commercial air service to continue into the future. A new location for the tower will be identified in a subsequent chapter of this Master Plan. Assuming a viable tower location is identified within the existing Airport property boundary, the relocated tower is expected to resolve issues with the existing facility and to serve the Airport well throughout the 20-year planning period.

#### *Instrument Approaches and Airspace Surfaces*

Identification of potential planning thresholds related to instrument approaches and airspace surfaces is dependent on the outcome of the standalone instrument approach study currently underway as of this writing. Potential thresholds will be identified by the Master Plan following publication of this study.

#### *Other Facilities*

Recent air cargo, SRE/maintenance, and ARFF facility projects are expected to provide adequate capacity throughout the 20-year planning period. Existing snow storage capacity is limited and any future increases in overall airside or landside pavements (e.g., runway, aprons, and parking lots) will result in a corresponding increase in snow storage needs that further constrain development options at the existing Airport site.

### 6.3. Other Threshold Considerations

Two other considerations that should be included in the threshold discussion relate to external factors and do not fit neatly into the facility groupings above. The implications of these considerations for the identification of airport relocation thresholds are currently undefined. However, it is likely that these considerations will become critical at some point in the future, possibly within the 20-year planning period, and may prove to be a deciding factor in the dual path planning process.

#### *Commercial Passenger Service*

Expansion and growth in the commercial passenger service market at SUN could be hampered in the future by site constraints on facility improvements. Lack of flexibility to meet airline needs may result in a negative impact on the local economy over time.

#### *Land Use and Noise*

Non-airport development has encroached closely upon the Airport boundary in recent years. This type of development increases the potential for noise issues and compromises the Airport's ability to meet future needs. The Airport should work cooperatively with the communities it serves to prevent the creation of new incompatible land uses in the Airport vicinity and avoid increases in average aircraft noise levels. Encroachment of development around the Airport will continue to create tension between the Airport and its neighbors, and it will be much easier to prevent incompatible uses than to address them after they have been built.

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015    **DEPARTMENT:** Admin    **DEPT. HEAD SIGNATURE:** HD

**SUBJECT:**

Mayor's presentation of FY 2016 Budget

**AUTHORITY:**  ID Code \_\_\_\_\_     IAR \_\_\_\_\_     City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The Mayor's report is attached, and addresses what services we are able to increase, but will also emphasize the critical services Hailey is unable to fund.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

Budget Line Item # \_\_\_\_\_    YTD Line Item Balance \$ 61,000 \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_    Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_    Phone # \_\_\_\_\_  
Comments:

See the revenue table on the following page. Outside of contracts, revenue is up \$150,000 over last year.

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

___ City Attorney	___ Finance	___ Licensing	___ Administrator
___ Library	___ Community Development	___ P&Z Commission	___ Building
___ Police	___ Fire Department	___ Engineer	___ W/WW
___ Streets	___ Parks	___ Public Works	___ Mayor

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Consider mayor's recommendations, discuss, give direction for revisions to be made prior to not-to-exceed budget consideration on July 20, 2015.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**General Operating Fund**

The table below shows Hailey's actual general operating expenses since 2010.

	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual	2015 Budget	2016 Proposed
	\$4,203,914	\$4,137,212	\$4,192,803	\$4,265,774*	\$4,303,916	\$4,343,860	\$4,495,223
Bellevue Law Contract		+ 312,819	+ 316,620		+ 320,466	+ 326,875	+ 333,440
New Contracts - BCSD SRO and WRFD Contracts						+ 181,383	+ 167,471
<b>Subtotal Expenses</b>			<b>\$4,505,622</b>		<b>\$4,829,212</b>	<b>\$4,852,118</b>	<b>\$4,996,134</b>
LOT for AIR						+ 60,750	+ 65,000
<b>TOTAL Expenses</b>						<b>\$ 4,912,868</b>	<b>\$5,061,134</b>

\* Includes \$49,128 of over-budget expenses; fund balance covered excess expense.

## MAYOR'S RECOMMENDED BUDGET FY 2016

JULY 6, 2015

### I. OVERVIEW

#### **A. Revenues**

Revenues remain mostly flat, with a few exceptions. We are proposing a 3% property tax increase as allowed by law for an increase of \$80,000, which is offset by a decrease in motor vehicle fines of \$60,000. A change in the State Highway Tax formula increases estimated revenue for roads. We have therefore increased the street department maintenance by over \$75,000. We will buy less expensive health insurance, and use that savings for raises, a good benefits package, and some needed maintenance items across departments. In this budget draft we are using a health insurance savings figure of \$100,000; we anticipate increasing that as we work with the City of Bellevue on redefining the Bellevue Law Enforcement contract.

There will be some significant changes in contract revenue, but these are areas where the specific revenue is tied to a specific expense. The revenue from our contract with Wood River Rural Fire District is budgeted for fire department salaries and equipment maintenance.

#### **A. Salaries**

I am proposing to raise salaries of employees under the directive to give lower salaried employees a higher raise. The intent is to take care of our lower level employees. A way to do this, not set in stone, is to give:

- Less than \$66,500 = 3% raise
- Between \$66,501 and 75,000 = 2% raise
- More than 75,001 = \$1,000 raise (just more than 1%)

There are some salary budgets (i.e. water) where these raises might not apply because the salary structure in particular departments are grossly disproportionate to similar budgets. That cumulative increase will be used to make the salaries more equitable throughout the city, increasing specific underpaid positions where appropriate and giving a higher percentage to lower paid employees. Some of the insurance savings will be used to improve the benefits package of our employees.

Despite this good news, some tough decisions still need to be made. Department heads' first-draft budgets contained nearly \$400,000 of maintenance and capital needs that we are not able to meet. The following constitutes my suggestions for each department:

**GOAL:** Give employees a good benefits package and fair salaries. These fair salaries help prevent a loss of employees. The cost to give raises is fully offset by savings in health insurance. The City is losing its competitive pay structure to other cities which is, or will be,

compromising the quality of employees. Unless revenues rise in the future, the City will have to make very tough choices between maintaining employees and maintaining infrastructure. The City should pursue obtaining permanent infrastructure funding through a combination of property tax levies and Local Option Tax increases. We have put any unfunded needs proposed by department on a list to show the need.

## II. DEPARTMENT BUDGETS

### A. Public Works

#### 1. Administration.

**Building Maintenance Increases:** The Public Works Administrator is asking for an additional \$18,000 in building maintenance. These repairs are necessary; city hall doesn't even have a working drinking fountain. Other than these items, the Public Works Administrator's budget will remain flat.

**Building Capital Needs.** A \$60,000 amount for building capital items, including repaired windows and a radon mitigation system, are needed, but are on a list of capital needs that we will fulfill when we secure other funding sources.

#### 2. Parks.

**Separate Parks Department proposed; Parks Coordinator (PT); Possibly two new seasonal (summer) position proposed:** The Public Works Administrator is suggesting that Streets no longer subsidize parks, and is asking one additional seasonal maintenance crewmember, as well as a new staff member to coordinate the Parks department and events. I am recommending that we definitely add one additional crewmember at a cost of \$15,000. I also recommend that we budget enough for a part-time new position entitled Parks Event Coordinator, at a cost of \$21,000. Street Department labor should no longer be budgeted in Parks.

**Up for discussion** is whether this \$21,000 should be for an office position or an actual field laborer or more fertilizer/herbicide; they all cost about the same and we can decide this later. It is possible to forego these additions with the funds going towards operation need for the parks.

**Parks Maintenance** The Parks budget that I viewed before balancing this budget showed an additional \$92,500 in maintenance items. I temporarily cut many of these, including  
\$22,500 for herbicides and fertilizer  
\$30,000 for basic operations, impact zone upgrades, parks detail  
\$30,000 for the cost of delivering water to the parks.

These items will be the first items I restore when we identify our total health insurance savings.

**Parks Capital Needs:** Parks will receive \$41,000 of in lieu fees from Sunrise Subdivision. This money should be matched with Development Impact Fee money for capital expenses. I am recommending \$50,000 in capital expenses from these two fee sources, and the highest priority is the Balmoral shelter and/or irrigation smart controls. All the other Parks capital items are put on a list; we need additional funding before we can address the rest of our Parks capital needs.

### 3. Streets.

**More maintenance, with unmet Capital Needs:** With an adequately staffed Parks Department, the Street Department will be able to do more street and alley maintenance. We have increased the road maintenance budgets accordingly. The department maintenance expenses are over \$75,000 higher than last year's budgeted was before it was amended for the Knife River chip seal settlement. This increase is offset by estimated new highway tax revenue.

**Capital (Development Impact Fee) Expenditures:** Two capital projects budgeted in FY 2015 remain undone; the Cobblestone project and adding fuel storage and generators for emergencies. We are holding \$100,000 in the capital fund for these two projects. Other capital items requested are on a list; we need additional funding before we can address the street capital needs.

### 4. Water

**Legal costs for Water Calls, salary increases; some capital needs:** We are budgeting higher salaries for Water Crew so that they are more equitably paid compared our other departments. The Big Wood Canal Water calls will likely cost \$20,000 per/month in legal and engineering fees. The Water Master Plan will begin to be implemented. We have budgeted \$150,000 more in professional services for these two items. We have developed a list of priorities.

**Water Capital Needs:** I am recommending several capital items, including a \$20,000 truck-fill card read system to meter and bill from the fill-spout; \$85,000 for a generator for the wells and \$20,000 for a new pick-up. The generator is our first priority implementation of the new Water Master Plan.

### 5. Wastewater

**Flat budget; keep unfilled position budgeted (not filled); some capital needs:** The Wastewater Budget is expected to keep an unfunded position on the books. It is not the recommendation of Administration that this position be filled.

**Capital Needs:** Wastewater budgeted \$300,000 for a VatCom Jet Truck. The need for this truck has been mentioned in past years. The truck will need to be replaced in the foreseeable future. I am recommending \$100,000 for ultra-violet equipment at the treatment plant.

## **B. Police**

**Flat budget, with added contract:** Last year the police department eliminated one position in the interest of distributing the cost of that position as raises to department employees. Each HPD employee received a \$4,000 annual increase. The Bellevue officers did not; Hailey's eliminated position should not subsidize Bellevue's law enforcement. In the proposed budget, there is one additional School Resource Officer, which will be paid for by Blaine County School District. Chief Gunter has applied for a SRO grant to help the school district with this cost. There may be a change in the Bellevue law enforcement contract by which 4 officers assigned to Bellevue become employed by Bellevue instead of Hailey. We are proposing that Bellevue continue to contract full management of these officers to HPD, in an effort to continue the cooperative law enforcement between the two cities. There is no added capital expenditures. HPD obtained three new cars 2 years ago, through a 4-year lease.

## **C. Fire**

**Flat budget; add WRFD contract; some capital needs; long term critical capital needs:** The full-time fire staff salaries were increased by \$53,000 from the Wood River Fire District Contract. These employees are now serving two fire departments in a very high capacity. I am recommending an additional \$15,250 for fire equipment maintenance needs. This expense is also directly offset by the WRFD contract. The Fire Department continues to look for grants for new hose and SCBA gear. In the event grants are not obtained, I am recommending sufficient funding to buy these vital pieces of equipment outright; I am again recommending \$3,500 this year for fire hose. Last year we set \$150,000 aside in the Capital Fund for the SCBA gear. That remains set aside. The fire department has listed an additional \$30,000 in capital needs, which is largely offset by savings the department achieved when a full-time administrative assistant position was reduced to part-time.

**Capital Needs, Fire Trucks, Station:** Last year we reserved \$375,000 for the replacement of two fire trucks. I am recommending we purchase one new truck on a multi-year lease and refurbish one of the trucks to extend its useful life another five to ten years. We have started an assessment and design of the current Third Avenue site for a combined police and fire station. At that location where two fire stations sit side by side, we may have the potential of teaming with WRFD to design the facility across both lots for a real Public Safety Facility.

## **D. Community Development**

**Flat budget; Community Development Director's hours increased:** The Community Development ("CD") office has been staffed since January 1, 2015, with a contracted Director. I am recommending we move Lisa Horowitz into a salaried position as soon as possible. We have budgeted a salary for this position with a weekly 32-hour plus meetings schedule in mind.

**E. Administration/Clerk**

**Flat budget; no significant changes:** There are no significant charges. Professional Services have been reduced by the amount appropriated FY15 for Old Cutters legal fees.

**F. Libray**

**Flat budget; some maintenance needs:** The Library Board and Staff have apportioned their 3% raises unevenly to varied positions, in an effort to fund positions more appropriately. The Library is also proposing other shifts in programs and their use of space. The library's maintenance expenses are funded similar to previous years, but identified to be \$24,500 short of maintenance needs. This is an item I will recommend funding when we identify our total health insurance savings.

**Capital needs:** Last year we allocated \$25,000 for library electronic book monitoring equipment called RFID. This money is in the Capital Fund for the Library's use.

**III. LOT FUNDS**

**Forecast:** Finance is estimating an increase of \$20,000 in available Lot (\$365,000 versus \$345,000). My suggestion is to keep every LOT-funded partner flat and apply the new funding to Main Street for lights, flowers, drip irrigation systems and other improvements highly desired by our community. LOT can also be used for capital needs; our goal is to increase LOT to help implement our capital plan. We should begin doing that with every excess LOT dollar we earn.

**IV. CAPITAL FUND**

**Foreseeable difficulties:** With no way to replenish capital funds, our infrastructure is in peril. The City needs to replenish the Capital fund through levies and/or local option taxes. Without more capital, the City will have to make tough choices. Some of the tough choices may involve not being able to repair sidewalks or roads as needed. Just like any aging household, the City needs to care for its aging infrastructure, and it costs money. Citizens will have to decide whether they wish to live in a "first world" City.

**Possible Funding Option:** We have identified that we need \$1 million per year for capital needs. The community is telling us to combine LOT increases with property tax increases, to spread the costs out among different payers. **As a starting place for discussion,** we propose a combined method by which 60% of voters could approve funding:

1. LOT – I recommend as a starting place for discussion, doubling the percentage of LOT tax on our current categories.

LOT Category	Current Percentage	Annual Income	Proposed Percentage	Additional Income
Car Rentals and Lodging	4%	\$ 255,000	8%	\$ 255,000
Alcohol by-the-Drink	2%	\$ 50,000	4%	\$ 50,000
Restaurant Food	1%	\$ 125,000	2%	\$ 125,00
TOTAL		\$ 430,000*		\$ 430,000**

\* Of the current total, \$65,000 goes to Air Service, Hailey nets \$365,000.

\*\*Of the additional new income, the full \$430,000 would be for use by Hailey.

2. **Low Prop Tax Levy** – we are allowed to increase the property tax levy to .004 from the current .0029. We recommend as a starting place for discussion increasing this levy only enough to achieve \$570,000 additional revenue. This would cost taxpayers \$75 per year per \$100,000 valuation. The levy would be set at 00365.

**Existing Funded Capital Needs:**

Last year we apportioned the remaining \$900,000 within the Capital Fund to specific projects. Some of the projects were completed this year, and some have been set for 2016 or future years. The remaining projects include

Library security system	\$ 25,000
Fire/Police Facility Design	\$ 90,000
Fire SCBA	\$150,000
Fire truck replacements	\$375,000
Parks Improvements	\$50,000 (includes \$41,000 from in lieu fees)
Cobblestone Grant	\$137,000 (ITD Grant Expenses for Cobblestone)
Street Projects	\$100,000 (includes Cobblestone match and other projects)

Development Impact Fees can be spent on improving infrastructure for new growth, which is identified as a percentage of city-wide projects. The development impact fees need to have matching capital money for these projects to occur. For example, when firetrucks are replaced, 25% of the expenses are DIF eligible. Last year we reserved the last \$375,000 of our

remaining Capital fund for fire trucks, which will use \$93,750 in DIF and \$281,250 in capital money. With no capital funds left, we don't have a way to spend new development impact fees. I propose that at the end of this fiscal year, any unspent operating budget be transferred to the Capital Fund to match accumulated Development Impact Fees. Year to date, we have received \$35,000 in Development Impact Fees that need to be offset by Capital money. The offset needs to be in excess of \$120,000 for proper match to growth.

**Existing Unfunded Capital Needs:**

Staff identified an annual underfunded maintenance need of \$300,000. These include building maintenance, parks maintenance, street maintenance such as chip seal and fog seal and equipment repairs such as tire replacements. Snow removal costs \$16,000 per 6-inch snowfall.

In this year's draft budgets, the following capital items were requested but are not funded:

\$ 20,000	Balmoral Park Pavillion, Shade Structure
\$100,000	Croy Street Bike Path
\$ 20,000	Drywells (year 1 of 3-year program)
\$ 35,000	Service vehicles replacement
\$ 60,000	Fire Department Structure Fire Clothing
\$ 30,000	Skatepark improvements – lights
\$ 20,000	Irrigation SCADA smart controls
\$ 100,000	Arena upgrades – Shading Structure and moved Announcers stand
\$ 30,000	Fox Building Radon Mitigation
\$ 30,000	Fox Building Skylights Replacement
\$ 30,000	Fox Building Window Replacement
\$115,000	City Hall Awnings
\$ 15,000	Woodside Drainage Canal improvements
\$ 65,000	Security systems for Street Shop and Salt Storage Barn
\$ 200,000	Snow Plow with Blade
\$ 60,000	Old Hailey Sidewalk Connections and ADA accessibility
\$ 500,000	Road Replacement and Rehabilitation – annual plan to properly maintain 46.73 miles of roads within the next 11 years.

City of Hailey Fiscal Year 2016 Proposed Budget  
SUMMARY ALL FUNDS

GENERAL FUND OPERATING REVENUE		AMENDED			Budget
Account Title	FYE 2014 Actual	FYE 15 Budget	FYE 16 Proposed	% Change	Increase
General Government Taxes	\$2,180,233	\$2,213,911	\$2,295,397	3.68%	\$81,485
Fines, Fees, and Permits	\$321,423	\$366,395	\$304,885	-16.79%	(\$61,510)
Franchise Fees	\$265,779	\$264,000	\$269,280	2.00%	\$5,280
LOT, Interest, Donations, and Misc..	\$448,015	\$435,750	\$459,000	5.34%	\$23,250
State Sales, Highway, & Liquor Taxes	\$917,941	\$927,000	\$1,045,738	12.81%	\$118,738
Revenue from Leases and Contracts	\$540,300	\$524,429	\$686,835	30.97%	\$162,405
<b>SUBTOTAL Operating Revenue</b>	<b>\$4,673,691</b>	<b>\$4,731,485</b>	<b>\$5,061,133</b>	<b>6.97%</b>	<b>\$329,649</b>
<b>GENERAL FUND OPERATING EXPENSES</b>					
Account Title	FYE 2014 Actual	FYE 15 Budget	FYE 16 Proposed	% Change	Increase
Legislative	\$244,122	\$261,257	\$260,041	-0.47%	(\$1,216)
Administration (CEO and Finance)	\$265,620	\$397,045	\$280,201	-29.43%	(\$116,844)
Community Development (Planning & Building)	\$239,854	\$278,582	\$269,880	-3.12%	(\$8,702)
Fire	\$452,348	\$467,086	\$516,464	10.57%	\$49,378
Police	\$1,608,493	\$1,689,588	\$1,734,586	2.66%	\$44,998
Library	\$457,983	\$507,559	\$515,633	1.59%	\$8,074
Public Works & Engineering	\$83,019	\$81,972	\$86,192	5.15%	\$4,220
Streets	\$689,905	\$948,753	\$994,777	4.85%	\$46,024
Parks	\$347,688	\$281,026	\$403,359	43.53%	\$122,333
<b>SUBTOTAL Operating Expenses</b>	<b>\$4,389,032</b>	<b>\$4,912,868</b>	<b>\$5,061,133</b>	<b>3.02%</b>	<b>\$148,265</b>
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>\$284,659</b>	<b>(\$181,383)</b>	<b>\$0</b>		<b>\$181,383</b>
<b>GRANT PROGRAM REVENUE AND EXPENSES</b>					
Revenue from Grants - TIGER II only FYE 13 & 14	\$435,906	\$0	\$0	0.00%	\$0
<b>SUBTOTAL Grant Revenue</b>	<b>\$435,906</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>	<b>\$0</b>
<b>SUBTOTAL Grant Expenses</b>	<b>\$435,906</b>	<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
<b>CAPITAL FUND REVENUE</b>					
ITD & Copper Ranch Contributions to Woodside Blvd	\$27,436	\$0	\$0		\$0
DIF, Annexation Fees, Interest	\$68,405	\$68,405	\$55,000	-19.60%	(\$13,405)
<b>SUBTOTAL Capital Revenue</b>	<b>\$95,841</b>	<b>\$68,405</b>	<b>\$55,000</b>	<b>-19.60%</b>	<b>(\$13,405)</b>
<b>CAPITAL FUND EXPENSES</b>					
Capital Projects from CIP Priorities	\$174,287	\$708,961	\$751,981	6.07%	\$43,020
Capital Projects - Hailey Rodeo Park/Int Ctr	\$0	\$0	\$0		\$0
Capital Projects - Development Impact Fees	\$191,439	\$191,439	\$188,439	-1.57%	(\$3,000)
Unbudgeted Capital Reserve for future CIP	\$570,856	\$0	\$0	#DIV/0!	\$0
<b>SUBTOTAL General Capital Expenses</b>	<b>\$936,582</b>	<b>\$900,400</b>	<b>\$940,420</b>	<b>4.44%</b>	<b>\$40,020</b>
<b>BOND FUND</b>					
Rodeo Bond Tax Revenue	\$398,425	\$394,425	\$394,425	0.00%	\$0
Rodeo Bond Principle and Interest Payment	\$398,425	\$394,425	\$394,425	0.00%	\$0
<b>TOTAL GOVERNMENT FUND EXPENSE BUDGET</b>	<b>\$6,159,946</b>	<b>\$6,207,693</b>	<b>\$6,395,978</b>	<b>3.03%</b>	<b>\$188,285</b>
<b>ENTERPRISE FUNDS</b>					
Account Title	FYE 2014 Actual	FYE 15 Budget	FYE 16 Proposed	% Change	Increase
<b>WATER USER FUND</b>					
Water User Revenues	\$1,219,956	\$1,162,211	\$1,415,336	21.78%	\$253,125
Water Bond (DEQ SRF Loan ) Revenue	\$157,429	\$151,500	\$151,500	0.00%	\$0
Water Bond (DEQ SRF Loan ) Expense	\$151,674	\$151,500	\$153,100	1.06%	\$1,600
Water User Expenses	\$1,335,817	\$1,160,211	\$1,495,772	28.92%	\$335,561
<b>WASTEWATER USER FUND</b>					
Wastewater User Revenues	\$1,504,473	\$1,558,501	\$1,618,672	3.86%	\$60,171
Wastewater Bond (2001 WWTP) Revenues	\$274,581	\$612,000	\$612,000	0.00%	\$0
Wastewater Bond (2001 WWTP) Expenses	\$276,774	\$612,000	\$602,900	-1.49%	(\$9,100)
Wastewater User Expenses	\$1,203,672	\$1,558,501	\$1,640,135	5.24%	\$81,635
<b>WATER REPLACEMENT FUND</b>					
Water Replacement Revenue	\$485,000	\$46,080	\$0	-100.00%	(\$46,080)
Water Replacement Expenses	\$485,000	\$485,000	\$0	-100.00%	(\$485,000)
<b>WASTEWATER REPLACEMENT FUND</b>					
Wastewater Replacement Revenues	\$175,000	\$38,660	\$0	-22.09%	(\$38,660)
Wastewater Replacement Expenses	\$175,000	\$475,000	\$0	-271.43%	(\$475,000)
<b>WASTEWATER BOND CONSTRUCTION FUND</b>					
Wastewater Bond Proceeds (Biosolids Construction)	\$0	\$6,545,000	\$0	#DIV/0!	(\$6,545,000)
Wastewater Biosolids Construction (Biosolids Project)	\$0	\$6,545,000	\$3,000,000	#DIV/0!	(\$3,545,000)
<b>TOTAL CITY BUDGET - ALL FUNDS</b>	<b>\$9,787,884</b>	<b>\$17,194,904</b>	<b>\$13,287,886</b>	<b>-36.13%</b>	<b>(\$3,907,018)</b>

FYE 2016 City of Hailey General Fund Revenue

GENERAL FUND OPERATING REVENUE						
Account Title	FYE 14 Actual	FYE 15 Amended	FYE 16 Proposed	Amnt Increase	% Change	
<b>General Government Taxes</b>						
31001 Property Tax	\$2,148,710	\$2,202,627	\$2,280,397	\$77,769	3.5%	
31910 Penalty and Interest on Taxes	\$31,523	\$11,284	\$15,000	\$3,716	32.9%	
<b>Subtotal Taxes</b>	<b>\$2,180,233</b>	<b>\$2,213,911</b>	<b>\$2,295,397</b>	<b>\$81,485</b>	<b>7.3%</b>	
<b>Fines, Fees and Permits</b>						
32205 Alcoholic Catering Licenses	\$1,640	\$1,500	\$1,500	\$0	0.0%	
32234 Banner Fees	\$5,000	\$6,000	\$6,000	\$0	0.0%	
32210 Building Permits	\$122,287	\$120,000	\$123,600	\$3,600	3.0%	
32211 Business Licenses	\$39,383	\$40,000	\$40,000	\$0	0.0%	
32298 Copies Air LOT admin fee, Miscellaneous Rev	\$684	\$2,500	\$2,600	\$100	4.0%	
32220 Encroachment Permits	\$5,725	\$4,000	\$4,120	\$120	3.0%	
32290 Fire Code Permits	\$5,469	\$7,000	\$7,210	\$210	3.0%	
32294 Subdivision Inspection Permits	\$0	\$500	\$500	\$0	0.0%	
32257 Library Fines and Memberships	\$18,237	\$21,000	\$18,000	(\$3,000)	-14.3%	
31911 Motor Vehicle Fines	\$44,752	\$98,000	\$35,000	(\$63,000)	-64.3%	
32265 Park Reservation Fees	\$19,560	\$11,395	\$11,395	\$0	0.0%	
32567.9 Hailey Rodeo Park Use Fees, security fee	\$15,276	\$20,000	\$20,000	\$0	0.0%	
32209 Police Security Assistance Rev/Muni Code viol.	\$8,623	\$10,000	\$10,000	\$0	0.0%	
32212 Police Traffic Education Program	\$7,007	\$0	\$0	\$0	#DIV/0!	
32280 R.V. Dump Box Donations	\$520	\$500	\$600	\$100	20.0%	
Misc Donations, Prop Sales, Flex Adj	\$11,580	\$10,000	\$10,000	\$0	0.0%	
32286 Sign Permits/Fence Permits	\$2,010	\$2,000	\$2,000	\$0	0.0%	
32296 Zoning applications	\$13,668	\$12,000	\$12,360	\$360	3.0%	
<b>Subtotal Fines, Fees and Permits</b>	<b>\$321,423</b>	<b>\$366,395</b>	<b>\$304,885</b>	<b>(\$61,510)</b>	<b>-16.8%</b>	
<b>Interest, Donations, &amp; L.O.T.</b>						
32413 Interest Earned	\$1,257	\$3,000	\$2,000	(\$1,000)	-33.3%	
32213 L.O.T. Operational Revenue	\$423,970	\$345,000	\$365,000	\$20,000	5.8%	
32213 LOT for Air	\$0	\$60,750	\$65,000	\$4,250	7.0%	
32215 Donations - Fireworks	\$5,752	\$15,000	\$15,000	\$0	0.0%	
32415 Refunds and Reimbursements	\$17,036	\$12,000	\$12,000	\$0	0.0%	
<b>Subtotal Interest &amp; Misc.</b>	<b>\$448,015</b>	<b>\$435,750</b>	<b>\$459,000</b>	<b>\$23,250</b>	<b>5.3%</b>	
<b>Franchises</b>						
32235 Idaho Power Franchise Fees	\$58,887	\$50,000	\$51,000	\$1,000	2.0%	
32230 Cable T.V. Franchise	\$71,837	\$74,000	\$75,480	\$1,480	2.0%	
32236 Intermountain Gas Franchise	\$66,729	\$70,000	\$71,400	\$1,400	2.0%	
32237 Rubbish Hauling Franchise	\$68,327	\$70,000	\$71,400	\$1,400	2.0%	
<b>Subtotal Franchises</b>	<b>\$265,779</b>	<b>\$264,000</b>	<b>\$269,280</b>	<b>\$5,280</b>	<b>2.0%</b>	
<b>State Shared Taxes</b>						
31009 Sales Tax Revenue from County	\$106,309	\$95,000	\$125,338	\$30,338	31.9%	
33510 State Liquor Tax Apportionment	\$148,937	\$152,000	\$151,916	(\$84)	-0.1%	
33550 State Sales Tax	\$400,463	\$415,000	\$428,582	\$13,582	3.3%	
33560 State Shared Highway Tax	\$262,232	\$265,000	\$339,902	\$74,902	28.3%	
<b>Subtotal State Taxes</b>	<b>\$917,941</b>	<b>\$927,000</b>	<b>\$1,045,738</b>	<b>\$118,738</b>	<b>12.8%</b>	
<b>Operating Contracts</b>						
32417 Mutual Aid Reimbursements	\$36,763	\$25,000	\$25,000	\$0	0.0%	
3408 WR Assistant Fire Chief Contract	\$316,620	\$326,875	\$333,440	\$6,565	2.0%	
34001 Bellevue Marshall's Office Contract	\$72,756	\$75,169	\$160,000	\$84,831	112.9%	
34006 BCSD School Officer Contract				\$0		
EPA Sustainability Grant Reimbursement				\$0		
34003 Rubbish Bookkeeping Contract/Recycl Outreach	\$68,336	\$70,000	\$71,400	\$1,400	2.0%	
Rubbish Outreach Reimbursement	\$11,388	\$11,000	\$11,220	\$220	2.0%	
34004 FMAA Airport Security	\$2,692	\$3,135	\$3,135	\$0	0.0%	
<b>Subtotal Operating Contracts</b>	<b>\$508,556</b>	<b>\$511,179</b>	<b>\$686,335</b>	<b>\$175,655</b>	<b>34.4%</b>	
Gen Fun Grants/Capital Proj Reimb(fire hoses, misc FY)	\$31,743.86	\$13,250		(\$13,250)	-100.0%	
<b>TOTAL OPERATING REVENUE</b>	<b>\$4,673,691</b>	<b>\$4,731,485</b>	<b>\$5,061,133</b>	<b>\$329,649</b>	<b>7.0%</b>	

City of Hailey  
Legislative Budget-10  
Fiscal Year 2016

	FYE14 Actual	FYE15 Budget	FYE16 Proposed	Amnt Increase	% Increase
<b>A Budget - Salaries &amp; Benefits</b>					
10-41313 P&Z Commissioners	\$6,412.50	\$5,600.00	\$5,600.00	\$0.00	0.0%
10-41110 Council Member		\$9,600.00	\$10,000.00	\$400.00	4.2%
10-41110 Council Member		\$9,600.00	\$10,000.00	\$400.00	4.2%
10-41110 Council Member		\$9,600.00	\$10,000.00	\$400.00	4.2%
10-41110 Council Member	\$38,400.00	\$9,600.00	\$10,000.00	\$400.00	4.2%
SUBTOTAL - Salaries	\$44,812.50	\$44,000.00	\$45,600.00	\$1,600.00	3.6%
10-41121 Fica	\$3,182.40	\$2,937.60	\$3,060.00	\$122.40	4.2%
10-41122 Persi Retirement	\$3,531.84	\$4,366.08	\$4,548.00	\$181.92	4.2%
10-41124 Worker's Comp Insurance	\$109.72	\$110.00	\$114.00	\$4.00	3.6%
10-41126 Health Insurance - Medical & Dental	\$1,215.00	\$21,600.00	\$3,600.00	(\$18,000.00)	-83.3%
SUBTOTAL - Benefits	\$8,038.96	\$29,013.68	\$11,322.00	(\$17,691.68)	-61.0%
<b>A BUDGET TOTAL SALARIES &amp; BENEFITS</b>	<b>\$52,851.46</b>	<b>\$73,013.68</b>	<b>\$56,922.00</b>	<b>(\$16,091.68)</b>	<b>-22.0%</b>
<b>B Budget - Operating &amp; Maintenance</b>					
10-41723 Training		\$0.00		\$0.00	#DIV/0!
10-41724 Travel Expenses		\$0.00		\$0.00	#DIV/0!
10-41215 Council & Board expenses & supplies	\$2,756.06	\$0.00	\$500.00	\$500.00	#DIV/0!
10-41717 Welcome Center Utilities	\$5,073.39	\$3,250.00	\$5,000.00	\$1,750.00	53.8%
10-41707 Fireworks Expenses	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00	0.0%
10-41707 Animal Shelter Contract	\$16,000.00	\$16,000.00	\$16,000.00	\$0.00	0.0%
10-41707 BCHA Contract	\$2,500.00	\$2,500.00	\$2,500.00	\$0.00	0.0%
10-41707 Mountain Rides	\$68,000.00	\$68,000.00	\$68,000.00	\$0.00	0.0%
10-41707 Chamber of Commerce	\$61,000.00	\$61,000.00	\$61,000.00	\$0.00	0.0%
10-41707 Economic Development Contracts		\$0.00		\$0.00	#DIV/0!
10-41707 Air Services Board 1% for Air	\$47,366.19	\$59,000.00	\$63,830.00	\$4,830.00	8.2%
<b>B BUDGET TOTAL OPERATING &amp; MAINTENANCE</b>	<b>\$217,695.64</b>	<b>\$224,750.00</b>	<b>\$231,830.00</b>	<b>\$7,080.00</b>	<b>3.2%</b>
<b>C Budget - Capital</b>					
<b>C BUDGET TOTAL CAPITAL</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>#DIV/0!</b>
<b>TOTAL DEPARTMENT EXPENSES</b>	<b>\$270,547.10</b>	<b>\$297,763.68</b>	<b>\$288,752.00</b>	<b>\$11,910.00</b>	<b>-1.7%</b>
25% Water User Fund	(\$13,212.47)	(\$18,253.42)	(\$14,355.50)	\$31,280.92	-18.4%
25% Waste Water User Fund	(\$13,213.02)	(\$18,253.42)	(\$14,355.50)	\$31,280.92	-18.4%
To Capital Fund				\$0.00	
<b>50% General Fund - TOTAL OPERATING BUDG</b>	<b>\$244,121.61</b>	<b>\$261,256.84</b>	<b>\$260,041.00</b>	<b>\$8,268.16</b>	<b>0.5%</b>



City of Hailey  
Executive  
Administration - 15  
Fiscal Year 2016

FINANCE DEPARTMENT - GENERAL & ENTERPRISE FUNDS		FYE 14 Actual	FYE 15 Amended Budget	ADJUSTED	FYE 16 Proposed	Amnt Increase	% Increase
<b>A Budget - Salaries</b>							
15-41110	Mayor		19,080.00	19,080.00	20,000.00	\$920.00	4.8%
15-41110	City Administrator		104,997.98	104,998.00	105,998.00	\$1,000.00	1.0%
15-41110	Treasurer		59,613.90	59,614.00	61,402.42	\$1,788.42	3.0%
15-41110	Clerk		57,385.20	57,385.00	59,106.55	\$1,721.55	3.0%
15-41110	Deputy Clerk		34,320.00	35,942.00	37,020.26	\$1,078.26	3.0%
15-41110	Deputy Clerk		34,320.00	30,160.00	31,064.80	\$904.80	3.0%
15-41110	Grant Administrator					\$0.00	
15-41110	Shared Employee from HPD (1 hr/day)		8,000.00			\$0.00	
15-41110	Interdepartmental Staff Asst / IT		\$4,500.00			\$0.00	
	PENDING SALARY/H&A DECISIONS				\$5,000.00	\$5,000.00	#DIV/0!
	Adj Grants	\$4,586.02				\$0.00	
	Adjust to FYE 11 audit (var, grant fringe)	\$332,633.24				\$0.00	
	ot	\$182.70				\$0.00	
	Phone Allowance	\$360.00	\$360.00	\$360.00	\$360.00	\$0.00	0.0%
15-41110	SUBTOTAL - Benefit Salaries	\$337,761.96	\$322,577.08	\$307,539.00	\$319,952.03	\$12,413.03	4.0%
15-41121	Fica	\$23,946.62	\$24,677.15	\$23,526.73	\$24,476.33	(\$200.82)	-0.8%
15-41122	Persi Retirement	\$40,628.82	\$39,677.01	\$37,967.18	\$39,218.57	(\$458.44)	-1.2%
15-41124	Worker's Comp Insurance	\$964.77	\$967.73	\$922.62	\$959.86	(\$7.88)	-0.8%
15-41126	Health Insurance - Medical & Dental	\$45,031.51	\$54,000.00	\$54,000.00	\$45,700.00	(\$8,300.00)	-15.4%
15-41128	Unemployment Insurance						
	SUBTOTAL - Benefits	\$110,571.72	\$119,321.89	\$116,416.53	\$110,354.76	(\$8,967.14)	-7.5%
	<b>A BUDGET TOTAL SALARIES &amp; BENEFITS</b>	<b>\$448,333.68</b>	<b>\$441,898.98</b>	<b>\$423,955.53</b>	<b>\$430,306.79</b>	<b>\$3,445.89</b>	<b>-2.6%</b>
						\$0.00	#DIV/0!
<b>B Budget - Operating &amp; Maintenance</b>							
15-41211	Office Supplies	\$67.25	\$5,000.00		\$5,000.00	\$0.00	0.0%
15-41213	Postage	\$1,278.86	\$3,000.00		\$3,000.00	\$0.00	0.0%
15-41215	Departmental Supplies	\$25,239.16	\$20,000.00		\$20,000.00	\$0.00	0.0%
	SUBTOTAL - Supplies	\$26,585.27	\$28,000.00		\$28,000.00	\$0.00	0.0%
15-41313	Prof. Services (IT, Codification, Caselle)	\$20,078.68	\$22,000.00		\$22,000.00	\$0.00	0.0%
15-41313	Professional Services (Meeting Minutes)		\$0.00		\$0.00	\$0.00	#DIV/0!
15-41313	Professional Services - Legal	\$101,773.92	\$241,385.00		\$125,000.00	(\$116,385.00)	-48.2%
15-41319	Advertising & Publishing	\$3,759.56	\$4,500.00		\$4,500.00	\$0.00	0.0%
15-41323	Printing Services	\$24,566.38	\$25,000.00		\$25,000.00	\$0.00	0.0%
15-41325	Service Contracts	\$1,948.48	\$4,000.00		\$3,000.00	(\$1,000.00)	-25.0%
15-41327	Audit & Accounting Services	\$13,275.00	\$12,500.00		\$10,500.00	(\$2,000.00)	-16.0%
15-41329	Other Special Services	\$0.00	\$100.00		\$100.00	\$0.00	0.0%
	SUBTOTAL - Services	\$165,402.02	\$309,485.00		\$190,100.00	(\$119,385.00)	-38.6%
15-41403	System Repair & Maintenance	\$0.00	\$500.00		\$500.00	\$0.00	0.0%
15-41411	Office Equipment Repair	\$0.00	\$200.00		\$200.00	\$0.00	0.0%
	SUBTOTAL - Repair & Maintenance	\$0.00	\$700.00		\$700.00	\$0.00	0.0%

City of Hailey  
Executive  
Administration - 15  
Fiscal Year 2016

FINANCE DEPARTMENT - GENERAL & ENTERPRISE FUNDS		FYE 14 Actual	FYE 15 Amended Budget	ADJUSTED	FYE 16 Proposed	Amnt Increase	%Increase
<b>A Budget - Salaries</b>							
15-41701	Refunds & Reimbursements	\$437.77	\$0.00		\$0.00	\$0.00	#DIV/0!
	Adj Grant direct expenses	\$121.50	\$0.00		\$0.00	\$0.00	#DIV/0!
15-41709	Insurance & Bonds	\$128,091.00	\$128,031.00		\$131,897.00	\$3,866.00	3.0%
15-41711	Dues & Subscriptions	\$5,952.22	\$4,500.00		\$4,500.00	\$0.00	0.0%
15-41713	Telephone & Communications	\$6,369.40	\$5,000.00		\$5,000.00	\$0.00	0.0%
15-41719	Gas and Oil	\$236.23	\$150.00		\$150.00	\$0.00	0.0%
15-41723	Personnel Training	\$1,780.00	\$3,000.00		\$3,000.00	\$0.00	0.0%
15-41724	Travel Expenses	\$2,774.51	\$4,000.00		\$4,000.00	\$0.00	0.0%
15-41725	Election Expenses		\$450.00		\$450.00	\$0.00	0.0%
15-41747	Prevention Program		\$0.00		\$0.00	\$0.00	#DIV/0!
15-41775	Equipment Rental	\$1,382.82	\$1,200.00		\$400.00	(\$800.00)	-66.7%
	SUBTOTAL - Misc. Operating Expense	\$147,145.45	\$146,331.00		\$149,397.00	\$3,066.00	2.1%
<b>B BUDGET TOTAL OPERATING &amp; MAINTENANCE</b>		<b>\$339,132.74</b>	<b>\$484,516.00</b>		<b>\$368,197.00</b>	<b>(\$116,319.00)</b>	<b>-24.0%</b>
15-41515	Software & Software Licenses	\$0.00	\$5,000.00		\$5,000.00	\$0.00	0.0%
15-41533	Computer Hardware and Software Plan	\$24,047.30	\$25,000.00		\$25,000.00	\$0.00	0.0%
15-41519	Telephones		\$0.00			\$0.00	#DIV/0!
15-41523	Furniture		\$0.00			\$0.00	#DIV/0!
15-41535	Books & Codes	\$605.09	\$450.00		\$600.00	\$150.00	33.3%
15-41539	Office Equipment		\$1,500.00		\$1,500.00	\$0.00	0.0%
<b>C - R BUDGET TOTAL CAPITAL REPLACEMENT</b>		<b>\$24,652.39</b>	<b>\$31,950.00</b>		<b>\$32,100.00</b>	<b>\$150.00</b>	<b>0.5%</b>
<b>TOTAL DEPARTMENT EXPENSES</b>		<b>\$812,118.81</b>	<b>\$958,364.98</b>		<b>\$830,603.79</b>	<b>(\$127,761.19)</b>	<b>-13.3%</b>
33%	Water User Fund	(\$273,114.91)	(\$280,658.93)		(\$275,201.29)	\$5,457.64	-1.9%
33%	Waste Water User Fund	(\$273,383.52)	(\$280,660.74)		(\$275,201.28)	\$5,459.46	-1.9%
	To Grant Fund	\$0.00	\$0.00		\$0.00	\$0.00	#DIV/0!
	To Capital Fund	\$0.00	\$0.00		\$0.00	\$0.00	#DIV/0!
<b>33%</b>	<b>General Fund -TOTAL Operating Budget</b>	<b>\$265,620.38</b>	<b>\$397,045.31</b>		<b>\$280,201.21</b>	<b>(\$116,844.09)</b>	<b>-29.4%</b>

**City of Hailey**  
**Community Development Budget - 20**  
**Fiscal Year 2016**

Account Title	FYE 14 Actual	FYE 15 Budget	Adjusted	FYE 16 Proposed	Amnt Increase	% Increase
<b>Salaries</b>						
Community Development Director		\$74,213.57	\$22,984.00	\$65,000.00	\$42,016.00	182.8%
Community Development Assistant		\$38,128.00	\$41,600.00	\$44,000.00	\$2,400.00	5.8%
Univ Intern		\$4,612.00	\$0.00	\$0.00	\$0.00	#DIV/0!
Building Inspector	\$108,617.64	\$0.00		\$0.00	\$0.00	#DIV/0!
Sustainability Coordinator (1/4 shared)	\$1,624.85			\$0.00	\$0.00	#DIV/0!
Phone Allowance	\$360.00	\$360.00	\$90.00	\$360.00	\$270.00	300.0%
<b>SUBTOTAL - Benefit Salaries</b>	<b>\$110,602.49</b>	<b>\$117,313.57</b>	<b>\$64,674.00</b>	<b>\$109,360.00</b>	<b>\$44,686.00</b>	<b>-11.4%</b>
FICA	\$8,557.08	\$8,974.49	\$4,947.56	\$8,366.04	(\$608.45)	-6.8%
Retirement	\$12,788.36	\$12,814.17	\$7,353.43	\$12,379.55	(\$434.62)	-3.4%
Workers Comp	\$281.76	\$879.85	\$485.06	\$820.20	(\$59.65)	-6.8%
Health & Dental Insurance	\$17,948.84	\$21,600.00	\$18,280.00	\$18,280.00	(\$3,320.00)	-15.4%
<b>SUBTOTAL - Benefits</b>	<b>\$39,576.04</b>	<b>\$44,268.51</b>	<b>\$31,066.05</b>	<b>\$39,845.79</b>	<b>(\$4,422.72)</b>	<b>-3.1%</b>
<b>A Budget - Total Salaries &amp; Benefits</b>	<b>\$150,178.53</b>	<b>\$161,582.08</b>	<b>\$95,740.05</b>	<b>\$149,205.79</b>	<b>\$40,263.28</b>	<b>-9.4%</b>
<b>Operating Expenses</b>						
Office Supplies	\$251.92	\$350.00		\$500.00	\$150.00	42.9%
Postage	\$1,551.22	\$1,900.00		\$1,900.00	\$0.00	0.0%
Departmental Supplies	\$659.60	\$1,200.00		\$1,200.00	\$0.00	0.0%
Professional Services	\$2,130.00	\$12,000.00	\$42,000.00	\$14,000.00	\$2,000.00	16.7%
DBS Contract in lieu of BO	\$70,466.22	\$78,000.00		\$78,274.00	\$274.00	0.4%
Legal Publications	\$1,850.89	\$6,100.00		\$5,000.00	(\$1,100.00)	-18.0%
Printing Services	\$422.27	\$500.00		\$1,000.00	\$500.00	100.0%
Service Contracts	\$1,501.01	\$800.00		\$1,500.00	\$700.00	87.5%
Office Equipment Repair & Maint					\$0.00	#DIV/0!
Auto Repair & Maint		\$150.00		\$150.00	\$0.00	0.0%
Dues & Subscriptions	\$1,577.75	\$1,500.00		\$1,500.00	\$0.00	0.0%
Telephone & Communication	\$2,334.74	\$2,500.00		\$2,500.00	\$0.00	0.0%
Gas & Oil	\$1,030.17	\$1,000.00		\$1,000.00	\$0.00	0.0%
Historic Presv. Grant Match/Signage		\$1,000.00		\$0.00	(\$1,000.00)	-100.0%
Arts Commission Programs	\$1,588.99	\$5,000.00		\$6,000.00	\$1,000.00	20.0%
EPA Sustainability Grant Match	\$16.12	\$0.00		\$0.00	\$0.00	#DIV/0!
Training	\$1,520.33	\$1,250.00		\$2,400.00	\$1,150.00	92.0%
Travel Expenses, Economic Development	\$2,773.90	\$3,750.00		\$3,750.00	\$0.00	0.0%
Prevention Program					\$0.00	#DIV/0!
<b>B Budget - Total Operating &amp; Maintenance</b>	<b>\$89,675.13</b>	<b>\$117,000.00</b>		<b>\$120,674.00</b>	<b>\$3,674.00</b>	<b>14.6%</b>
<b>- Capital Replacement</b>						
Computer Replacement		\$0.00		\$0.00	\$0.00	#DIV/0!
Books & Codes					\$0.00	#DIV/0!
<b>C Budget - Total Capital Replacement</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>#DIV/0!</b>
<b>Total Department Budget</b>	<b>\$239,853.66</b>	<b>\$278,582.08</b>		<b>\$269,879.79</b>	<b>(\$8,702.28)</b>	<b>-3.1%</b>
<b>General Fund - Total Operating Budget</b>	<b>\$239,853.66</b>	<b>\$278,582.08</b>		<b>\$269,879.79</b>	<b>(\$8,702.28)</b>	<b>-3.1%</b>

City of Hailey  
**POLICE Budget - 25**  
**Fiscal Year 2016**

POLICE DEPARTMENT BUDGET							
Acct. #	Account Title	FYE 14 Actual	FYE 15 Budget	Adjusted	FYE 16 Proposed	Amt Increase	% Increase
<b>A Budget - Salaries &amp; Benefits</b>							
25-41110	Chief of Police		\$87,312.00	\$91,291.00	\$92,291.00	\$1,000.00	1.1%
25-41110	Assistant Chief		\$75,394.77	\$79,393.60	\$80,393.60	\$1,000.00	1.3%
25-41110	Lieutenant		\$65,217.45	\$69,201.60	\$70,585.63	\$1,384.03	2.0%
25-41110	Sergeant		\$60,933.41	\$64,916.80	\$66,864.30	\$1,947.50	3.0%
25-41110	Corporal, BSCD Officer		\$52,824.03	\$55,785.60	\$57,459.17	\$1,673.57	3.0%
25-41110	Potential BCSD Officer				\$55,000.00	\$55,000.00	#DIV/0!
25-41110	Junior Patrol Officer		\$48,842.08		\$0.00	\$0.00	#DIV/0!
25-41110	Senior Patrol Officer		\$47,208.45	\$50,190.40	\$50,190.40	\$0.00	0.0%
25-41110	Senior Patrol Officer		\$54,461.47	\$58,448.00	\$60,201.44	\$1,753.44	3.0%
25-41110	Senior Patrol Officer		\$51,408.49	\$54,392.00	\$56,023.76	\$1,631.76	3.0%
25-41110	Junior Patrol Officer		\$48,320.50	\$52,769.60	\$54,352.68	\$1,583.08	3.0%
25-41110	Junior Patrol Officer		\$47,208.45	\$50,190.40	\$53,383.51	\$3,193.11	6.4%
25-41110	Junior Patrol Officer		\$48,208.45	\$52,270.40	\$53,838.51	\$1,568.11	3.0%
25-41110	Junior Patrol Officer		\$48,320.50	\$48,984.00	\$53,838.51	\$4,854.51	9.9%
25-41110	Water Use Enforcement (Water Fund)		(\$15,000.00)	(\$15,000.00)	(\$15,450.00)	(\$450.00)	3.0%
25-41110	Officer's Pay from FMAA Security Contract	\$930,541.38	\$0.00			\$0.00	#DIV/0!
25-41110	Officer's Pay Bellevue Marshall's Office		\$194,154.96	\$198,972.80	\$209,960.00	\$10,987.20	5.5%
25-41110	Administrative Assistant		\$43,688.52	\$47,673.60	\$49,103.81	\$1,430.21	3.0%
25-41110	Admin Asst to Administrative 1 hr/day		(\$8,000.00)	(\$8,000.00)		\$8,000.00	-100.0%
25-41111	Adjust to FYE 11 audit (var, grant fringe)					\$0.00	#DIV/0!
25-41111	Security and Court Overtime Pay	\$21,573.33	\$27,500.00	\$27,500.00	\$17,000.00	(\$10,500.00)	-38.2%
25-41111	ITD Overtime - Bellevue		\$10,000.00	\$10,000.00	\$0.00	(\$10,000.00)	-100.0%
25-41111	Overtime Bellevue					\$0.00	
25-41111	Overtime Pay		\$0.00			\$0.00	
25-41114	Phone Reimbursement	\$1,800.00	\$2,160.00	\$2,160.00	\$2,160.00	\$0.00	0.0%
	SUBTOTAL - Benefit Salaries	\$953,914.71	\$990,163.53	\$991,139.80	\$1,067,196.33	\$76,056.53	7.8%
25-41121	Fica	\$73,608.44	\$75,747.51	\$75,822.19	\$81,640.52	\$5,893.01	7.8%
25-41122	Persi Retirement	\$112,112.70	\$115,799.61	\$115,900.38	\$124,268.14	\$8,468.53	7.3%
25-41124	Worker's Comp Insurance	\$32,367.56	\$32,289.37	\$32,197.03	\$34,737.91	\$2,448.53	7.6%
25-41126	Health Insurance - Medical & Dental	\$136,298.83	\$194,400.00	\$194,400.00	\$146,240.00	(\$48,160.00)	-24.8%
25-41128	Unemployment Insurance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	SUBTOTAL - Benefits	\$354,387.53	\$418,236.49	\$418,319.61	\$386,886.56	(\$31,349.93)	-7.5%
<b>A BUDGET</b>	<b>TOTAL SALARIES &amp; BENEFITS</b>	<b>\$1,308,302.24</b>	<b>\$1,408,400.02</b>		<b>\$1,454,082.89</b>	<b>\$44,706.60</b>	<b>3.2%</b>
<b>B Budget - Operating &amp; Maintenance</b>							
25-41211	Office Supplies	\$1,499.68	\$1,500.00		\$1,500.00	\$0.00	0.0%
25-41213	Postage	\$331.62	\$400.00		\$400.00	\$0.00	0.0%
25-41215	Department Supplies	\$2,631.87	\$1,200.00		\$1,200.00	\$0.00	0.0%
25-41217	Training Supplies	\$2.11	\$700.00		\$700.00	\$0.00	0.0%
	SUBTOTAL- Supplies	\$4,465.28	\$3,800.00		\$3,800.00	\$0.00	0.0%

City of Hailey  
POLICE Budget - 25  
Fiscal Year 2016

Acct. #	POLICE DEPARTMENT BUDGET Account Title	FYE 14 Actual	FYE 15 Budget	Adjusted	FYE 16 Proposed	Amt Increase	% Increase
25-41313	Professional Services (Legal, Eng, Etc)	\$42,848.04	\$42,848.00		\$42,848.00	\$0.00	0.0%
25-41315	Medical Services	\$0.00	\$500.00		\$500.00	\$0.00	0.0%
25-41319	Advertising & Publishing Services	\$692.16	\$250.00		\$500.00	\$250.00	100.0%
25-41323	Printing Services	\$0.00			\$0.00	\$0.00	
25-41325	Special Services	\$668.45	\$8,006.00		\$8,000.00	(\$6.00)	-0.1%
25-41325	Service Contracts	\$0.00	\$1,200.00		\$1,200.00	\$0.00	0.0%
	<b>SUBTOTAL - Services</b>	<b>\$44,208.65</b>	<b>\$52,804.00</b>		<b>\$53,048.00</b>	<b>\$244.00</b>	<b>0.5%</b>
25-41405	Equipment Maintenance	\$756.79	\$800.00		\$800.00	\$0.00	0.0%
25-41411	Office Equipment Repair & Maintenance	\$713.00	\$1,000.00		\$1,000.00	\$0.00	0.0%
25-41413	Building Repair & Maintenance	\$14,505.58	\$800.00		\$800.00	\$0.00	0.0%
25-41415	Auto Repair & Maintenance	\$6,073.16	\$5,000.00		\$5,000.00	\$0.00	0.0%
25-41417	Radio Repair & Maintenance	\$526.12	\$5,250.00		\$5,250.00	\$0.00	0.0%
	<b>SUBTOTAL - Repair &amp; Maintenance</b>	<b>\$22,574.65</b>	<b>\$12,850.00</b>		<b>\$12,850.00</b>	<b>\$0.00</b>	<b>0.0%</b>
25-41703	Uniforms	\$2,706.37	\$3,800.00		\$4,000.00	\$200.00	5.3%
25-41711	Dues & Subscriptions	\$1,205.31	\$800.00		\$1,000.00	\$200.00	25.0%
25-41713	Telephone & Communications	\$4,850.60	\$4,500.00		\$4,500.00	\$0.00	0.0%
25-41719	Gasoline & Oil	\$29,725.25	\$29,590.23		\$25,000.00	(\$4,590.23)	-15.5%
25-41723	Personnel Training	\$1,453.95	\$3,750.00		\$3,750.00	\$0.00	0.0%
25-41724	Travel Expenses	\$3,424.72	\$3,600.00		\$3,600.00	\$0.00	0.0%
25-41733	Investigative Expenses	\$1,819.33	\$750.00		\$750.00	\$0.00	0.0%
25-41739	Vehicle Towing Charges	\$0.00	\$300.00		\$300.00	\$0.00	0.0%
25-41741	BCSO - Dispatch (formerly teletype rental)	\$117,739.00	\$117,068.77		\$120,580.83	\$3,512.06	3.0%
25-41515	Records Management System (RMS)	\$16,865.47	\$22,487.30		\$22,487.00	(\$0.30)	0.0%
25-41775	Equipment Rental	\$0.00	\$250.00		\$0.00	(\$250.00)	-100.0%
	<b>SUBTOTAL - Misc. Operating Expense</b>	<b>\$179,790.00</b>	<b>\$186,896.30</b>		<b>\$185,967.83</b>	<b>(\$928.47)</b>	<b>-0.5%</b>
<b>B BUDGET</b>	<b>TOTAL - OPERATING &amp; MAINTENANCE</b>	<b>\$251,038.58</b>	<b>\$256,350.30</b>		<b>\$255,665.83</b>	<b>(\$684.47)</b>	<b>-0.3%</b>
							#DIV/0!
<b>C - R BUDGET - Capital Replacement</b>							#DIV/0!
25-41533	Computers & Copier Expenses		\$1,000.00		\$1,000.00	\$0.00	0.0%
25-41529	Police Vehicles LOT FYE 11, 12	\$45,886.75	\$22,837.24		\$22,837.24	\$0.00	0.0%
25-41527	Firearms, Vests, Etc	\$3,265.73	\$1,000.00		\$1,000.00	\$0.00	0.0%
	<b>TOTAL CAPITAL REPLACEMENT</b>	<b>\$49,152.48</b>	<b>\$24,837.24</b>		<b>\$24,837.24</b>	<b>\$0.00</b>	<b>0.0%</b>
							#DIV/0!
<b>C - EX BUDGET - Capital Expansion</b>							#DIV/0!
25-41529	Capital Expansion		\$50,000.00		\$40,000.00		-20.0%
	<b>TOTAL CAPITAL EXPANSION</b>		<b>\$50,000.00</b>		<b>\$40,000.00</b>	<b>\$0.00</b>	<b>-20.0%</b>
							#DIV/0!
	<b>TOTAL DEPARTMENT BUDGET</b>	<b>\$1,608,493.30</b>	<b>\$1,739,587.56</b>		<b>\$1,774,585.96</b>	<b>\$44,022.13</b>	<b>2.0%</b>
	<i>To Grants Fund</i>		\$0.00		\$0.00	\$0.00	#DIV/0!
	<i>To Capital Fund</i>		(\$50,000.00)		(\$40,000.00)		-20.0%
<b>General Fund</b>	<b>TOTAL OPERATING BUDGET</b>	<b>\$1,608,493.30</b>	<b>\$1,689,587.56</b>		<b>\$1,734,585.96</b>	<b>\$44,022.13</b>	<b>2.7%</b>

City of Hailey  
Public Works STREET - 40  
Fiscal Year 2016

STREET DEPARTMENT - Public Works							
Acct #	Account Title	FYE 14 Actual	FYE 15 Budget	Adjusted	FYE 16 Proposed	Amnt Increase	% Increase
<b>A Budget Salaries &amp; Benefits</b>							
40-41110	Street Division Manager		\$64,826.02	\$64,854.40	\$66,800.03	\$1,945.63	3.0%
40-41110	Asst. Division Manager				\$0.00	\$0.00	
40-41110	City Fleet Mechanic		\$47,736.00	\$44,720.00	\$46,061.60	\$1,341.60	3.0%
40-41110	Operator		\$44,536.63	\$43,659.20	\$44,968.98	\$1,309.78	3.0%
40-41110	Operator		\$36,067.20	\$35,360.00	\$36,420.80	\$1,060.80	3.0%
40-41110	Operator (January 2014 start)		\$36,067.20	\$35,360.00	\$36,420.80	\$1,060.80	3.0%
40-41110	Operator		\$36,067.20	\$35,360.00	\$36,420.80	\$1,060.80	3.0%
40-41110	Operator (Winter only, 67% Parks)		\$12,461.28	\$12,675.31	\$13,741.57	\$1,066.26	8.4%
40-41110	Sustainability Coord (shared 25%)	\$1,624.86				\$0.00	
40-41110	Street Crews assigned to Parks	\$220,302.25	(\$35,000.00)		\$0.00	\$0.00	
40-41110	SUBTOTAL - Benefit Salaries	\$221,927.11	\$242,761.52	\$271,988.91	\$280,834.58	\$8,846.67	15.7%
40-41110	Snow removal Employees/OT	\$202.80	\$5,000.00	\$5,000.00		(\$5,000.00)	-100.0%
40-41114	Phone Allowance	\$540.00	\$360.00	\$360.00	\$360.00	\$0.00	0.0%
40-41114	SUBTOTAL - Non-Benefit Salaries	\$742.80	\$5,360.00	\$5,360.00	\$360.00	(\$5,000.00)	-93.3%
	<b>TOTAL SALARIES</b>	<b>\$222,669.91</b>	<b>\$248,121.52</b>	<b>\$277,348.91</b>	<b>\$281,194.58</b>	<b>\$3,845.67</b>	<b>13.3%</b>
40-41121	Fica	\$20,174.02	\$18,981.30	\$21,217.19	\$21,511.39	\$2,530.09	13.3%
40-41122	Persi Retirement	\$27,385.93	\$27,642.92	\$30,829.90	\$31,831.23	\$4,188.31	15.2%
40-41124	Worker's Comp Insurance	\$14,210.99	\$15,383.53	\$17,195.63	\$17,434.06	\$2,050.53	13.3%
40-41126	Health Insurance - Medical & Dental	\$45,453.51	\$68,364.00	\$75,960.00	\$57,856.20	(\$10,507.80)	-15.4%
40-41128	Unemployment Insurance		\$0.00	\$0.00	\$0.00	\$0.00	
	<b>SUBTOTAL - Benefits</b>	<b>\$107,224.45</b>	<b>\$130,371.75</b>	<b>\$145,202.72</b>	<b>\$128,632.88</b>	<b>(\$1,738.87)</b>	<b>-1.3%</b>
	<b>A BUDGET TOTAL SALARIES &amp; BENEFITS</b>	<b>\$329,894.36</b>	<b>\$378,493.27</b>	<b>\$422,551.63</b>	<b>\$409,827.45</b>	<b>\$2,106.79</b>	<b>8.3%</b>
<b>B Budget - Operating &amp; Maintenance</b>							
40-41211	Office Supplies	\$152.88	\$200.00		\$200.00	\$0.00	0.0%
40-41213	Postage	\$136.77	\$50.00		\$150.00	\$100.00	200.0%
40-41215	Departmental Supplies	\$3,114.77	\$2,300.00		\$3,000.00	\$700.00	30.4%
	<b>SUBTOTAL - Supplies</b>	<b>\$3,404.42</b>	<b>\$2,550.00</b>		<b>\$3,350.00</b>	<b>\$800.00</b>	<b>31.4%</b>
40-41225	Downtown Beautification	\$13,105.49	\$2,000.00		\$13,000.00	\$11,000.00	550.0%
40-41313	Professional Services	\$5,415.52	\$20,000.00		\$6,000.00	(\$14,000.00)	-70.0%
40-41319	Advertising & Publishing	\$609.22	\$300.00		\$300.00	\$0.00	0.0%
40-41323	Printing Services	\$130.91	\$300.00		\$300.00	\$0.00	0.0%
40-41325	Service Contracts	\$1,622.16	\$2,000.00		\$2,000.00	\$0.00	0.0%
	<b>SUBTOTAL - Services</b>	<b>\$20,883.30</b>	<b>\$24,600.00</b>		<b>\$21,600.00</b>	<b>(\$3,000.00)</b>	<b>-12.2%</b>
40-41403	Sidewalk Replacement				\$20,000.00	\$20,000.00	#DIV/0!
40-41403	Street Trees				\$10,000.00	\$10,000.00	#DIV/0!
40-41403	Street Maint/Chipseal	\$149,708.91	\$155,000.00		\$90,000.00	(\$65,000.00)	-41.9%
40-41403	Install Flower Drip Irrigation		\$0.00		\$15,000.00	\$15,000.00	#DIV/0!
40-41403	Repair & Maint - System	\$33,179.80	\$125,000.00		\$125,000.00	\$0.00	0.0%
40-41405	Repair & Maint - Equipment	\$1,927.22	\$45,000.00		\$45,000.00	\$0.00	0.0%
40-41413	Repair & Maint - Building, Grounds	\$705.21	\$4,000.00		\$6,000.00	\$2,000.00	50.0%
40-41415	Repair & Maint - Auto	\$0.00	\$4,000.00		\$8,000.00	\$4,000.00	100.0%
40-41417	Repair & Maint - Radio	\$2,016.05	\$2,000.00		\$2,000.00	\$0.00	0.0%
40-41421	Street Dept Shop Budget	\$538.65	\$1,000.00		\$3,000.00	\$0.00	#DIV/0!
40-41423	Repair & Maint - Tools	\$188,075.84	\$336,000.00		\$324,000.00	(\$12,000.00)	-3.6%
	<b>SUBTOTAL - Repair &amp; Maint.</b>						

City of Hailey  
Public Works STREET - 40  
Fiscal Year 2016

STREET DEPARTMENT - Public Works							
Acct #	Account Title	FYE 14 Actual	FYE 15 Budget	Adjusted	FYE 16 Proposed	Amnt Increase	% Increase
	EPA Sustainability Grant Match	\$16.12					
40-41703	Street Dept Laundry & Clothing	\$1,102.78	\$1,000.00		\$2,500.00	\$1,500.00	150.0%
40-41711	Street Dept Dues & Subscript	\$2,560.00	\$3,000.00		\$3,000.00	\$0.00	0.0%
40-41713	Street Dept Tel & Communica	\$3,686.95	\$3,200.00		\$3,500.00	\$300.00	9.4%
40-41715	Street Dept Lighting	\$21,393.17	\$20,000.00		\$22,000.00	\$2,000.00	10.0%
40-41717	Street Dept. Utilities & Rubbish	\$28,935.81	\$20,000.00		\$30,000.00	\$10,000.00	50.0%
40-41719	Street Dept Gas & Oil	\$21,748.86	\$50,000.00		\$50,000.00	\$0.00	0.0%
40-41723	Street Dept Training	\$1,206.00	\$1,500.00		\$2,000.00	\$500.00	33.3%
40-41724	Street Dept Travel	\$248.00	\$1,500.00		\$2,000.00	\$500.00	33.3%
40-41747	Street Dept Prevention Program	\$357.34	\$1,000.00		\$1,000.00	\$0.00	0.0%
40-41767	Street Dept Weed Control	\$4,102.00	\$8,000.00		\$8,000.00	\$0.00	0.0%
40-41771	Street Dept Snow Removal	\$1,070.00	\$3,000.00		\$68,000.00	\$65,000.00	2166.7%
40-41775	Street Dept Equipment Rental	\$43,161.46	\$94,910.00		\$44,000.00	(\$50,910.00)	-53.6%
	SUBTOTAL - Misc. Operating Expen	\$129,588.49	\$207,110.00		\$236,000.00	\$28,890.00	13.9%
	<b>B TOTAL - OPERATING &amp; MAINTENANCE</b>	<b>\$341,952.05</b>	<b>\$570,260.00</b>		<b>\$684,950.00</b>	<b>\$14,690.00</b>	<b>2.6%</b>
<b>C BUDGET</b>							
40-41533	Computer Expenses		\$0.00		\$0.00	\$0.00	
40-41517	Radios		\$0.00		\$0.00	\$0.00	
40-41539	Loader & Snow Blower upgrades	\$18,058.46	\$0.00		\$0.00	\$0.00	
	<b>Subtotal - Capital Expansion</b>	<b>\$18,058.46</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>	
40-41549	Capital Replacement - Snow Plow		\$55,000.00			(\$55,000.00)	-100.0%
40-41549	Pedestrian Improvements - Sidewalks		\$0.00			\$0.00	#DIV/0!
40-41549	Sidewalk Projects - Cobblestone CCG		\$165,420.00			(\$165,420.00)	-100.0%
40-41549	Drywell Projects		\$0.00			\$0.00	#DIV/0!
40-41549	Dev Impact Fees - Ped Crossing Lights		\$0.00			\$0.00	#DIV/0!
40-41549	GRANT MATCH - (Cobblestone)		\$9,420.00		\$45,000.00	\$35,580.00	377.7%
40-41549	Portable Emergency Generator				\$55,000.00	\$55,000.00	#DIV/0!
40-41549	Fuel Storage		\$55,000.00		\$0.00	(\$55,000.00)	-100.0%
40-41549	Street bike path		\$0.00		\$0.00	\$0.00	#DIV/0!
	<b>Subtotal - Capital Replacement</b>	<b>\$0.00</b>	<b>\$284,840.00</b>		<b>\$100,000.00</b>	<b>(\$184,840.00)</b>	<b>-64.9%</b>
	<b>TOTAL - Capital Budget</b>	<b>\$18,058.46</b>	<b>\$284,840.00</b>		<b>\$100,000.00</b>	<b>(\$184,840.00)</b>	<b>-64.9%</b>
	<b>TOTAL DEPARTMENT BUDGET</b>	<b>\$689,904.87</b>	<b>\$1,233,593.27</b>		<b>\$1,094,777.45</b>	<b>(\$168,043.21)</b>	<b>-11.3%</b>
	To Capital Fund - Devel Impact Fees	\$0.00	\$0.00		\$0.00	\$0.00	
	To Grants Fund - EPA CCC						
	To Capital Fund	\$0.00	(\$284,840.00)		(\$100,000.00)	\$184,840.00	-64.9%
	<b>General Fund TOTAL Operating Bu</b>	<b>\$689,904.87</b>	<b>\$948,753.27</b>		<b>\$894,777.45</b>	<b>\$16,796.79</b>	<b>4.9%</b>

PUBLIC WORKS - GENERAL & ENTERPRISE FUNDS									
Acct #	Account Title	FYE14 Actual	FYE 15 Budget	Adjusted	FYE 16 Proposed	Amt Increase	% Change		
<b>A Budget - Salaries &amp; Benefits</b>									
42-41110	Public Works Director	\$111,960.30	\$71,400.00	\$75,000.00	\$76,000.00	\$1,000.00	1.3%		
42-41110	Asst City Engineer		\$0.00		\$0.00	\$0.00	#DIV/0!		
42-41110	PW Coordinator		\$42,000.00	\$42,432.00	\$44,500.00	\$2,068.00	4.9%		
42-41110	PW Building Maintenance		\$0.00		\$0.00	\$0.00	#DIV/0!		
42-41114	Phone Allowance	\$360.00	\$360.00		\$360.00	\$360.00	#DIV/0!		
42-41110	City Facility (City Hall) Cleaning Staff		\$18,720.00	\$13,442.00	\$14,139.84	\$697.84	5.2%		
42-41110	Grant / audit adj	\$2,121.36	\$0.00		\$0.00	\$0.00	#DIV/0!		
42-41110	3% increase					\$0.00	#DIV/0!		
42-41110	<b>SUBTOTAL - Benefit Salaries</b>	<b>\$114,441.66</b>	<b>\$132,480.00</b>	<b>\$130,874.00</b>	<b>\$134,999.84</b>	<b>\$4,125.84</b>	<b>1.9%</b>		
42-41121	Fica	\$8,614.38	\$10,134.72	\$10,011.86	\$10,327.49	\$192.77	1.9%		
42-41122	Persi Retirement	\$10,982.35	\$15,022.04	\$14,774.18	\$15,241.23	\$219.19	1.5%		
42-41124	Worker's Comp Insurance	\$1,219.56	\$1,867.97	\$1,845.32	\$1,903.50	\$35.53	1.9%		
42-41126	Health Insurance - Medical & Dental	\$14,840.17	\$32,400.00	\$27,540.00	\$23,307.00	(\$9,093.00)	-28.1%		
42-41128	Unemployment Insurance	\$1,822.00	\$0.00		\$0.00	\$0.00	#DIV/0!		
42-41128	<b>SUBTOTAL - Benefits</b>	<b>\$37,478.46</b>	<b>\$59,424.73</b>	<b>\$54,171.37</b>	<b>\$50,779.22</b>	<b>(\$8,645.52)</b>	<b>-14.5%</b>		
<b>A BUDGET</b>	<b>TOTAL SALARIES &amp; BENEFITS</b>	<b>\$151,920.12</b>	<b>\$191,904.73</b>	<b>\$185,045.37</b>	<b>\$185,779.06</b>	<b>(\$4,519.68)</b>	<b>-3.2%</b>		
<b>B Budget - Operating &amp; Maintenance</b>									
42-41215	Department Supplies	\$2,348.20	\$1,000.00		\$1,000.00	\$0.00	0.0%		
42-41313	Professional Services (Legal, Eng, Etc)	\$2,341.25	\$12,125.00		\$15,000.00	\$2,875.00	23.7%		
42-41319	Advertising and Publishing services	\$619.43	\$1,000.00		\$1,000.00	\$0.00	0.0%		
42-41323	Printing Services	\$503.81	\$500.00		\$500.00	\$0.00	0.0%		
42-41325	Service Contracts	\$854.95	\$100.00		\$100.00	\$0.00	0.0%		
42-41413	Building Maintenance - City Hall	\$14,534.38	\$15,000.00		\$27,000.00	\$12,000.00	80.0%		
42-41415	Repair and Maint. Auto	\$753.31	\$500.00		\$1,000.00	\$500.00	100.0%		
42-41417	Radios	\$0.00	\$0.00		\$0.00	\$0.00	#DIV/0!		
42-41535	Books & Codes	\$65.00	\$300.00		\$300.00	\$0.00	0.0%		
42-41709	Insurance and Bonds		\$1,500.00		\$1,500.00	\$0.00	0.0%		
42-41711	Dues & Subscriptions	\$360.00	\$600.00		\$1,000.00	\$400.00	66.7%		
42-41713	Telephone	\$6,877.23	\$5,000.00		\$7,000.00	\$2,000.00	40.0%		
42-41717	Utilities	\$12,904.88	\$12,000.00		\$13,000.00	\$1,000.00	8.3%		
42-41717	Utilities - Blaine Co Museum		\$600.00		\$600.00	\$0.00	0.0%		
42-41719	Gas & Oil	\$144.00	\$600.00		\$600.00	\$0.00	0.0%		
42-41723	Training and Tuitions	\$349.35	\$1,500.00		\$1,500.00	\$0.00	0.0%		
42-41724	Travel Expenses	\$83.50	\$1,500.00		\$1,500.00	\$0.00	0.0%		
42-41747	Prevention Program		\$200.00		\$200.00	\$0.00	0.0%		
<b>B BUDGET</b>	<b>TOTAL - OPERATING &amp; MAINTENANCE</b>	<b>\$42,739.29</b>	<b>\$54,025.00</b>		<b>\$72,800.00</b>	<b>\$18,775.00</b>	<b>34.8%</b>		
<b>C-R BUDGET Capital Replacement</b>									
100-42-41549	Building Components Repl-Skylights		\$0.00		\$0.00	\$0.00	#DIV/0!		
100-42-41549	Building Components Radon Mitigation				\$0.00	\$0.00	#DIV/0!		
100-42-41549	Building Components Repl-Windows				\$0.00	\$0.00	#DIV/0!		
<b>C - R BUDGET TOTAL</b>	<b>- Replacement</b>	<b>\$17,454.88</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>#DIV/0!</b>		
<b>(08-09)</b>	<b>TOTAL DEPARTMENT BUDGET</b>	<b>\$212,114.29</b>	<b>\$245,929.73</b>		<b>\$258,579.06</b>	<b>\$14,255.32</b>	<b>5.1%</b>		
	<b>To Grant Fund</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>#DIV/0!</b>		
	<b>To Capital Fund</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>#DIV/0!</b>		
<b>33.33%</b>	<b>Water Department</b>	<b>(\$64,801.34)</b>	<b>(\$81,975.44)</b>		<b>(\$86,189.50)</b>	<b>(\$4,214.06)</b>	<b>5.1%</b>		
<b>33.33%</b>	<b>Waste Water Department</b>	<b>(\$64,294.20)</b>	<b>(\$81,982.71)</b>		<b>(\$86,197.92)</b>	<b>(\$4,215.21)</b>	<b>5.1%</b>		
<b>33.33%</b>	<b>General Fund/Total Operating Budget</b>	<b>\$83,018.75</b>	<b>\$81,971.58</b>		<b>\$86,191.64</b>	<b>\$5,826.06</b>	<b>7.1%</b>		

Acct. #	LIBRARY DEPARTMENT BUDGET Account Title	FYE13 Actual	FYE14 Budget	FYE 14 Actual	FYE15 Budget	Adjusted	FYE16 Proposed	Ammt. Inc	%	Remarks and Explanations
<b>A Budget - Salaries</b>										
45-41110	Library Director		\$51,168.00		\$53,982.00	\$53,982.00	\$55,057.60	\$1,075.60	2.0%	Gelsky - Salaried
45-41110	Assistant Director		\$35,817.60		\$36,541.44	\$31,200.00	\$32,136.00	\$936.00	3.0%	Drewlan - backl \$15 @ 40 hrs
45-41110	Circulation Manager		\$33,280.00		\$34,611.20	\$35,360.00	\$36,420.80	\$1,060.80	3.0%	St John 40 hours (prev Drewlan)
45-41110	Yth Services Librarian		\$39,627.28		\$40,310.40	\$40,310.40	\$41,116.61	\$806.21	2.0%	Johnston - 40 hours
45-41110	Adult Services		\$27,716.00		\$28,288.00	\$28,288.00	\$28,853.76	\$565.76	2.0%	Clark 40 week
45-41110	Adult Services Outreach		\$29,120.00		\$29,120.00	\$29,120.00	\$28,080.00	(\$1,040.00)	-3.6%	Open \$13.50 @ 40 hrs/week
45-41110	Circulation Support		\$18,548.40		\$17,946.50	\$18,925.40	\$19,302.40	\$377.00	2.0%	Newmann-29 hours
45-41110	Circulation Support				\$24,960.00	\$18,096.00	\$16,457.92	\$361.92	2.0%	Ally Weppio \$12 @ 29 hrs/week
45-41110	Circulation Support		\$18,096.00		\$24,960.00	\$24,960.00	\$25,708.80	\$748.80	3.0%	Croty 40 hrs
45-41110	Parker IT		\$6,885.60		\$2,568.40		\$0.00	\$0.00	#DIV/0!	
45-41110	3% Increase (2% FY15)				(\$4,274.06)			\$0.00	#DIV/0!	
45-41110	SUBTOTAL - Benefit Salaries	\$266,001.53	\$260,168.88	\$275,776.41	\$284,056.88	\$280,241.80	\$285,133.89	\$4,892.09	1.7%	
45-41110	Circulation Support		\$10,233.60		\$10,441.60			\$804.49	7.5%	Includes 3% increase on \$12/hr per M
45-41110	Circulation Support		\$10,553.40		\$10,764.47	\$10,764.47	\$11,568.96	\$804.49	7.5%	
45-41110	Custodian/Maria		\$20,787.00		\$21,206.07	\$21,438.27	\$21,812.74	\$374.47	1.7%	
45-41110	SUBTOTAL - Non-Benefit Salaries	\$19,392.05	\$20,685.79	\$21,515.87	\$20,998.90	\$21,438.27	\$22,277.16	\$413.66	1.3%	
45-41121	FICA	\$25,702.66	\$28,760.03	\$31,164.24	\$30,023.27	\$31,863.49	\$32,277.16	\$222.79	2.0%	
45-41122	Persl Retirement	\$905.22	\$1,123.82	\$1,061.80	\$1,141.05	\$1,164.03	\$1,186.81	\$222.79	2.0%	
45-41124	Worker's Comp Insurance	\$5,582.10	\$6,159.98	\$6,907.40	\$6,907.40	\$6,907.40	\$6,907.40	(\$363.99)	-8.2%	=(11456.64*(0.19)+(1000*0.45)*12)
45-41126	45% of Maria Mares Benefits	\$48,404.31	\$64,680.00	\$59,850.61	\$75,600.00	\$75,600.00	\$63,980.00	(\$11,620.00)	-15.4%	7 employees' health ins
45-41128	Unemployment Insurance	\$594.00								
	SUBTOTAL - Benefits	\$100,580.34	\$121,409.62	\$113,592.52	\$134,670.62	\$136,973.19	\$125,600.13	(\$11,373.06)	-8.3%	
	<b>A BUDGET TOTAL Salaries &amp; Benefits</b>	<b>\$366,681.87</b>	<b>\$402,365.50</b>	<b>\$389,368.93</b>	<b>\$419,933.57</b>	<b>\$427,979.46</b>	<b>\$422,302.97</b>	<b>(\$5,676.48)</b>	<b>-1.3%</b>	
<b>B Budget - Operating &amp; Maintenance</b>										
45-41213	Postage	\$1,217.41	\$2,400.00	\$1,515.54	\$2,400.00		\$2,400.00	\$0.00	0.0%	
45-41215	Supplies	\$6,117.25	\$5,500.00	\$7,361.91	\$5,500.00		\$5,500.00	\$0.00	0.0%	
	SUBTOTAL - Supplies	\$7,334.66	\$7,900.00	\$8,877.45	\$7,900.00		\$7,900.00	\$0.00	0.0%	
45-41319	Publications	\$1,698.12	\$900.00	\$1,248.79	\$900.00		\$900.00	\$0.00	0.0%	
	Professional Services/Technology	\$0.00	\$0.00		\$9,000.00		\$9,000.00	\$0.00	0.0%	
45-41325	Service Contracts	\$8,771.95	\$9,000.00	\$12,392.97	\$9,000.00		\$9,000.00	\$0.00	0.0%	
45-41326	Public Programming	\$3,325.22	\$1,300.00	\$2,108.46	\$1,300.00		\$1,300.00	\$0.00	0.0%	
	SUBTOTAL - Services	\$13,795.29	\$11,200.00	\$15,750.22	\$11,200.00		\$11,200.00	\$0.00	0.0%	
45-41411	Equipment Repair and Maintenance	\$287.81	\$1,200.00	\$1,410.47	\$1,200.00		\$1,200.00	\$0.00	0.0%	
45-41413	Library Space Repair and Maintenance	\$5,300.17	\$6,475.00	\$6,698.00	\$6,475.00		\$6,580.00	\$105.00	1.6%	\$12,000 int paint/\$12,420 adl needed
	SUBTOTAL - Repair and Maint.	\$5,687.98	\$7,675.00	\$8,108.47	\$7,675.00		\$7,780.00	\$105.00	1.4%	
45-41713	Communications	\$2,707.05	\$5,250.00	\$2,459.93	\$2,650.00		\$2,650.00	\$0.00	0.0%	
45-41711	Dues and Subscriptions	\$180.00	\$1,000.00	\$327.00	\$1,000.00		\$1,000.00	\$0.00	0.0%	
45-41717	Utilities	\$5,303.96	\$5,000.00	\$6,999.99	\$5,000.00		\$5,000.00	\$0.00	0.0%	
45-41723	Personnel Training	\$2,067.27	\$1,000.00	\$945.76	\$1,000.00		\$1,000.00	\$0.00	0.0%	
45-41724	Travel Expenses	\$1,572.72	\$1,000.00	\$794.76	\$1,000.00		\$1,000.00	\$0.00	0.0%	
45-41515	Computer subscriptions	\$26.91	\$400.00		\$400.00		\$400.00	\$0.00	0.0%	
45-41735	Subscriptions	\$2,987.30	\$2,900.00	\$3,105.41	\$2,900.00		\$3,500.00	\$600.00	20.7%	
45-41733	Computers	\$4,806.77	\$2,500.00	\$4,754.69	\$0.00		\$5,000.00	\$5,000.00	#DIV/0!	
45-41539	Equipment-replacement	\$45,031.57	\$44,400.00	\$44,719.37	\$2,500.00		\$2,500.00	\$0.00	0.0%	
45-41535	Library Materials	\$64,683.55	\$63,450.00	\$66,835.76	\$60,850.00		\$66,450.00	\$5,600.00	9.2%	ebooks Included
	SUBTOTAL - Misc. Operating Exp.	\$91,401.48	\$90,225.00	\$99,571.90	\$87,625.00		\$93,330.00	\$5,705.00	6.5%	
	<b>B BUDGET TOTAL - Operating and Maintenance</b>									
<b>C Budget - Capital Outlay</b>										
	TOTAL DEPARTMENT BUDGET	\$457,983.35	\$492,590.50	\$488,940.83	\$535,038.57	\$540,632.97	\$540,632.97	(\$2,451.48)	1.0%	Security System-Bibliotheca
	To Capital Fund				(\$27,480.00)		(\$25,000.00)	\$2,480.00	-9.0%	
	<b>TOTAL OPERATING BUDGET</b>	<b>\$457,983.35</b>	<b>\$492,590.50</b>	<b>\$488,940.83</b>	<b>\$507,558.57</b>	<b>\$515,632.97</b>	<b>\$8,074.40</b>	<b>\$8,074.40</b>	<b>1.6%</b>	

Acct #	Account Title	FYE 14 Actual	FYE15 Budget	Adjusted	FYE16 Proposed	Amnt Increase	% Increase
<b>PARKS - GENERAL</b>							
A Budget - Salaries & Benefits							
50-41110	Park Maintenance	\$97,762.59	\$24,930.05	\$25,122.24	\$27,238.91	\$2,308.86	9.3%
50-41110	Parks and Event Coordinator				\$21,000.00		
50-41110	Seasonal Summer		\$36,120.00	\$43,344.00	\$51,120.00	\$15,000.00	41.5%
50-41110	Street Dept. Help		\$35,000.00	\$35,000.00		(\$35,000.00)	-100.0%
50-41114	Phone Allowance	\$150.00	\$360.00	\$360.00	\$360.00	\$0.00	0.0%
50-41110	Arborist Increase (Potential)		\$0.00			\$0.00	
50-41110	3% increase	\$109.80	\$0.00			\$0.00	
	<b>Subtotal Salaries</b>	\$98,022.39	\$96,410.05	\$103,826.24	\$99,718.91	(\$17,691.14)	-4.0%
50-41121	Fica	\$7,680.25	\$7,375.37	\$7,942.71	\$7,628.50	\$253.13	3.4%
50-41122	Persi Retirement	\$6,571.53	\$6,854.98	\$6,876.83	\$3,124.20	(\$3,730.78)	-54.4%
50-41124	Worker's Comp Insurance	\$5,028.97	\$5,302.55	\$5,710.44	\$5,484.54	\$181.99	3.4%
50-41126	Health Insurance - Medical & Dental	\$15,340.65	\$7,236.00	\$7,236.00	\$6,123.80	(\$1,112.20)	-15.4%
50-41128	Unemployment Insurance	\$3,501.17	\$7,000.00	\$7,000.00	\$7,000.00	\$0.00	0.0%
<b>A BUDGET</b>	<b>TOTAL SALARIES</b>	<b>\$136,144.96</b>	<b>\$130,178.95</b>	<b>\$138,592.22</b>	<b>\$129,079.94</b>	<b>(\$22,099.01)</b>	<b>-0.8%</b>
<b>B Budget - Operating &amp; Maintenance</b>							
50-41215	Department Supplies	\$5,334.19	\$2,500.00		\$5,500.00	\$3,000.00	120.0%
50-41215	Department Supplies/Fert, Herbicide		\$5,335.00		\$0.00	(\$5,335.00)	-100.0%
	<b>SUBTOTAL - Supplies</b>	<b>\$5,334.19</b>	<b>\$7,835.00</b>		<b>\$5,500.00</b>	<b>(\$2,335.00)</b>	<b>-29.8%</b>
50-41313	Professional Services (Legal, Eng, Etc)	\$5,107.50	\$6,000.00		\$18,000.00	\$12,000.00	200.0%
50-41319	Advertising, Publishing, Printing services	\$163.76	\$500.00		\$500.00	\$0.00	0.0%
50-41329	Other Special Services	\$3,869.92				\$0.00	#DIV/0!
50-41325	Service Contracts		\$12,000.00		\$0.00	(\$12,000.00)	-100.0%
	<b>SUBTOTAL - Services</b>	<b>\$9,141.18</b>	<b>\$18,500.00</b>		<b>\$18,500.00</b>	<b>\$0.00</b>	<b>0.0%</b>
50-41403	Fertilizer/Herbicide					\$0.00	#DIV/0!
50-41403	Repair & Maint.-System	\$53,475.73	\$30,000.00		\$30,000.00	\$0.00	0.0%
50-41405	Repair & Maint.-Equipment	\$3,223.01	\$500.00		\$4,000.00	\$3,500.00	700.0%
50-41413	Repair & Maint.-Building	\$300.00	\$500.00		\$2,500.00	\$2,000.00	400.0%
50-41415	Repair and Maint. Auto	\$29.04	\$1,500.00		\$1,500.00	\$0.00	0.0%
	<b>SUBTOTAL - Repairs &amp; Maint</b>	<b>\$57,027.78</b>	<b>\$32,500.00</b>		<b>\$38,000.00</b>	<b>\$5,500.00</b>	<b>16.9%</b>
50-41615	Hailey Rodeo Park Supplies	\$16,727.13	\$7,000.00		\$8,000.00	\$1,000.00	14.3%
50-41625	Hailey Rodeo Park Maintenance	\$1,803.69	\$6,000.00		\$8,000.00	\$2,000.00	33.3%
50-41617	Hailey Rodeo Park Utilities	\$7,735.64	\$6,000.00		\$8,000.00	\$2,000.00	33.3%
	<b>SUBTOTAL - Hailey Rodeo Park</b>	<b>\$26,266.46</b>	<b>\$19,000.00</b>		<b>\$24,000.00</b>	<b>\$5,000.00</b>	<b>26.3%</b>

City of Halley  
Public Works  
PARKS - 50  
Fiscal Year 2016

Acct #	Account Title	FYE 14 Actual	FYE15 Budget	Adjusted	FYE16 Proposed	Amnt Increase	% Increase
<b>PARKS - GENERAL</b>							
50-41703	Clothing & Uniforms	\$0.00	\$500.00		\$500.00	\$0.00	0.0%
50-41713	Telephone & Communications	\$0.00	\$1,500.00		\$3,000.00	\$1,500.00	100.0%
50-41717	Utilities, Street Lighting, Park Watering	\$92,798.46	\$60,012.00		\$67,779.00	\$7,767.00	12.9%
50-41719	Gas & Oil	\$8,020.90	\$4,000.00		\$8,000.00	\$4,000.00	100.0%
50-41723	Personnel Training	\$95.00	\$1,000.00		\$1,000.00	\$0.00	0.0%
50-41724	Travel	\$0.00	\$500.00		\$500.00	\$0.00	0.0%
50-41775	Equipment Rental	\$261.25	\$500.00		\$1,500.00	\$1,000.00	200.0%
50-41707	Tree Committee, Inventory Expenses	\$7,801.97	\$5,000.00		\$6,000.00	\$1,000.00	20.0%
	<b>SUBTOTAL - Misc Operating Exp</b>	<b>\$108,977.58</b>	<b>\$73,012.00</b>		<b>\$88,279.00</b>	<b>\$15,267.00</b>	<b>20.9%</b>
<b>B BUDGET</b>	<b>TOTAL - OPERATING &amp; MAINTENANCE</b>	<b>\$206,747.19</b>	<b>\$150,847.00</b>		<b>\$174,279.00</b>	<b>\$23,432.00</b>	<b>15.5%</b>
<b>C BUDGET</b>							
50-41513	Public Art Park Project - Welcome Sign	\$4,708.75	\$10,000.00			(\$10,000.00)	-100.0%
50-41547	Skatepark lights, concessions upgrades		\$34,000.00		\$0.00	(\$34,000.00)	-100.0%
50-41549	Irrigation Smart Controls Remote Station	\$87.00	\$20,000.00		\$0.00	(\$20,000.00)	-100.0%
50-41549	Capital Expense from DIF/In-Lieu				\$50,000.00		
50-41549	Arena shade structure				\$0.00	\$0.00	
50-41549	Balmoral Pavilion				\$0.00	\$0.00	
50-41549	New Skate Park Bathroom				\$0.00	\$0.00	
<b>C Budget - Total Capital Outlay</b>		<b>\$4,795.75</b>	<b>\$64,000.00</b>		<b>\$50,000.00</b>	<b>(\$64,000.00)</b>	<b>-21.9%</b>
<b>TOTAL DEPARTMENT BUDGET</b>							
		<b>\$347,687.90</b>	<b>\$345,025.95</b>		<b>\$353,358.94</b>	<b>\$8,332.99</b>	<b>2.4%</b>
<b>To Capital Fund</b>							
		<b>\$0.00</b>	<b>\$64,000.00</b>		<b>(\$50,000.00)</b>	<b>(\$114,000.00)</b>	<b>-178.1%</b>
<b>General Fund - TOTAL OPERATING BUDGE</b>							
		<b>\$347,687.90</b>	<b>\$281,025.95</b>		<b>\$403,358.94</b>	<b>\$122,332.99</b>	<b>43.5%</b>

City of Halley  
 FIRE Budget - 55  
 Fiscal Year 2016

Acct. #	FIRE DEPARTMENT BUDGET Account Title	FYE 14 Actual	FYE15 Budget	Adjustments	FYE16 Proposed	Amnt. Increase	% Increase
<b>A Budget - Salaries</b>							
55-41110	Fire Chief		76,500.00	102,000.00	103,000.00	1,000.00	1.0%
55-41110	Asst Chief/ Fire Inspector/Plans Reviewer		50,000.00	66,000.00	67,580.00	1,580.00	2.4%
55-41110	Fire Fighter/Fire Inspector		35,700.00	48,550.00	49,631.00	1,081.00	2.2%
55-41110	Administrative Asst. - 19 hour permanent		40,800.00	18,772.00	19,760.00	988.00	5.3%
55-41110	Adjust Actual to audit/GRANT adj/half PR		0.00		0.00	0.00	
55-41114	Phone Allowance	360.00	720.00	720.00	720.00	0.00	0.0%
55-41110	SUBTOTAL - Benefit Salaries	189,398.97	203,720.00	236,042.00	240,691.00	4,649.00	2.0%
55-41112	Volunteer Officer Pay	4,650.00	3,500.00	3,500.00	3,500.00	0.00	0.0%
55-41118	Volunteer Member Pay & FT Incident pay	98,373.35	64,850.00	64,850.00	70,000.00	5,150.00	7.9%
55-41110	Non-Benefit Mechanic -					0.00	
	SUBTOTAL - Non-Benefit Salaries	103,023.35	68,350.00	68,350.00	73,500.00	5,150.00	7.5%
55-41121	Fica	14,684.00	20,813.36	23,285.99	24,035.61	3,222.26	3.2%
55-41122	Persi Retirement	21,965.90	24,119.63	27,946.55	28,063.75	3,944.12	0.4%
55-41124	Worker's Comp Insurance	12,683.24	9,658.49	10,805.92	11,153.78	1,495.30	3.2%
55-41126	Health Ins. - Medical & Dental	31,168.59	43,800.00	43,800.00	28,020.00	(15,780.00)	-36.0%
55-41128	Unemployment Insurance	455.65	0.00	0.00	0.00	0.00	
	SUBTOTAL - Benefits	80,957.38	98,391.47	105,838.46	91,273.14	(7,118.33)	-13.8%
	<b>A BUDGET TOTAL SALARIES &amp; BENEFITS</b>	<b>373,379.70</b>	<b>370,461.47</b>	<b>410,230.46</b>	<b>405,464.14</b>	<b>2,680.67</b>	<b>-1.2%</b>
<b>B Budget - Operating &amp; Maintenance</b>							
55-41211	Office Supplies	1,511.54	1,500.00	1,500.00	1,750.00	250.00	16.7%
55-41213	Postage	177.80	200.00	200.00	250.00	50.00	25.0%
55-41215	Departmental Supplies	1,854.29	4,200.00	4,200.00	4,500.00	300.00	7.1%
55-41217	Training Supplies	531.62	3,000.00	3,000.00	3,500.00	500.00	16.7%
55-41219	Medical Supplies	525.26	950.00	950.00	1,250.00	300.00	31.6%
	SUBTOTAL - Supplies	4,600.51	9,850.00	9,850.00	11,250.00	1,400.00	14.2%
55-41313	Professional Services (ESCI Fire Study)		0.00	0.00			
55-41315	Medical Services	131.00	325.00	325.00		(325.00)	-100.0%
55-41319	Advertising & Publishing Services	1,345.90	100.00	100.00	250.00	150.00	150.0%
55-41325	Service Contracts	1,604.07	2,500.00	2,500.00	2,750.00	250.00	10.0%
	SUBTOTAL - Services	3,080.97	2,925.00	2,925.00	3,000.00	75.00	2.6%
55-41405	Equipment Maintenance	7,774.60	5,000.00	5,000.00	7,500.00	2,500.00	50.0%
55-41413	Building Repair & Maintenance	2,085.36	4,000.00	4,000.00	5,000.00	1,000.00	25.0%
55-41415	Auto Repair & Maintenance	5,805.56	6,500.00	6,500.00	15,000.00	8,500.00	130.8%
55-41417	Radio Repair & Maintenance	304.00	1,500.00	1,500.00	1,500.00	0.00	0.0%
	SUBTOTAL - Repair & Maintenance	15,969.52	17,000.00	17,000.00	29,000.00	12,000.00	70.6%
55-41703	Uniforms	2,631.86	2,000.00	2,000.00	2,500.00	500.00	25.0%
55-41711	Dues & Subscriptions	1,371.76	550.00	550.00	2,000.00	1,450.00	263.6%
55-41713	Telephone & Communications	2,139.07	2,775.00	2,775.00	2,750.00	(25.00)	-0.9%
55-41717	Utilities	6,196.25	4,900.00	4,900.00	5,000.00	100.00	2.0%
55-41719	Gasoline and Oil	7,804.76	6,450.00	6,450.00	6,250.00	(200.00)	-3.1%
55-41723	Personnel Training	720.00	5,900.00	5,900.00	6,000.00	100.00	1.7%
55-41724	Travel Expenses	3,056.92	5,500.00	5,500.00	5,500.00	0.00	0.0%
55-41747	Prevention Program	1,684.84	2,250.00	2,250.00	2,250.00	0.00	0.0%
55-41775	Equipment Rental	40.00	1,900.00	1,900.00	1,750.00	(150.00)	-7.9%
	SUBTOTAL - Misc. Operating Expense	25,645.46	32,225.00	32,225.00	34,000.00	1,775.00	5.5%
	<b>B BUDGET TOTAL - OPERATING &amp; MAINTENANCE</b>	<b>49,296.46</b>	<b>62,000.00</b>	<b>62,000.00</b>	<b>77,250.00</b>	<b>15,250.00</b>	<b>24.6%</b>

City of Hailey  
 FIRE Budget - 55  
 Fiscal Year 2016

Acct. #	FIRE DEPARTMENT BUDGET Account Title	FYE 14 Actual	FYE15 Budget	Adjustments	FYE16 Proposed	Amnt. Increase	% Increase
<b>C Budget - Capital Outlay</b>							
55-41523	Furniture, Fixtures & Equipment (FFE)		1,500.00	1,500.00		(1,500.00)	-100.0%
55-41529	Fire Truck or Service Vehicle Purchase		35,000.00	35,000.00	375,000.00	340,000.00	971.4%
55-41517	Radios	246.64	0.00	0.00		0.00	
55-41539	Equipment	5,728.96	165,500.00	165,500.00	165,500.00	0.00	0.0%
55-41533	Computers & Electronics	1,580.33	1,500.00	1,500.00	1,750.00	250.00	16.7%
55-41545	Replacement Equipment	22,116.39	12,875.00	12,875.00	13,000.00	125.00	1.0%
55-41549	Grant Expenses		3,250.00	3,250.00	3,500.00	250.00	7.7%
<b>C BUDGET</b>	<b>TOTAL CAPITAL OUTLAY</b>	<b>29,672.32</b>	<b>219,625.00</b>	<b>219,625.00</b>	<b>558,750.00</b>	<b>339,125.00</b>	<b>154.4%</b>
<b>TOTAL DEPARTMENT BUDGET</b>							
		<b>452,348.48</b>	<b>652,086.47</b>	<b>691,855.46</b>	<b>1,041,464.14</b>	<b>357,055.67</b>	<b>59.7%</b>
	To Grants Fund		0.00	0.00	0.00	0.00	
	To Capital Fund		(185,000.00)	(185,000.00)	(525,000.00)	(340,000.00)	183.8%
	<b>General Fund - TOTAL OPERATING BUD</b>	<b>452,348.48</b>	<b>467,086.47</b>	<b>506,855.46</b>	<b>516,464.14</b>	<b>17,055.67</b>	<b>10.6%</b>

City of Hailey  
Water Department User Revenue

Water User Fund Revenues									
FUND/ACCT#	ACCOUNT TITLE	FYE 2013 Actual	FYE 14 Budget	FYE 2014 Actual	FYE 15 Budget	FYE 16 Proposed	Amnt Increase	%Increase	#DIV/0!
200.60-32240	ANNEXATION FEES		\$0.00		\$0.00		\$0.00		
200.60-32290	WATER USER FILL SPOUT	\$3,775.00	\$2,000.00	\$7,051.90	\$2,000.00	\$8,000.00	\$6,000.00	300.00%	
200.60-32273	PROPERTY SALES		\$0.00	\$0.00	\$0.00		\$0.00		
200.00-32294	SUBDIVISION INSPECTION FEES	\$50.00	\$0.00	\$0.00	\$0.00		\$0.00		
200.60-32413	INTEREST EARNED	\$2,128.91	\$10,000.00	\$842.86	\$1,875.00	\$1,500.00	(\$375.00)	-20.00%	
	EPA Sustainability Grant Reimb		\$14,000.00	\$2,200.00	\$0.00		\$0.00		
200.00-31010	BOND REVENUE- for St Rev Fund LC	\$167,295.80	\$151,500.00	\$157,428.93	\$151,500.00	\$151,500.00	\$0.00	0.00%	
200.60-34610	USER CHARGES	\$980,624.58	\$1,080,000.00	\$1,157,992.66	\$1,144,836.00	\$1,384,836.00	\$240,000.00	20.96%	
200.60-34612	INSPECTION FEES/LIVE TAP FEES	\$2,450.00	\$500.00	\$1,015.50	\$500.00	\$1,000.00	\$500.00	100.00%	
200.60-34616	METER REIMBURSEMENT	\$8,400.00	\$2,000.00	\$34,098.25	\$6,000.00	\$6,000.00	\$0.00	0.00%	
200.60-34618	HYDROPLANT REVENUE	\$4,713.42	\$5,000.00	\$2,482.82	\$2,000.00	\$1,000.00	(\$1,000.00)	-50.00%	
	PREMIUM EARNED ON BOND REFI	\$37,645.28					\$0.00		
200.60-34611	SERVICE CHARGES	\$15,363.89	\$10,000.00	\$14,271.54	\$5,000.00	\$13,000.00	\$8,000.00	160.00%	
<b>TOTAL USER REVENUE</b>		<b>\$1,222,446.88</b>	<b>\$1,275,000.00</b>	<b>\$1,377,394.46</b>	<b>\$1,313,711.00</b>	<b>\$1,566,836.00</b>	<b>\$253,125.00</b>	<b>19.27%</b>	
	BUDGETED Fund Balance	\$217,911.06	\$279,802.47		\$241,091.47				
<b>TOTAL</b>									
<b>TOTAL BUDGETED USER REVENUE</b>		<b>\$1,440,357.94</b>	<b>\$1,554,802.47</b>		<b>\$1,554,802.47</b>	<b>\$1,649,217.97</b>	<b>\$94,415.50</b>	<b>6.07%</b>	

City of Hailey  
Water Department User Expenditures FYE 16

WATER USER EXPENSES		FYE 14 Actual	FYE 15 Budget	ADJUSTED	FYE 16 Proposed	Amnt Increase	%Increase
FUND/ACCT#	ACCOUNT TITLE						
<b>A BUDGET</b>							
200.60-41110	SUPERINTENDENT	\$183,472.90	\$54,876.00	\$54,885.80	\$59,000.00	\$4,114.20	7.50%
200.60-41110	OPERATOR		\$45,338.18	\$35,360.00	\$39,634.40	\$4,274.40	12.09%
200.60-41110	OPERATOR		\$39,820.80	\$39,832.00	\$41,026.96	\$1,194.96	3.00%
200.60-41110	OPERATOR		\$36,067.20	\$36,129.60	\$41,392.00	\$5,262.40	14.57%
200.60-41110	OPERATOR		\$36,400.00	\$35,360.00	\$37,492.00	\$2,132.00	6.03%
200.60-41111	OVERTIME						
200.60-41111	POLICE DEPT TIME		\$15,000.00	\$15,000.00	\$15,000.00	\$0.00	0.00%
160.83-41110	EPA Sustainability Coordinator	\$1,624.85					
200.60-41110	3%						
	<b>SUBTOTAL WATER SALARIES</b>	<b>\$185,097.75</b>	<b>\$227,502.18</b>	<b>\$216,567.40</b>	<b>\$233,545.36</b>	<b>\$16,977.96</b>	<b>2.66%</b>
200.60-41121	FICA	\$14,058.10	\$17,403.92	\$16,567.41	\$17,866.22	\$1,298.81	7.84%
200.60-41122	RETIREMENT	\$21,275.96	\$25,867.00	\$24,515.43	\$26,437.33	\$1,921.91	7.84%
200.60-41124	WORKMAN COMP.	\$7,000.60	\$11,375.11	\$10,828.37	\$11,677.27	\$848.90	7.84%
200.60-41126	H&A INSURANCE	\$37,781.17	\$54,000.00	\$54,000.00	\$45,700.00	(\$8,300.00)	-15.37%
200.60-41128	UNEMPLOYMENT INSURANCE						
	<b>SUBTOTAL BENEFITS</b>	<b>\$80,115.83</b>	<b>\$108,646.02</b>	<b>\$105,911.21</b>	<b>\$101,680.82</b>	<b>(\$4,230.38)</b>	<b>-6.41%</b>
	<b>TOTAL A BUDGET</b>	<b>\$265,213.58</b>	<b>\$336,148.21</b>	<b>\$322,478.61</b>	<b>\$335,226.18</b>	<b>\$12,747.58</b>	<b>-0.27%</b>
<b>B BUDGET</b>							
200.60-41211	OFFICE SUPPLIES	\$52.91	\$300.00		\$300.00	\$0.00	0.00%
200.60-41213	POSTAGE	\$1,174.97	\$1,000.00		\$1,500.00	\$500.00	50.00%
200.60-41215	DEPARTMENTAL SUPPLIES	\$26.22	\$250.00		\$500.00	\$250.00	100.00%
200.60-41311	DEQ USER FEE	\$15,788.99	\$12,000.00		\$11,000.00	(\$1,000.00)	-8.33%
200.60-41313	PROFESSIONAL SERVICES	\$174,867.76	\$100,000.00		\$250,000.00	\$150,000.00	150.00%
200.60-41319	ADVERT.&PUBL.	\$615.08	\$500.00		\$500.00	\$0.00	0.00%
200.60-41323	PRINTING SERVICES	\$61.46	\$250.00		\$500.00	\$250.00	100.00%
	WATER REBATE PROGRAM				\$20,000.00	\$20,000.00	#DIV/0!
200.60-41325	SERVICE CONTRACTS	\$7,010.96	\$3,000.00		\$4,500.00	\$1,500.00	50.00%
	<b>SUBTOTAL SERVICES</b>	<b>\$199,598.35</b>	<b>\$117,300.00</b>		<b>\$288,800.00</b>	<b>\$171,500.00</b>	<b>146.21%</b>
200.60-41401	R & M - EQUIPMENT	\$17,314.39	\$150,000.00		\$180,000.00	\$30,000.00	20.00%
200.60-41403	R & M - SYSTEM	\$68,647.37	\$45,000.00		\$45,000.00	\$0.00	0.00%
200.60-41405	R & M - EQUIPMENT	\$15,924.27	\$10,000.00		\$10,000.00	\$0.00	0.00%
200.60-41411	R & M - OFFICE EQUIPMENT	\$11.99	\$250.00		\$2,000.00	\$1,750.00	700.00%
200.60-41413	R & M - BUILDING	\$1,222.74	\$5,000.00		\$15,000.00	\$10,000.00	200.00%
200.60-41415	R & M - AUTO	\$2,596.64	\$3,000.00		\$5,000.00	\$2,000.00	66.67%
200.60-41417	R & M RADIO	\$768.32	\$5,000.00		\$2,000.00	(\$3,000.00)	-60.00%
200.60-41421	R & M - SHOP				\$0.00	\$0.00	#DIV/0!
	<b>SUBTOTAL REPAIRS &amp; MAINTEN</b>	<b>\$106,465.72</b>	<b>\$218,250.00</b>		<b>\$259,000.00</b>	<b>\$40,750.00</b>	<b>18.67%</b>

City of Hailey  
Water Department User Expenditures FYE 16

WATER USER EXPENSES		FYE 14 Actual	FYE 15 Budget	ADJUSTED	FYE 16 Proposed	Amnt Increase	%Increase
FUND/ACCT#	ACCOUNT TITLE						
200.60-41703	CLOTHING & UNIFORMS	\$916.87	\$1,500.00		\$2,500.00	\$1,000.00	66.67%
	EPA Sustainability Grant Match	\$16.10	\$0.00			\$0.00	#DIV/0!
200.60-41711	DUES & SUBSCRIPTIONS	\$7,230.04	\$2,000.00		\$2,000.00	\$0.00	0.00%
200.60-41713	TELEPHONE & COMMUNICATION	\$6,045.18	\$4,000.00		\$4,000.00	\$0.00	0.00%
200.60-41717	UTILITIES	\$78,371.58	\$75,000.00		\$75,000.00	\$0.00	0.00%
200.60-41719	GAS & OIL	\$8,794.75	\$10,000.00		\$10,000.00	\$0.00	0.00%
200.60-41723	PERSONNEL TRAINING	\$2,241.73	\$2,000.00		\$2,500.00	\$500.00	25.00%
200.60-41724	TRAVEL EXPENSES	\$2,269.25	\$2,500.00		\$2,500.00	\$0.00	0.00%
200.60-41747	PREVENTIVE PROGRAMS	\$206.33	\$1,000.00		\$1,000.00	\$0.00	0.00%
200.60-41775	EQUIPMENT RENTAL	\$0.00	\$500.00		\$500.00	\$0.00	0.00%
200.60-41791	CHEMICALS	\$1,855.27	\$4,000.00		\$4,000.00	\$0.00	0.00%
200.60-41795	LAB TESTING & SUPPLIES	\$5,273.07	\$5,000.00		\$6,000.00	\$1,000.00	20.00%
	SUBTOTAL MISC. EXPENDITURE	\$113,220.17	\$107,500.00		\$110,000.00	\$2,500.00	2.33%
	<b>TOTAL B BUDGET</b>	<b>\$419,304.24</b>	<b>\$443,050.00</b>		<b>\$657,800.00</b>	<b>\$214,750.00</b>	<b>48.47%</b>
<b>C BUDGET</b>							
	Truck Fill Card Read System				\$20,000.00	\$20,000.00	#DIV/0!
	3rd Ave well CL2 upgrades		\$0.00		\$0.00	\$0.00	#DIV/0!
200-60-41533	Computer		\$0.00		\$2,000.00	\$2,000.00	#DIV/0!
	Generator (BU power for wells)				\$85,000.00	\$85,000.00	#DIV/0!
	Pick-up		\$0.00		\$20,000.00	\$20,000.00	#DIV/0!
200-60-41547	Capital	\$300,170.89	\$0.00		\$0.00	\$0.00	#DIV/0!
	<b>TOTAL C BUDGET</b>	<b>\$300,170.89</b>	<b>\$0.00</b>		<b>\$127,000.00</b>	<b>\$127,000.00</b>	<b>#DIV/0!</b>
<b>BONDS &amp; LOANS</b>							
60-41613	Bond Repayment - Water Storage Tank DEQ State Revolving Loan	\$151,674.18	\$151,500.00		\$153,100.00	\$1,600.00	1.06%
	<b>TOTAL DEPARTMENT BUDGET</b>	<b>\$1,136,362.89</b>	<b>\$930,698.21</b>		<b>\$1,273,126.18</b>	<b>\$342,427.98</b>	<b>36.79%</b>
	<b>GRANTS</b>					\$0.00	
	Legislative Budget	\$13,212.47	\$18,378.42		\$14,355.50	(\$4,022.92)	-21.89%
	Executive Budget	\$273,114.91	\$280,658.93		\$275,201.29	(\$5,457.64)	-1.94%
	Public Works Budget	\$64,801.34	\$81,975.44		\$86,189.50	\$4,214.05	5.14%
	<b>TOTAL OPERATING BUDGET</b>	<b>\$1,487,491.61</b>	<b>\$1,311,711.00</b>		<b>\$1,648,872.47</b>	<b>\$337,161.47</b>	<b>25.70%</b>

City of Hailey Fiscal Year 2016 Budgets

WASTEWATER DEPARTMENT USER REVENUE

PUBLIC WORKS - WASTEWATER DEPARTMENT REVENUE									
FUND	ACCT. #	ACCOUNT TITLE	FYE 13 Actual	2014 BUDGET	FYE 14 Actual	2015 PROPOSED	2016 PROPOSED	AMOUNT INCREASE	% INCREASE
210.70	32413	INTEREST EARNED-GEN ACC	\$4,084	\$5,000	\$2,934	\$5,000	\$6,000	\$1,000	20.00%
210.70	31010	Combined BONDS REVENUE	\$251,416	\$276,100	\$274,581	\$612,000	\$612,000	\$0	0.00%
210.70	32810	Miscellaneous Revenue	\$465	\$0				\$0	#DIV/0!
	32273	Property Sales		\$0	\$1,200			\$0	#DIV/0!
		EPA Sustainability Grant Reimb		\$14,000				\$0	#DIV/0!
	33570	STATE SHARED GRANTS		\$0				\$0	#DIV/0!
210.70	34610	USER CHARGES	\$1,458,394	\$1,500,000	\$1,484,818	\$1,548,001	\$1,596,172	\$48,171	3.11%
210.70	34611	SERVICE CHARGES	\$15,364	\$15,000	\$14,272	\$5,000	\$15,000	\$10,000	200.00%
210.70	34612	INSPECTION FEES	\$1,250	\$500	\$1,250	\$500	\$1,500	\$1,000	200.00%
	35000	PREMIUM EARNED ON BOND REFI	\$99,410					\$0	#DIV/0!
	32294	SUBDIVISION INSPECTION FEES						\$0	#DIV/0!
		<b>TOTAL AVAILABLE NEW REVENUE</b>	<b>\$1,830,383</b>	<b>\$1,810,600</b>	<b>\$1,779,054</b>	<b>\$2,170,501</b>	<b>\$2,230,672</b>	<b>\$60,171</b>	<b>2.77%</b>
		From Fund Balance	(\$649,822)	\$155,201	(\$298,608)	\$2	\$12,709		
		<b>TOTAL REVENUE BUDGETED TO MEET EXPENSES</b>	<b>\$1,180,562</b>	<b>\$1,965,801</b>	<b>\$1,480,446</b>	<b>\$2,170,503</b>	<b>\$2,243,381</b>	<b>\$72,878</b>	

WASTEWATER DEPARTMENT USER EXPENSES

PUBLIC WORKS - WASTEWATER DEPARTMENT EXI		FYE 14 Actual	FYE15 Budget	ADJUSTED	FYE16 Proposed	Amnt. Increase	%
FUND	ACCOUNT TITLE						INCREASE
<b>A BUDGET</b>							
70-41110	SUPERINTENDENT		\$64,913	\$64,913	\$66,860	\$1,947.59	3.0%
70-41110	LEAD OPERATOR/LAB. TECH.		\$43,000	\$43,000	\$43,000	\$0.23	0.0%
70-41110	COLLECTIONS TECH./FORMAN		\$49,473	\$49,473	\$49,483	\$10.14	0.0%
70-41110	OPERATOR 1/PRETREMENT		\$42,536	\$42,536	\$42,536	\$0.04	0.0%
70-41110	COLLECTION 1		\$40,731	\$40,731	\$40,726	(\$4.24)	0.0%
70-41110	MAINTENANCE MECHANIC	\$228,546	\$48,212	\$48,212	\$48,214	\$2.63	0.0%
70-41110	3% budgeted increase				\$6,086	\$6,085.97	#DIV/0!
160-83-41110	Sustainability Coordinator	\$1,054				\$0.00	#DIV/0!
70-41114	PHONE ALLOWANCE	\$360	\$360	\$360	\$360	\$0.00	0.0%
	<b>SUBTOTAL Salaries</b>	<b>\$229,960</b>	<b>\$289,224</b>	<b>\$289,225</b>	<b>\$297,266</b>	<b>\$8,042</b>	<b>-2.8%</b>
70-41121	FICA	\$14,917	\$22,126		\$22,741	\$615.24	2.8%
70-41122	RETIREMENT	\$22,551	\$32,885		\$33,651	\$765.78	2.3%
70-41124	WORKMAN COMP.	\$6,362	\$13,171		\$13,533	\$361.91	2.7%
70-41126	H&A INSURANCE	\$34,463	\$64,800		\$54,840	(\$9,960.00)	-15.4%
	<b>SUBTOTAL Salaries &amp; Benefits</b>	<b>\$78,293</b>	<b>\$132,981</b>		<b>\$124,764</b>	<b>-\$8,217</b>	<b>-3.8%</b>
	<b>TOTAL A BUDGET</b>	<b>\$308,253</b>	<b>\$422,205</b>		<b>\$422,031</b>	<b>-\$175</b>	<b>0.0%</b>
<b>B BUDGET</b>							
70-41211	OFFICE SUPPLIES	\$464	\$2,000		\$2,000	\$0.00	0.0%
70-41213	POSTAGE	\$263	\$800		\$1,000	\$200.00	25.0%
70-41215	DEPARTMENTAL SUPPLIES	\$0	\$5,000		\$5,000	\$0.00	0.0%
70-41313	PROFESSIONAL SERVICES	\$2,900	\$12,000		\$12,000	\$0.00	0.0%
70-41319	ADVERT. & PUBL.	\$280	\$600		\$600	\$0.00	0.0%
70-41321	ENGINEERING SERVICES	\$231,104	\$60,000		\$60,000	\$0.00	0.0%
70-41323	PRINTING SERVICES	\$611	\$250		\$250	\$0.00	0.0%
70-41325	SERVICE CONTRACTS	\$8,891	\$7,500		\$9,000	\$1,500.00	20.0%
	<b>SUBTOTAL Services</b>	<b>\$244,511</b>	<b>\$88,150</b>		<b>\$89,850</b>	<b>\$1,700</b>	<b>1.9%</b>
70-41401	R & M - PLANT EQUIPMENT	\$24,537	\$25,000		\$25,000	\$0.00	0.0%
70-41403	R & M - SYSTEM Equipment	\$5,018	\$30,000		\$30,000	\$0.00	0.0%
70-41405	R & M - EQUIPMENT	\$6,005	\$30,000		\$30,000	\$0.00	0.0%
70-41411	R & M - OFFICE EQUIP.	\$427	\$1,000		\$1,000	\$0.00	0.0%
70-41413	R & M - BUILDING	\$8,531	\$5,000		\$13,000	\$8,000.00	160.0%
70-41415	R & M - AUTO Equip	\$10,473	\$10,000		\$15,000	\$5,000.00	50.0%
70-41419	R & M - GROUNDS	\$1,367	\$3,500		\$6,500	\$3,000.00	85.7%
70-41421	R & M - SHOP	\$2,717	\$5,000		\$5,000	\$0.00	0.0%
70-41423	R & M - TOOLS	\$2,192	\$2,500		\$2,500	\$0.00	0.0%
70-41424	R & M - COMPUTERS	\$651	\$1,000		\$1,000	\$0.00	0.0%
	<b>SUBTOTAL Repairs &amp; Maintenance</b>	<b>\$61,917</b>	<b>\$113,000</b>		<b>\$129,000</b>	<b>\$16,000</b>	<b>14.2%</b>

WASTEWATER DEPARTMENT USER EXPENSES

PUBLIC WORKS - WASTEWATER DEPARTMENT EXPENDITURES		FYE 14 Actual	FYE15 Budget	ADJUSTED	FYE16 Proposed	Amnt. Increase	
FUND	ACCOUNT TITLE						
70-41703	CLOTHING & UNIFORMS	\$6,466	\$7,500		\$7,500	\$0.00	0.0%
70-41709	INSURANCE PREMIUMS & DED.	\$0	\$0			\$0.00	#DIV/0!
70-41711	DUES & SUBSCRIPTIONS	\$760	\$1,000		\$10,000	\$9,000.00	900.0%
70-41713	TELEPHONE & COMMUNICATIONS	\$5,183	\$4,000		\$4,000	\$0.00	0.0%
70-41717	UTILITIES	\$126,038	\$105,000		\$105,000	\$0.00	0.0%
70-41719	GAS & OIL	\$18,384	\$25,000		\$25,000	\$0.00	0.0%
	EPA Sustainability Grant Match	\$16	\$0		\$0	\$0.00	#DIV/0!
70-41723	PERSONNEL TRAINING	\$855	\$2,000		\$2,000	\$0.00	0.0%
70-41724	TRAVEL EXPENSES	\$734	\$2,000		\$2,000	\$0.00	0.0%
70-41747	PREVENTIVE PROGRAMS	\$1,081	\$2,000		\$2,000	\$0.00	0.0%
70-41775	EQUIPMENT RENTAL	\$284	\$1,000		\$1,000	\$0.00	0.0%
70-41791	CHEMICALS	\$0	\$18,000		\$20,000	\$2,000.00	11.1%
70-41795	LAB TESTING & SUPPLIES	\$13,614	\$20,000		\$20,000	\$0.00	0.0%
	SUBTOTAL Miscellaneous	\$173,415	\$187,500		\$198,500	\$11,000	5.9%
	<b>BET - Maintenance &amp; Operation</b>	\$479,843	\$388,650		\$417,350	\$28,700	7.4%
	<b>C BUDGET</b>						
	<b>BOND COMPLIANCE</b>						
70-41521	CAP-OUT - SPECIALIZED EQUIPMENT					\$2,275.00	
70-41533	CAP OUT - COMPUTER					\$0.00	
70-41541	CAP OUT - BUILDINGS					\$0.00	
70-41543	CAP OUT - PLANT EQUIPMENT		\$16,000		\$100,000	\$84,000.00	525.0%
70-41547	CAP OUT - SYSTEM (prev SHOP)	\$64,685	\$75,000			(\$75,000.00)	-100.0%
70-41547	CAP OUT - Auto				\$25,000	\$25,000.00	#DIV/0!
70-41547	CAP OUT - SYSTEM		\$275,625		\$300,000	\$24,375.00	8.8%
	<b>BUDGET TOTAL/CAPITAL OUTLAY EXPENSES</b>	\$64,685.11	\$213,625.00		\$274,275.00	\$58,375.00	28.4%
	<b>BONDS &amp; LOAN</b>						
	<b>BOND COMPLIANCE</b>						
70-41613	Combined Bonds Principal & Interest	\$276,774	\$612,000		\$602,900	(\$9,100.00)	-1.5%
	<b>TOTAL BOND &amp; LOANS</b>	\$276,774	\$765,000		\$753,625	\$9,100.00	-1.5%
	<b>TOTAL DEPARTMENT BUDGET</b>	\$1,129,555.58	\$1,789,480.48		\$1,867,280.77	\$77,800.29	4.3%
	Legislative Budget	\$13,213.02	\$18,378.42		\$14,355.50	(\$4,022.92)	-21.9%
	Executive Budget	\$273,383.52	\$280,660.74		\$275,201.28	(\$5,459.46)	-1.9%
	Public Works Budget	\$64,294.20	\$81,983.23		\$86,197.92	\$4,214.69	5.1%
	Grant Budget					\$0.00	
	<b>TOTAL OPERATING BUDGET</b>	\$1,480,446.32	\$2,170,502.87		\$2,243,035.47	\$72,532.60	3.3%

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015    **DEPARTMENT:** Admin    **DEPT. HEAD SIGNATURE:** HD

**SUBJECT:**

Partners Presentations - Hailey Chamber, Mountain Rides, and Blaine County Housing Authority met with Mayor Haemmerle to present their budget needs.

They will be present to answer questions and give brief overviews of their successes and challenges.

**AUTHORITY:**  ID Code \_\_\_\_\_     IAR \_\_\_\_\_     City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

Budget Line Item # \_\_\_\_\_    YTD Line Item Balance \$ 61,000 \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_    Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_    Phone # \_\_\_\_\_  
Comments:

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

___ City Attorney	___ Finance	___ Licensing	___ Administrator
___ Library	___ Community Development	___ P&Z Commission	___ Building
___ Police	___ Fire Department	___ Engineer	___ W/WW
___ Streets	___ Parks	___ Public Works	___ Mayor

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Mayor has recommended flat budgets for partners. Discuss, give direction for revisions to be made prior to not-to-exceed budget consideration on July 20, 2015.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.):  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

## Hailey Chamber of Commerce Budget Year 2015 - 2016

Within the Hailey Chamber of Commerce's Mission Statement is to promote and support local businesses through business events and tourism. Hailey Chamber marketing of The City of Hailey as a destination and its' local events and recreation is critical to the sustainability of business and subsequently its residents. The Chamber does this through local, regional and national media. During 2014 Hailey car rental and lodging LOT collections increased 18% and SUN enplanements were up 16%.

The Hailey Chamber of Commerce is the **only** Non-Profit organization within the Wood River Valley that directly supports the City of Hailey **and** local events through social media, website, graphic design and poster production/distribution, print, television and radio advertising, press releases and public relations. Sun Valley Marketing Alliance announced during the Idaho Conference on Recreation and Tourism (ICORT) meeting in May that they do NOT directly support events. Their agenda is to market Sun Valley and related events in an overall campaign through the website and internet advertising only. They do not provide support dollars for Familiarization Tours, Public Relations, television, radio or local/regional/national advertising. As a result of this event Sponsors are continually asking the Chamber for support which, regrettably we cannot fulfill most of these requests. Although event sponsors do fundraising and some do ticket sales, there just are not enough funds raised to adequately cover marketing and advertising expenses. The Chamber tracks and measure success by use of estimated event attendance, ticket sales where applicable, Local Option Tax reports, occupancy reports and national media coverage reach.

The Chamber leverages Sponsorship funds, ITC funds and LOT funds to extend marketing dollars. Sponsorships are a key element to supporting local events and promoting the City of Hailey as a destination. Of the sponsorship dollars the Chamber receives, the Chamber retains 20% to administer the funds. For example, the Chamber, working with Madden Media in the 18 summer's campaign, received over 2,700 inquiries for information about Hailey within the first month. Approximately 45% requested email information and 55% prefer postal service. As a result our expense for modifying the Chamber brochure into an electronic format and the postage was expensed to General and Administration along with Contract Labor to assist in the campaign.

During 2015 Sponsorships included, Albertson's, Goode Motors, Silver Creek Ford and 4<sup>th</sup> of July Sponsors. Amounts for 2015 are outlined in the budget. We will work to obtain the same amount for 2016 support.

The Chamber is a key supporter for the City of Hailey and the following 13 events.

1. Sun Valley Film Festival
2. Arborfest
3. Idaho State Fiddler's Contest
4. Hailey Family Carnival
5. Hailey Skate Park Skateboard Competition
6. Sheeptown Drag Races
7. 4<sup>th</sup> of July Days of the Old West Celebration including:
  - a. Pancake Breakfast
  - b. Children's Carnival
  - c. Antique Fair
  - d. 4<sup>th</sup> of July Parade
  - e. WRLT River Festival
  - f. Sawtooth Rangers Rodeo
  - g. 4<sup>th</sup> of July Fireworks
8. Northern Rockies Music Festival
9. Trailing of the Sheep

**Hailey Chamber of Commerce  
Budget Year 2015 - 2016**

- 10. Crosstoberfest
- 11. Halloween Hoopla
- 12. Wood River Exposition
- 13. Hometown Holidays

Following are some of our goals going into 2016. These items are NOT included in the proposed budget.

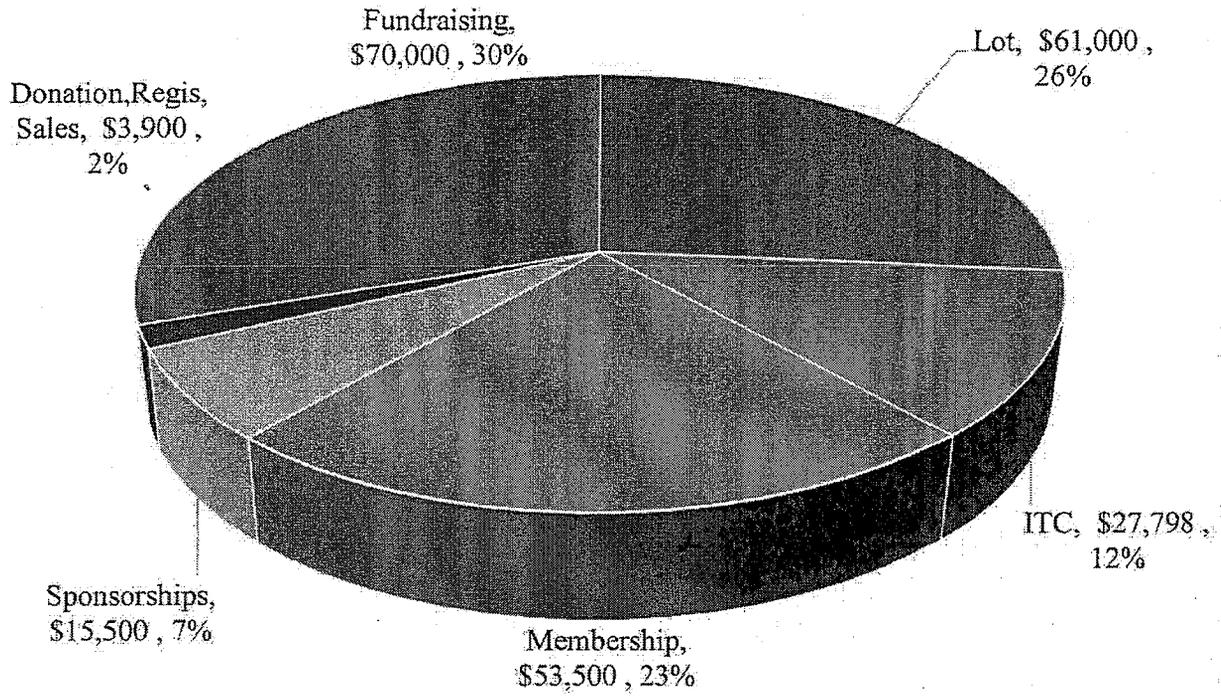
<b>Goal</b>	<b>Annual Cost not included in Budget</b>
Fireworks Match from LOT (to build city fireworks fund)	\$10,000
Marketing Support for Fiddlers Contest	\$ 2,000
1 Full Time Visitor Services Employee (\$\$ needed to be full time)	\$13,000
Employee Medical Insurance (estimated, basic insurance)	\$15,000
Raises for Current Employees (it is difficult to retain good talent on low wages)	\$ 6,300
Welcome Center Space for Retail Sales (research to be done to determine best Sales options)	\$Unknown
<u>Total</u>	<u>\$46,300</u>

The Hailey Chamber of Commerce is happy to work with the City on these and other events as they arise and we look forward to working with you in 2016.

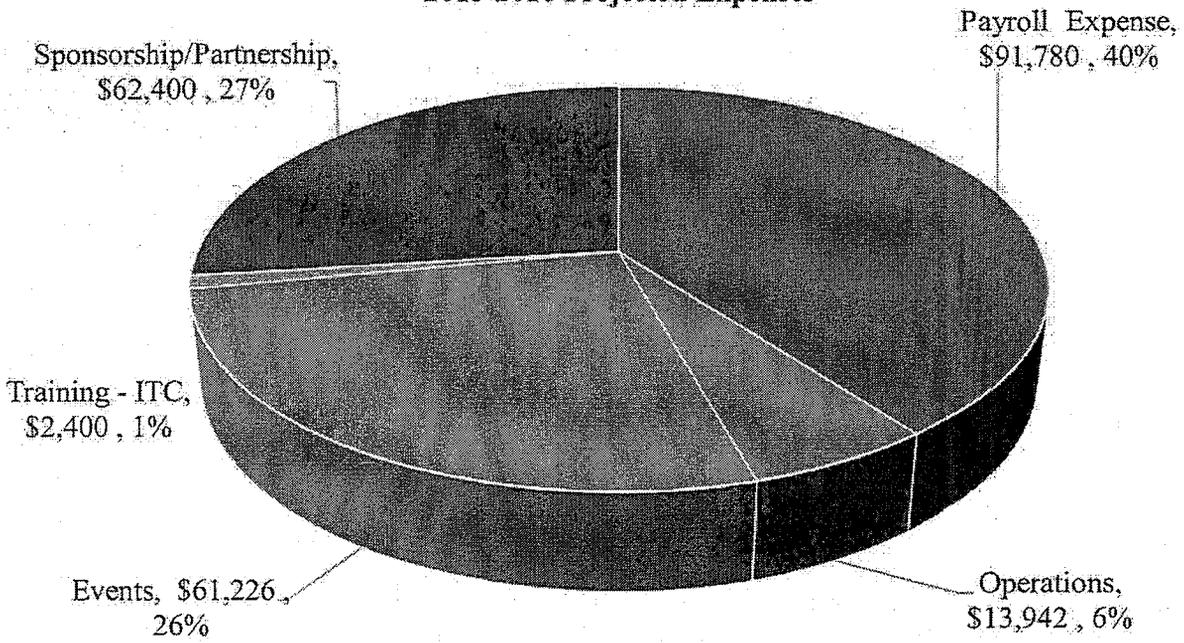
Respectfully Submitted,

Pat Bowton  
Operations Director  
Hailey Chamber of Commerce  
208-788-3784

**2015 - 2016 Projected Revenue**



**2015-2016 Projected Expenses**



**Hailey Chamber of Commerce  
Combined Budget 2015 - 2016**

	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Fiscal Year	TOTAL
<b>Ordinary Income/Expense</b>														
<b>Income</b>														
40010 · Contract - City of Hailey	2,653	4,681	2,688	4,828	3,463	2,903	2,953	6,848	6,918	7,418	10,544	5,103	61,000	
40050 · Idaho Travel Council Grant	5,002	2,082	3,182	3,382	2,932	3,182	1,682	182	4,182	182	182	1,632	27,798	
40200 · Membership Dues	0	2,000	20,000	15,000	5,000	5,000	3,500	1,000	500	500	500	500	53,500	
40300 · Sponsorship Income	0	0	0	2,500	10,000	0	0	0	3,000	0	0	0	15,500	
40310 · Donation / Auction Income	0	0	1,500	0	0	0	0	0	0	0	0	0	1,500	
40330 · Registration Income	500	800	0	0	0	0	0	0	150	850	0	0	2,300	
41000 · Sales Income	25	0	25	0	25	0	25	0	25	0	25	0	150	
43000 · Fundraising	0	0	0	0	0	0	0	0	7,500	62,500	0	0	70,000	
<b>Total Income</b>	8,180	9,563	27,395	25,710	21,420	11,085	8,160	8,030	22,275	71,450	11,251	7,235	231,748	
<b>Gross Income</b>	8,180	9,563	27,395	25,710	21,420	11,085	8,160	8,030	22,275	71,450	11,251	7,235	231,748	
<b>Expense</b>														
50050 · Payroll & Benefit Expenses	6,953	6,953	6,953	6,953	6,953	6,953	6,953	6,953	6,953	6,953	6,953	6,953	83,436	
50052 · Payroll Expense	695	695	695	695	695	695	695	695	695	695	695	695	8,344	
50060 · Payroll Taxes	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	91,780	
<b>Total 50050 · Payroll &amp; Benefit Expenses</b>	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	7,648	181,560	
50110 · Accounting Svcs. Exp.	0	0	0	600	0	0	0	0	0	0	0	0	600	
50120 · Insurance Exp.	0	0	0	0	0	1,030	2,800	0	0	0	0	0	3,830	
50130 · Bank Service Fee Exp	75	75	75	75	75	75	75	75	75	75	75	75	900	
50200 · Office Supply Exp.	200	150	150	150	150	150	200	200	540	231	150	150	2,421	
50203 · Event Supplies	515	100	1,550	460	50	200	680	550	470	560	50	50	5,235	
50205 · Equipment Lease	128	128	128	128	128	128	128	128	128	128	128	128	1,536	
50210 · Postage & Delivery Exp.	250	35	85	935	35	35	35	850	550	85	35	85	3,015	
50215 · Utility Exp.	125	125	125	125	125	125	125	125	125	125	125	125	1,500	
50220 · Telephone & Communications Exp.	225	225	225	225	225	225	225	225	225	225	225	225	2,700	
50230 · Computer & Internet Exp.	75	75	75	75	75	75	75	515	75	75	75	75	1,340	
60010 · Design & Production Exp.	850	250	3,375	75	75	150	200	275	550	150	150	320	6,420	
60020 · Advertising Exp.	3,800	0	600	0	300	1,700	900	3,000	1,950	5,000	3,800	1,500	22,550	

**Hailey Chamber of Commerce  
Combined Budget 2015 - 2016**

	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	TOTAL
60030 • Promotion Exp.	0	3,000	0	0	3,000	0	0	3,000	400	0	0	3,000	12,400
60035 • Printing & Reproduction	225	75	75	75	75	75	75	175	200	150	75	75	1,350
60050 • Web Maint/Hosting/Design Exp.	81	38	240	2,388	78	78	78	78	78	38	78	78	3,331
60200 • Sponsor & Partnership Exp.	0	0	0	2,000	8,000	0	0	0	2,400	50,000	0	0	62,400
60210 • Entertainment /Speaker Exp.	0	0	0	0	0	0	0	0	0	250	0	0	250
60220 • Business Development Class Exp	0	0	0	0	0	60	60	60	60	0	0	0	240
60250 • Venue Expense	0	0	0	0	0	0	0	0	1,900	2,500	0	0	4,400
60300 • License & Permit Exp.	125	125	0	400	0	0	125	125	250	0	0	0	1,150
62000 • Travel Expense	0	0	0	700	0	0	0	1,300	0	0	0	0	2,000
62005 • Meals & Entertainment Expense	0	0	0	200	0	0	0	200	0	0	0	0	400
62010 • Meeting & Conference Exp.	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Expense</b>	<b>14,322</b>	<b>12,049</b>	<b>14,351</b>	<b>16,259</b>	<b>20,039</b>	<b>11,754</b>	<b>13,429</b>	<b>18,529</b>	<b>17,624</b>	<b>67,240</b>	<b>12,614</b>	<b>13,534</b>	<b>231,748</b>
<b>Net Ordinary Income</b>	<b>-6,143</b>	<b>-2,487</b>	<b>13,043</b>	<b>9,450</b>	<b>1,380</b>	<b>-670</b>	<b>-5,270</b>	<b>-10,500</b>	<b>4,650</b>	<b>4,209</b>	<b>-1,364</b>	<b>-6,300</b>	<b>0</b>

6/10/2015

Hailey Chamber of Commerce  
General Administration Budget FY 2015-2016

	TOTAL												
	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Fiscal Year
<b>Ordinary Income/Expense</b>													
<b>Income</b>													
40010 · Contract - City of Hailey	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
40050 · Idaho Travel Council Grant	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
40200 · Membership Dues	2,000	2,000	20,000	15,000	5,000	5,000	3,500	1,000	500	500	500	500	53,500
40300 · Sponsorship Income	0	0	0	2,500	10,000	0	0	0	3,000	0	0	0	15,500
40310 · Donation / Auction Income	0	0	1,500	0	0	0	0	0	0	0	0	0	1,500
40330 · Registration Income	500	800	0	0	0	0	0	0	150	850	0	0	2,300
41000 · Sales Income	25	0	25	0	25	0	25	0	25	0	25	0	150
43000 · Fundraising									7,500	62,500	0	0	70,000
<b>Total Income</b>	525	2,800	21,525	17,500	15,025	5,000	3,525	1,000	11,175	63,850	525	500	142,950
<b>Gross Income</b>	525	2,800	21,525	17,500	15,025	5,000	3,525	1,000	11,175	63,850	525	500	142,950
<b>Expense</b>													
50050 · Payroll & Benefit Expenses													
50052 · Payroll Expense	4,788	4,788	4,788	4,788	4,788	4,788	4,788	4,788	4,788	4,788	4,788	4,788	57,456
50060 · Payroll Taxes	479	479	479	479	479	479	479	479	479	479	479	479	5,746
<b>Total 50050 · Payroll &amp; Benefit Expenses</b>	5,267	5,267	5,267	5,267	5,267	5,267	5,267	5,267	5,267	5,267	5,267	5,267	63,202
50110 · Accounting Svcs. Exp.	0	0	0	600	0	0	0	0	0	0	0	0	600
50120 · Insurance Exp.	0	0	0	0	0	1,030	0	0	0	0	0	0	1,030
50130 · Bank Service Fee Exp	25	25	25	25	25	25	25	25	25	25	25	25	300
50200 · Office Supply Exp.	200	100	100	100	100	100	150	150	200	100	100	100	1,500
50203 · Event Supplies	265	100	50	460	50	50	460	50	370	460	50	50	2,415
50210 · Postage & Delivery Exp.	200	35	35	35	35	35	35	800	500	35	35	35	1,815
50215 · Utility Exp.	125	125	125	125	125	125	125	125	125	125	125	125	1,500
50220 · Telephone & Communications Exp	100	100	100	100	100	100	100	100	100	100	100	100	1,200
50230 · Computer & Internet Exp.	65	65	65	65	65	65	65	65	65	65	65	65	780
60010 · Design & Production Exp.	250	250	100	75	75	150	0	75	150	150	0	0	1,275
60020 · Advertising Exp.	800	0	0	0	0	0	0	0	0	0	0	0	800

Hailey Chamber of Commerce  
General Administration Budget FY 2015-2016

	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	TOTAL
60030 • Promotion Exp.	0	0	0	0	0	0	0	0	400	0	0	0	400
60035 • Printing & Reproduction	225	75	75	75	75	75	75	175	200	150	75	75	1,350
60050 • Web Maint/Hosting/Design Exp.	38	38	200	38	38	38	38	38	38	38	38	38	618
60200 • Sponsor & Partnership Exp.	0	0	0	2,000	8,000	0	0	0	2,400	50,000	0	0	62,400
60220 • Business Development Class Exp	0	0	0	0	0	60	60	60	60	0	0	0	240
60300 • License & Permit Exp.	0	0	0	400	0	0	0	0	125	0	0	0	525
62000 • Travel Expense	0	0	0	300	0	0	0	300	0	0	0	0	600
62005 • Meals & Entertainment Expense	0	0	0	200	0	0	0	200	0	0	0	0	400
<b>Total Expense</b>	<b>7,560</b>	<b>6,180</b>	<b>6,142</b>	<b>9,865</b>	<b>13,955</b>	<b>7,120</b>	<b>6,400</b>	<b>7,430</b>	<b>10,025</b>	<b>56,515</b>	<b>5,880</b>	<b>5,880</b>	<b>142,950</b>
<b>Net Ordinary Income</b>	<b>-7,035</b>	<b>-3,380</b>	<b>15,383</b>	<b>7,635</b>	<b>1,070</b>	<b>-2,120</b>	<b>-2,875</b>	<b>-6,430</b>	<b>1,150</b>	<b>7,335</b>	<b>-5,355</b>	<b>-5,380</b>	<b>0</b>

**Hailey Chamber of Commerce LOT Budget  
FY 2015-2016**

	TOTAL												
	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Fiscal Year
Ordinary Income/Expense													
Income													
40010 · Contract - City of Hailey	2,653	4,681	2,688	4,828	3,463	2,903	2,953	6,848	6,918	7,418	10,544	5,103	61,000
43000 · Miscellaneous Inc.	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Income	2,653	4,681	2,688	4,828	3,463	2,903	2,953	6,848	6,918	7,418	10,544	5,103	61,000
Gross Income	2,653	4,681	2,688	4,828	3,463	2,903	2,953	6,848	6,918	7,418	10,544	5,103	61,000
Expense													
50050 · Payroll & Benefit Expenses													
50052 · Payroll Expense	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	24,000
50060 · Payroll Taxes	200	200	200	200	200	200	200	200	200	200	200	200	2,400
Total 50050 · Payroll & Benefit Expenses	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200	26,400
50120 · Insurance Exp.	0	0	0	0	0	0	2,800	0	0	0	0	0	2,800
50130 · Merchant Account Fee	50	50	50	50	50	50	50	50	50	50	50	50	600
50200 · Office Supply Exp.	0	50	50	50	50	50	50	50	340	131	50	50	921
50203 · Event Supplies	250	0	1,500	0	0	150	220	500	100	100	0	0	2,820
50205 · Equipment Lease	128	128	128	128	128	128	128	128	128	128	128	128	1,536
50210 · Postage & Delivery Exp.	50	0	50	900	0	0	0	50	50	50	0	50	1,200
50220 · Telephone & Communications Exp.	125	125	125	125	125	125	125	125	125	125	125	125	1,500
50230 · Computer & Internet Exp.	10	10	10	10	10	10	10	450	10	10	10	10	560
60010 · Design & Production Exp.	200	0	75	0	0	0	200	200	400	0	0	0	1,075
60020 · Advertising Exp.	1,500	0	600	0	300	200	900	3,000	1,950	5,000	2,500	0	15,950
60050 · Web Maint/Hosting/Design Exp.	43	0	40	0	40	40	40	40	40	0	40	40	363
60210 · Entertainment /Speaker Exp.	0	0	0	0	0	0	0	0	0	250	0	0	250
60250 · Venue Expense	0	0	0	0	0	0	0	0	1,900	2,500	0	0	4,400
60300 · License & Permit Exp.	125	125	0	0	0	0	125	125	125	0	0	0	625
Total Expense	4,681	2,688	4,828	3,463	2,903	2,953	6,848	6,918	7,418	10,544	5,103	2,653	61,000
Net Ordinary Income	-2,028	1,993	-2,140	1,365	560	-50	-3,895	-70	-500	-3,126	5,441	2,450	0

**Hailey Chamber of Commerce  
ITC Budget 2015 - 2016**

	TOTAL												
	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Fiscal Year
<b>Ordinary Income/Expense</b>													
Income													
40010 · Contract - City of Hailey													0
40050 · Idaho Travel Council Grant	5,002	2,082	3,182	3,382	2,932	3,182	1,682	182	4,182	182	182	1,632	27,798
43000 · Miscellaneous Inc.													0
<b>Total Income</b>	5,002	2,082	3,182	3,382	2,932	3,182	1,682	182	4,182	182	182	1,632	27,798
Gross Income	5,002	2,082	3,182	3,382	2,932	3,182	1,682	182	4,182	182	182	1,632	27,798
Expense													
50050 · Payroll & Benefit Expenses													
50052 · Payroll Expense	165	165	165	165	165	165	165	165	165	165	165	165	1,980
50060 · Payroll Taxes	17	17	17	17	17	17	17	17	17	17	17	17	198
Total 50050 · Payroll & Benefit Expenses	182	182	182	182	182	182	182	182	182	182	182	182	2,178
60010 · Design & Production Exp.	400		3,200								150	320	4,070
60020 · Advertising Exp.	1,500					1,500					1,300	1,500	5,800
60030 · Promotion Exp.		3,000			3,000			3,000				3,000	12,000
60035 · Printing & Reproduction													0
60050 · Web Maint/Hosting/Design Exp.				2,350									2,350
62000 · Travel Expense				400				1,000					1,400
<b>Total Expense</b>	2,082	3,182	3,382	2,932	3,182	1,682	182	4,182	182	182	1,632	5,002	27,798
<b>Net Ordinary Income</b>	2,920	-1,100	-200	450	-250	1,500	1,500	-4,000	4,000	0	-1,450	-3,370	0



**Budget  
Request  
Overview**

**June 11, 2015**

**Broke the  
500,000\*  
mark in  
ridership**

**\* 520,236 to be exact**



18 months

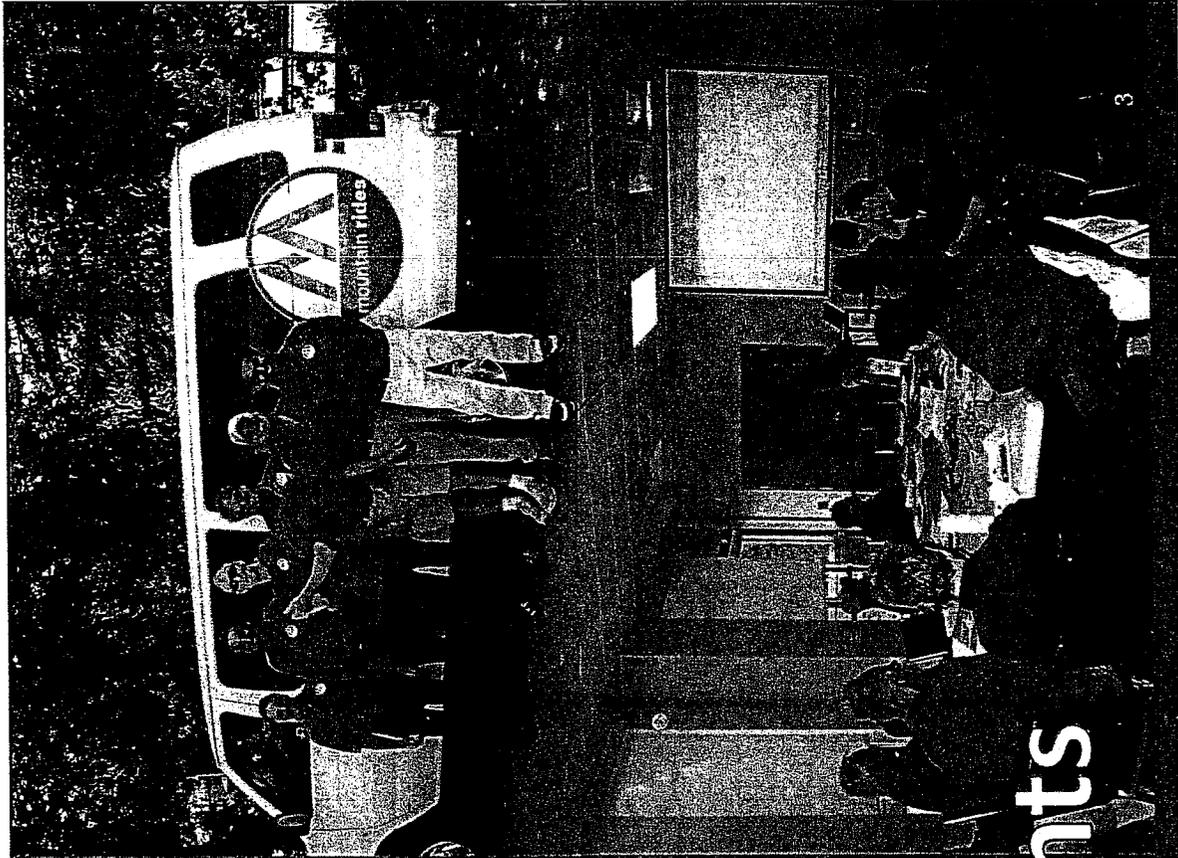
of:

0

nada

zilch

at fault accidents



# Hailey Route improved



Midday gap **filled** on Hailey Route

4

# Up, up and away

positive trends

Hailey Route Ridership



Hailey \$	\$75,000	\$65,000	\$65,000	\$68,000
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# Mountain Rides helps Hailey be the best

- Bike-ped partner
- Leverage LOT 2x-3x
- Serve diverse constituency
- Mobility, economic opportunity, quality of life
- Direct benefit to the community

6

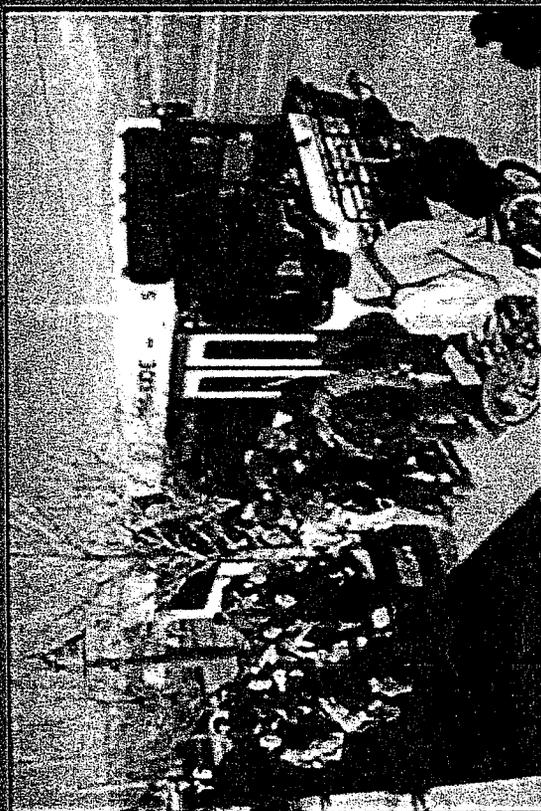
# FY2016 Request

\$75,000.00 base to maintain

## Additional options

- + \$5,000 to add ½ hour of service to Hailey Route
- + \$8,000 to help add more Valley Route service

THANK YOU.



# BCHA / Hailey Stats

## Summary of Recent Activities in Hailey

### Valley View Apartments

- Fielded numerous phone calls from tenants regarding the sale of the property
- Provided a translator at the tenant meeting sponsored by the USDA, Rural Development
- Consulted with ARCH regarding the potential acquisition / rehabilitation of the development
- Working with new owner to help transition tenants negatively affected by the transition from subsidized to market-rate housing

### 3821 Woodside Blvd

- Consulted with ARCH analyzing the opportunity to move a donated home to Woodside Blvd
- Identified and qualified family to purchase Hailey's newest Community Home

### Glenbrook Drive - New Construction

- Prepared the required market analysis to Idaho Housing and Finance Association to support ARCH's application for HOME funds
- Funds are awarded and will result in at least three (3) brand new three bedroom homes in Hailey available to households earning less than 80% AMI - no BCHA deed restriction.
- BCHA will identify and qualify buyers

### Miscellaneous

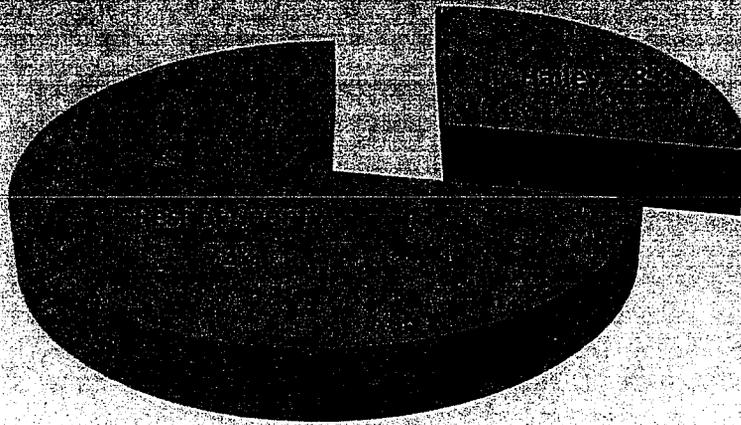
- Provided rental data and statistics to the Economic Development Director for use in Hailey's town hall meeting about Bellevue's proposed annexation
- Attended a regional training in Boise with Hailey Economic Development Director and Public Works Director
  - Transportation focused, but with housing issues on the peripherals
  - Strengthened regional cooperation

### Four-plex (de facto affordable housing)

- Entered into a joint venture with ARCH to purchase and rehabilitate a 4 apartment development in Hailey
- This will preserve the existing de facto, or market-rate affordable, housing

# BCHA / Hailey Stats

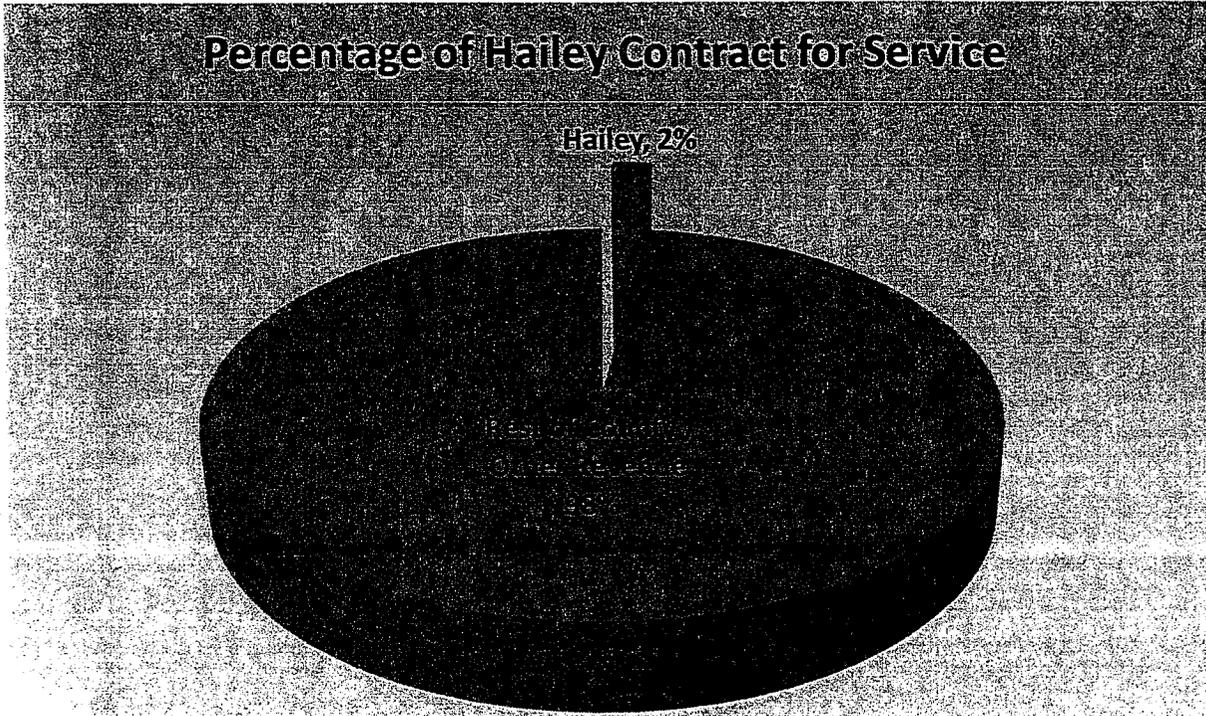
## Percentage of Community Home Sales



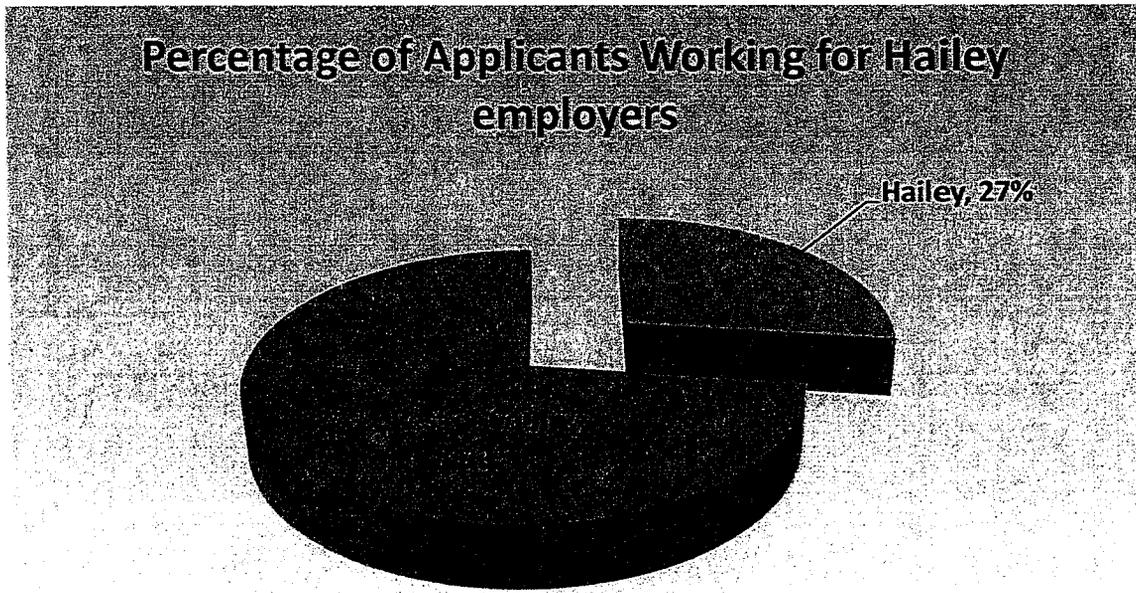
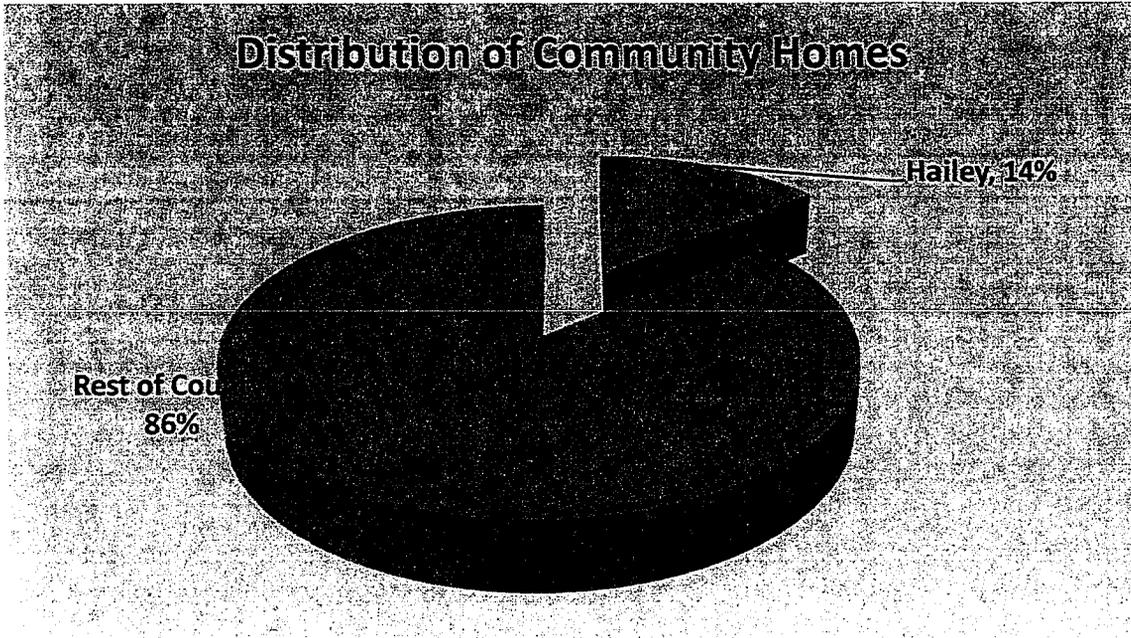
## Percentage of Applicants Indicating Hailey as their Preferred Place of Residence



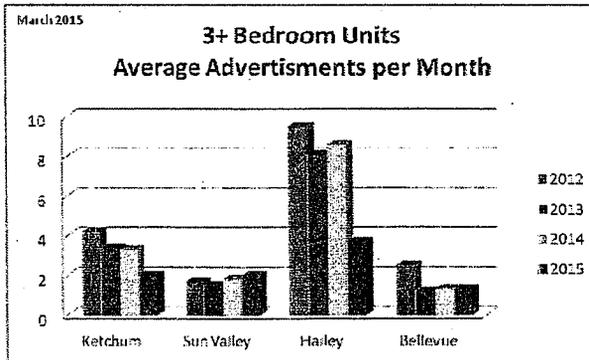
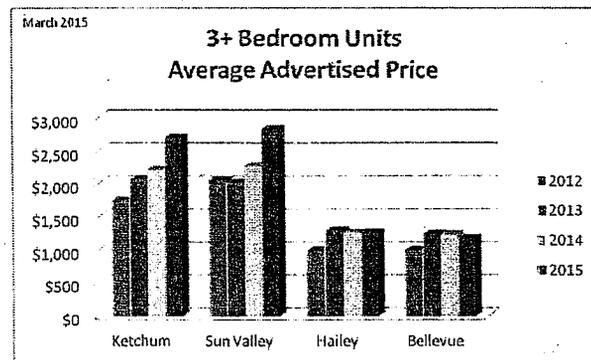
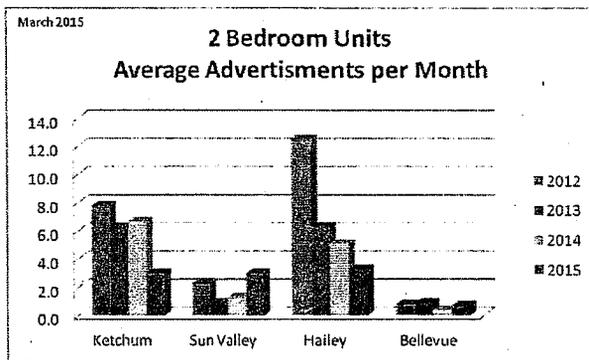
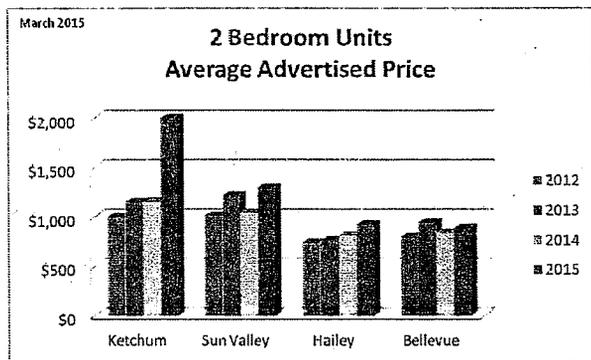
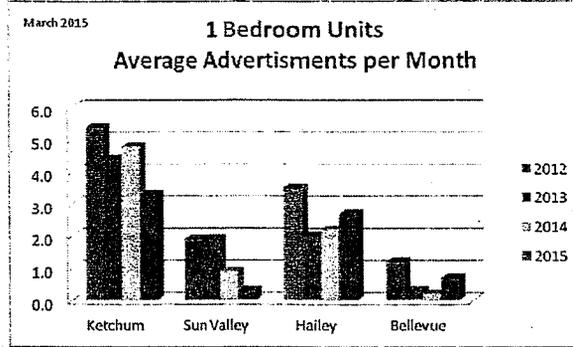
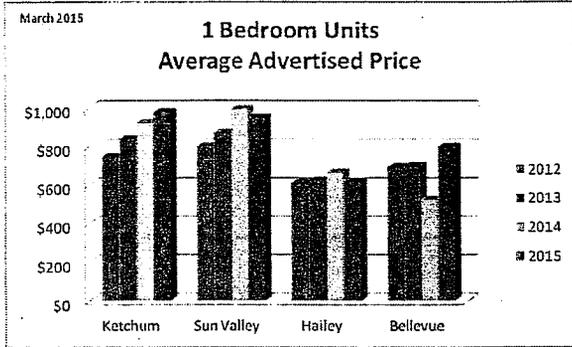
# BCHA / Hailey Stats



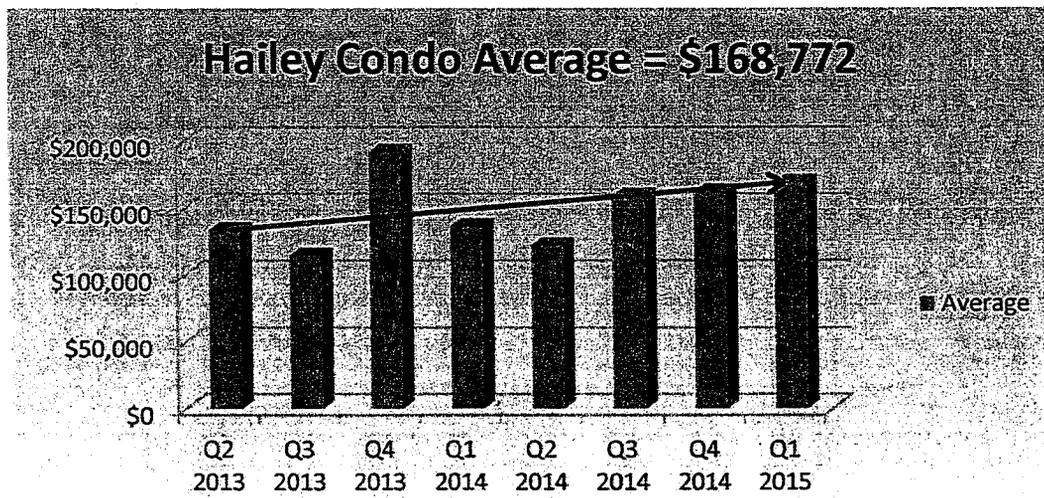
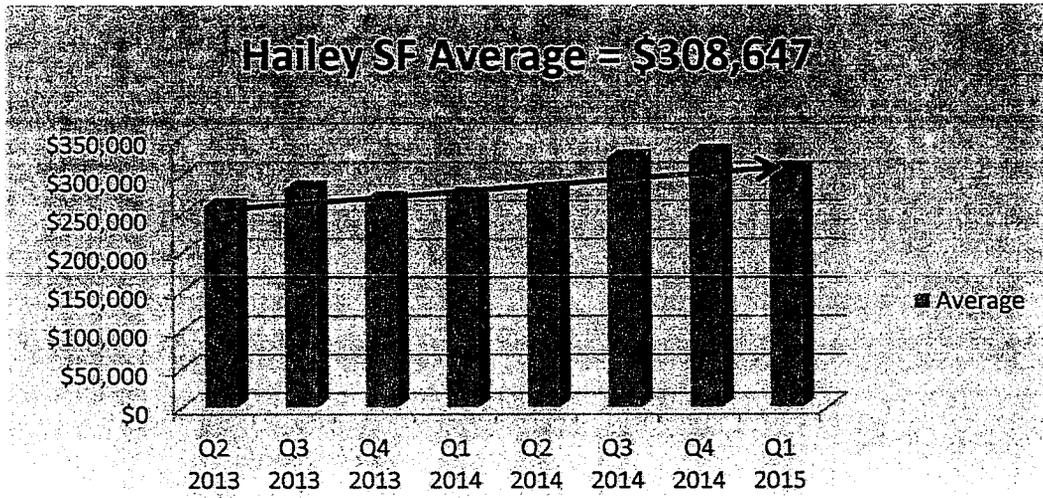
# BCHA / Hailey Stats



# BCHA / Hailey Stats



# BCHA / Hailey Stats



**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015 **DEPT.:** Finance/Administration **DEPT. HEAD SIGNATURE:** HD/BS

**SUBJECT:**

Introduction of 2<sup>nd</sup> Amendment to FY 2015 Budget and Appropriation Ordinance

**AUTHORITY:**  ID Code 50-1002  IAR \_\_\_\_\_  City Ordinance/Code HMC 3.04  
(IFAPPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

A second amendment to the FY 2015 budget is needed at this time to appropriate revenue and expenses from two contracts, including the contract with Wood River Fire District, which will generate \$43,000 additional revenue within the year, and the contract with Idaho Department of Building Safety, which is expected to generate twice the revenue budgeted. The budget amendment will allow Hailey to make expenses required in carrying out both these contracts.

\$ 34,433 for expenses to be made under WRFD contract  
\$ 78,000 additional building permit revenue to be paid to Idaho DBS.  
\$ 112,433 total budget amendment (2<sup>nd</sup> Amendment). The expenses are offset by revenue.

The attached spreadsheet shows details of where the expenses are appropriated within Hailey's General Fund.

**BUDGET IMPACT**

Last November, Hailey's FY 2015 budget was amended appropriate expenses for two items: \$116,385 for attorney's fees related to Old Cutters litigation, and \$ 65,000 for chip seal materials for Woodside Boulevard, \$181,385 total budget amendment (1<sup>st</sup> Amendment). The expenses were offset by fund balance.

With both budget amendments, Hailey's General Fund budget is increased by \$293,818, pushing the total city-wide appropriations up to \$17,307,339 for FY 2015.

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IFAPPLICABLE)

___ City Attorney	___ Clerk / Finance Director	___ Engineer	___ Building
___ Library	___ Planning	___ Fire Dept.	___
___ Safety Committee	___ P & Z Commission	___ Police	___
___ Streets	___ Public Works, Parks	___ Mayor	___

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

A budget amendment follows the same process as does budget adoption. The city council should discuss and consider adopting a tentative not-to-exceed amendment of the FY 2015 budget, after which the proposed amendment will be noticed for public hearing per statute.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_  
City Clerk \_\_\_\_\_

**FOLLOW-UP**

\*Ord./Res./Agmt./Order Originals: \_\_\_\_\_ \*Additional/Exceptional Originals to: \_\_\_\_\_

GENERAL FUND OPERATING REVENUE						
Account Title	FYE 2014 Actual	FY15 Budget	1st AMENDED FYE 15 Budget	2nd AMENDED FYE 15 Budget	Budget Increase	
General Government Taxes	\$2,180,233	\$2,213,911	\$2,213,911	\$2,213,911	(\$0)	
Fines, Fees, and Permits	\$321,423	\$366,395	\$366,395	\$366,395	\$1	
Franchise Fees	\$265,779	\$264,000	\$264,000	\$264,000	\$0	
LOT, Interest, Donations, and Misc.	\$448,015	\$435,750	\$435,750	\$435,750	\$0	
State Sales, Highway, & Liquor Taxes	\$917,941	\$927,000	\$927,000	\$927,000	\$0	
Revenue from Leases and Contracts	\$540,300	\$524,429	\$524,429	\$636,862	\$112,433	
<b>SUBTOTAL Operating Revenue</b>	<b>\$4,673,691</b>	<b>\$4,731,485</b>	<b>\$4,731,485</b>	<b>\$4,843,918</b>	<b>\$112,433</b>	
GENERAL FUND OPERATING EXPENSES						
Account Title	FYE 2014 Actual	FY15 Budget	FYE 15 Budget	Increase		
Legislative	\$244,122	\$261,257	\$261,257	\$0		
Administration (CEO and Finance)	\$265,620	\$280,660	\$397,045	(\$0)		
Community Development (Planning & Building)	\$239,854	\$278,582	\$278,582	\$78,000		
Fire	\$452,348	\$467,086	\$467,086	\$501,519		
Police	\$1,608,493	\$1,689,588	\$1,689,588	\$0		
Library	\$457,983	\$507,559	\$507,559	\$0		
Public Works & Engineering	\$83,019	\$81,974	\$81,972	\$0		
Streets	\$689,905	\$883,753	\$948,753	(\$0)		
Parks	\$347,688	\$281,026	\$281,026	\$0		
<b>SUBTOTAL Operating Expenses</b>	<b>\$4,389,032</b>	<b>\$4,731,485</b>	<b>\$4,912,868</b>	<b>\$112,433</b>		
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>\$284,659</b>	<b>(\$0)</b>	<b>(\$181,385)</b>	<b>(\$0)</b>		
<b>SUBTOTAL General Capital Expenses</b>	<b>\$336,582</b>	<b>\$1,294,825</b>	<b>\$1,294,825</b>	<b>\$0</b>		
<b>TOTAL GOVERNMENT FUND EXPENSE BUDGET</b>	<b>\$6,159,946</b>	<b>\$6,026,309</b>	<b>\$6,207,694</b>	<b>\$112,433</b>		
ENTERPRISE FUNDS						
Account Title	FYE 2014 Actual	FYE 15 Budget	1st AMENDED FYE 15 Budget	2nd AMENDED FYE 15 Budget	Budget Increase	
<b>WATER USER FUND</b>						
Water Bond (DEQ SRF Loan ) Expense	\$151,674	\$151,500	\$151,500	\$151,500	0	
Water User Expenses	\$1,335,817	\$1,160,211	\$1,160,211	\$1,160,211	0	
<b>WASTEWATER USER FUND</b>						
Wastewater Bond (2001 WWTTP) Expenses	\$276,774	\$612,000	\$612,000	\$612,000	0	
Wastewater User Expenses	\$1,203,672	\$1,558,501	\$1,558,501	\$1,558,501	0	
<b>WATER REPLACEMENT FUND</b>						
Water Replacement Expenses	\$485,000	\$485,000	\$485,000	\$485,000	0	
<b>WASTEWATER REPLACEMENT FUND</b>						
Wastewater Replacement Expenses	\$175,000	\$475,000	\$475,000	\$475,000	0	
<b>WASTEWATER BOND CONSTRUCTION FUND</b>						
Wastewater Biosolids Construction (Biosolids Project)	\$0	\$6,545,000	\$6,545,000	\$6,545,000	0	
<b>TOTAL CITY BUDGET - ALL FUNDS</b>	<b>\$9,787,884</b>	<b>\$17,013,521</b>	<b>\$17,194,906</b>	<b>\$17,307,339</b>	<b>\$112,433</b>	

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/2015 **DEPT.:** Finance/Administration **DEPT. HEAD SIGNATURE:** HD/BS

**SUBJECT:**

Consideration of increase in mayor and council salary.

**AUTHORITY:**  ID Code 50-1002  IAR \_\_\_\_\_  City Ordinance/Code HMC 3.04  
(IFAPPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The proposed FY 16 Budget contains a very modest increase in salary for council and mayor. These salaries have not been increased in the past 8 years.

Attached is a 20-year history of Hailey mayor and council salaries, and an Idaho survey of mayor and council salaries in cities within the state.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

The 5% salary increase affects a \$3000 increase to the city budget.

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IFAPPLICABLE)

___ City Attorney	___ Clerk / Finance Director	___ Engineer	___ Building
___ Library	___ Planning	___ Fire Dept.	___
___ Safety Committee	___ P & Z Commission	___ Police	___
___ Streets	___ Public Works, Parks	___ Mayor	___

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Discuss as a New Business item. If council want to pursue this, the matter would be brought forward again on July 20, 2015 as consideration of a proposed ordinance amending these salaries.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_  
City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agmt./Order Originals: \_\_\_\_\_ \*Additional/Exceptional Originals to: \_\_\_\_\_

## City of Hailey

### Mayor and Council Salary History

Cities within Idaho can only increase Mayor and Council salaries during an election year. The increases are set by ordinance, and the ordinance must be published by a prescribed date in mid-August, this year August 19, 2015. The effective date of the ordinance is January 1 of the following year. Existing mayors or council members who leave office following an election are not recipients of the increase.

The Council would consider such an ordinance in 4 meetings,

<u>Council Agenda</u>	<u>Date</u>	<u>Corresponding Budget Action</u>
NB New Business	July 6, 2015	Introduction of Mayor's Budget
PH and 1 <sup>st</sup> Reading	July 20, 2015	Adoption of Tentative Budget
2 <sup>nd</sup> Reading	August 3, 2015	
3 <sup>rd</sup> Reading	August 17, 2015	Public Hearing on Budget

The history of Mayor and Council salary increases in Hailey is quite conservative, with no increase having been even agenda or considered since 2007.

Year Proposed	Effective Date	Mayor's Salary	Council Salary	% Increase Mayor	% Increase Council
1995	1996	\$ 5,906	\$ 4,622		
1997	1998	\$ 12,000	\$ 4,800	103%	4%
2001	2002	\$ 14,000	\$ 5,400	17%	12.5%
2003	2004	\$ 18,000	\$ 6,000	29%	11%
2005	2006	\$ 18,500	\$ 6,180	3%	3%
2007	2008	\$ 19,080	\$ 9,600	3%	55%
2015	2016	\$ 20,000	\$10,000	5%	5%

City	Population	Mayor's Pay/Month	Council Pay/Month	Benefits	Other Benefits	Will you increase the pay this year?
City of Aberdeen	1,954	\$300.00	\$150.00	PERSI		No
City of Acequia	125	\$150.00	\$80.00	N/A		No
City of Albion	272	\$50.00	\$35.00	PERSI		No
City of American Falls	4,376	\$1,300.00	\$300.00	Medical, Dental, PERSI	City pays Mayor's Cell Phone Bill	No
City of Ammon	14,460	\$1,250.00	\$700.00	PERSI	Half off of utilities the City provides and they may request a 25 open swim punch pass.	No
City of Ashton	1,084	\$700.00	\$350.00	PERSI		No
City of Athol	689	\$75.00	\$45.00	Dental, PERSI, Vision		No
City of Bellevue	2,286	\$200.00	\$50.00	PERSI	We purchase a membership in Air St. Lukes	No
City of Blackfoot	11,854	\$5,000.00	\$420.00	Medical, Dental, PERSI, Life		Yes
City of Bonners Ferry	2,473	\$300.00	\$150.00	Medical, PERSI, Life		Yes
City of Buhl	4,214	\$683.34	\$366.67	Medical, Dental, PERSI, Life		No
City of Burley	10,456	\$1,500.00	\$400.00	Medical, PERSI, Life		No
City of Castleford	230	\$100.00	\$100.00	PERSI		No
City of Challis	1,085	\$500.00	\$200.00	PERSI		No
City of Clark Fork	527	\$100.00	\$70.00	PERSI		No
City of Cottonwood	910	\$200.00 per month plus \$10.00 per meeting	\$75.00 per month plus \$10.00 per meeting	PERSI		No
City of Craigmont	515	\$25.00	\$25.00	PERSI		Yes
City of Dayton	457	\$100.00	\$50.00	N/A		No
City of Declo	349	the Mayor currently receives \$200.00 but Jan. 2016 he will begin receiving \$300.00	The council received \$100.00 but beginning 2016 they will receive \$200.00	PERSI	City pays Mayor's Cell Phone Bill	Yes
City of Downey	622	\$250.00	\$50.00	PERSI	Utilities	No
City of Driggs	1,657	\$2,083.33	\$400.00	Medical, Dental, PERSI, Life	Mayor receives health insurance (Mayor 100% + Dependents 80% paid by the City). Mayor pays dental insurance (Mayor 100% + Dependents 100%). Council members do not receive or pay for health or dental insurance.	No
City of Dubois	596	\$250.00	\$150.00	PERSI	Both Mayor & Council members receive AD&D/Life/ST & LT Disability insurance paid 100% by the City.	No

City	Population	Mayor's Pay/Month	Council Pay/Month	Benefits	Other Benefits	Will you increase the pay this year?
City of Eagle	21,646	\$4,166.67	\$875 - Council President, 700 - Council members	PERSI		No
City of Emmett	6,519	\$1,500.00	\$500.00 Life	Life	Medical Buydown - \$1800/yr	No
City of Fairfield	384	\$300.00	\$175.00 PERSI	PERSI		Yes
City of Ferran Lake	172	\$150.00	\$95.00 N/A	N/A		No
City of Firth	469	\$200.00	\$20.00 PERSI	PERSI	Cell Phone	No
City of Franklin	729	\$100.00	\$100.00 PERSI	PERSI		No
City of Garden City	11,260	\$2,000.00	\$750.00 Medical,	Medical, Dental, PERSI, Life		Yes
City of Georgetown	469	\$200.00	\$100.00 Life,	Life, PERSI		No
City of Glenns Ferry	1,253	\$300.00	\$160.00 Dental, Vision, Life	Dental, Vision, Life		No
City of Gooding	3,475	\$650.00	\$450.00 PERSI	PERSI		No
City of Grace	899	\$200.00	\$100.00 PERSI	PERSI		No
City of Hailey	8,014	\$1,590.00	\$800.00 Medical, Dental, PERSI	Medical, Dental, PERSI		No
City of Hauser	672	\$300.00	\$150.00 N/A	N/A		No
City of Hayden	13,681	\$1,320.00	\$660.00 Medical, Dental, PERSI	Medical, Dental, PERSI		No
City of Hayden Lake	589	\$200.00	\$100.00 PERSI	PERSI		No
City of Heyburn	3,170	\$1,000.00	\$300.00 PERSI	PERSI		No
City of Hollister	278	\$500.00	\$50.00 N/A	N/A	\$150 Mileage Reimbursement	No
City of Homedale	2,610	\$563.50	\$281.75 PERSI	PERSI		Yes
City of Island Park	276	\$700.00	\$130.00 PERSI	PERSI		No
City of Juliaetta	572	\$230.00	\$120.00 PERSI	PERSI		No
City of Kamiah	1,320	\$400.00	\$125.00 Life, PERSI	Life, PERSI		No
City of Kendrick	300	\$100.00	\$100.00 PERSI	PERSI		No
City of Ketchum	2,706	\$3,121.17	\$0.00 Medical, Dental, PERSI, Vision, HRA	Medical, Dental, PERSI, Vision, HRA		No
City of Kimberly	3,432	\$600.00	\$500.00 PERSI	PERSI		No
City of Kooskia	598	\$225.00	\$75.00 PERSI	PERSI		No
City of Kootenai	736	\$400.00	\$100.00 PERSI	PERSI		No
City of Lewisville	471	\$150.00	\$100.00 N/A	N/A		No
City of Mackay	494	\$75.00	\$55.00 PERSI	PERSI		No
City of Marsing	1,316	\$600.00	\$150.00 N/A	N/A		No
City of Merhan	741	\$300.00	\$250.00 Life, PERSI	Life, PERSI		No
City of Middleton	6,003	\$4,333.34	\$600 - Council President	Medical, Dental, PERSI, Life	Mayor - Travel stipend \$250/month	No

City	Population	Mayor's Pay/Month	Council Pay/Month	Benefits	Other Benefits	Will you increase the pay this year?
City of Montpelier	2,543	\$450.00	\$185.00	Life, PERSI		No
City of Moscow	24,534	\$1,890.18 (Will increase to \$1,948.78)	\$655.26 (Will increase to \$675.57)	PERSI		Yes
City of Mountain Horn	13,805	\$4,102.00	\$850.00	Medical, Dental, PERSI		No
City of New Meadows	469	\$150.00	\$100.00	PERSI		No
City of Neepce	476	\$170.00 per month plus per the diem rate for any extra meetings at \$35.00 each or an all day is meeting is \$70.00. Plus mileage. There are also per diem rates for meals when traveling.	\$50.00 per month plus per the diem rates for any extra meetings at \$35.00 each or an all day is meeting is \$70.00. Plus mileage. There are also per diem rates for meals when traveling.	PERSI		No
City of Notus	544	\$150.00	\$50.00	PERSI		No
City of Oakley	777	\$100.00	\$50.00	PERSI		No
City of Osburn	1,545	\$150.00	\$100.00	PERSI		No
City of Parma	2,043	\$750.00	\$150.00	PERSI		No
City of Payette	7,430	\$500.00	\$300.00	Medical, Dental, PERSI, Life, Vision		No
City of Plummer	1,028	\$150.00	\$75.00	PERSI		No
City of Pocatello	54,350	\$6,374.00	\$836.16	Medical, Dental, PERSI, Life	Mayor has a city vehicle	No
City of Pottlatch	800	\$350.00	\$200.00	PERSI		No
City of Priest River	1,720	\$600.00	\$300.00	PERSI		No
City of Rexburg	26,520	\$5,633.00	\$600.00	Medical, Dental, PERSI, Life	Travel Stipend	No
City of Riggins	413	\$400.00	\$100.00	PERSI		No
City of Rifle	635	\$200.00	\$20.00	PERSI		Yes
City of Roberts	584	\$200.00	\$100.00	PERSI		No
City of Sandpoint	7,577	\$1,000.00	\$275.00	Medical, Dental, PERSI, Life		Yes
City of Soda Springs	2,975	\$900.00	\$600.00	Medical, Dental, PERSI, Life, Vision		No
City of Spirit Lake	2,001	\$300.00	\$50.00	PERSI		No
City of St. Anthony	3,465	\$600.00	\$200.00	PERSI		No
City of Stanley	69	\$510.00	\$100.00			No
City of Twin Falls	45,981	\$1,000.00	\$750.00	PERSI	Cafeteria Plan - \$450.00 each	No
City of Ucon	1,124	\$200.00	\$100.00	PERSI		Yes

City	Population	Mayor's Pay/Month	Council Pay/Month	Benefits	Other Benefits	Will you increase the pay this year?
City of Victor	1,938	\$1,033.00	\$250.00	Medical, PERSI	City will pay for health insurance of the council member but not their families. They can choose to pay to have dental, life and vision.	No
City of Wallace	781	\$300.00	\$50.00	PERSI	The Mayor has an expense line	No
City of Wardner	185	\$48.33	\$25.00	N/A		No
City of Weippe	414	\$0.00	\$0.00	N/A		No
City of Weiser	5,333	\$645.00	\$400.00	Medical, Dental, PERSI, Life, Vision		No
City of Weston	432	\$100.00	\$75.00	PERSI		No
City of White Bird	92	\$50.00	\$25.00	N/A		No
City of Wilder	1,577	\$300.00	\$125.00	PERSI		No
City of Winchester	344	\$10.00	\$5.00	PERSI		No
City of Worley	254	\$300.00	\$75.00	PERSI		No

**Return to Agenda**

**AGENDA ITEM SUMMARY**

**DATE:** 07/06/15      **DEPARTMENT:** Public Works      **DEPT. HEAD SIGNATURE:** MP

**SUBJECT:** Consideration of Wastewater Solids Handling Project with Resolution 2015-57, HDR Task Order #11, Amendment 1, for plant controls and programming at the new biosolids facility in an amount not to exceed \$119,490.

**AUTHORITY:**  ID Code \_\_\_\_\_       IAR \_\_\_\_\_       City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The City Council has approved Task Order #11 with HDR for construction engineering and inspection services. This Amendment #1 was anticipated. HDR needed additional time to select a subcontractor and determine the cost of the controls and programming portion of the biosolids facility work.

Staff has worked with HDR and the subcontractor, MET, to develop the scope of work. This Amendment #1 is a not to exceed amount of \$119,490. This includes the subcontractor's costs and approximately \$6,000 mark up by HDR, to manage the subcontractor and oversee their work. HDR had originally budgeted \$80,000 for this job, but had not considered the need to upgrade the existing programming and controls (which is about 18 years old and no longer available for upgrades) at the plant that are now outdated and for a more seamless operation, should be changed to match the new software and controls. The additional expense is in part due to this upgrade to the other plant controls.

Attached is Task Order #11, Amendment #1.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

The cost is \$119,490, and can be paid for from bond proceeds. This amount is more than HDR had budgeted in the Engineer's Estimate, but there was significant savings in the construction agreement with the contractor and as a whole, the biosolid's project budget will not be impacted.

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

<input type="checkbox"/> City Attorney	<input type="checkbox"/> Finance	<input type="checkbox"/> Licensing	<input type="checkbox"/> Administrator
<input type="checkbox"/> Library	<input type="checkbox"/> Community Development	<input type="checkbox"/> P&Z Commission	<input type="checkbox"/> Building
<input type="checkbox"/> Police	<input type="checkbox"/> Fire Department	<input type="checkbox"/> Engineer	<input type="checkbox"/> W/WW
<input type="checkbox"/> Streets	<input type="checkbox"/> Parks	<input checked="" type="checkbox"/> Public Works	<input type="checkbox"/> Mayor

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Approval of Resolution 201557 authorizing, HDR Task Order No. 11, Amendment #1, for programming and controls in an amount, not to exceed, \$199,490.

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_  
City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record      \*Additional/Exceptional Originals to: \_\_\_\_\_

**CITY OF HAILEY  
RESOLUTION NO. 2015-57**

**RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF HAILEY  
AUTHORIZING THE EXECUTION OF A TASK ORDER NUMBER ELEVEN (11)  
AMENDMENT ONE (1) WITH HDR ENGINEERING, INC, FOR WWTP BIOSOLIDS  
PROJECT OVERSIGHT INCLUDING A) CONSTRUCTION ADMINISTRATION B)  
CONSTRUCTION ENGINEERING C) CONSTRUCTION OBSERVATION AND D)  
PROJECT CLOSE-OUT.**

WHEREAS, the City of Hailey desires to enter into an agreement with HDR Engineering, Inc. (HDR) under which HDR will perform construction administration for the wastewater biosolids facilities. This redesign was budgeted for and the cost is a not-to-exceed amount of \$545,259.

WHEREAS, the City of Hailey and HDR have agreed to the terms and conditions of the Task Order Number 11 Amendment One (1), a copy of which is attached hereto,

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HAILEY, IDAHO,** that the City of Hailey approves the Task Order Number 11 Amendment One (1) between the City of Hailey and HDR Engineering, Inc. and that the Mayor is authorized to execute the attached Agreement,

Passed this 6th day of July, 2015.

City of Hailey

\_\_\_\_\_  
Fritz X. Haemmerle, Mayor

ATTEST:

\_\_\_\_\_  
Mary Cone, City Clerk



**EXHIBIT A**

**TASK ORDER NO. 11**

**Amendment 1**

**CONSTRUCTION ENGINEERING SERVICES FOR SOLIDS HANDLING IMPROVEMENTS PROJECT FOR THE CITY OF HAILEY**

This Task Order pertains to an Agreement by and between City of Hailey, Idaho ("City"), and HDR Engineering, Inc. ("HDR"), dated August 10, 2009, ("the Agreement"). HDR shall perform services on the project described below and in the Agreement. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the technical services described below.

## Scope of Services

### Task 6 – Application Software Programming Services

M.E.T. Automation & Controls will implement the programming for the plant SCADA system as detailed in section 13441 "LOOP DESCRIPTIONS" and drawings Y01 – Y13 (see attached scope of services). Services will include PLC (Programmable Logic Controller) ladder logic, and their associated HMI (Human-Machine-Interface) configurations. The existing plant HMI will be upgraded and new displays created consistent with the new program style.

The new SCADA system will include graphics representing plant operation, alarming, trending, and historical data. Integration of "package" system and alarms will be incorporated into the plant HMI, as detailed in the specifications.

The PLC ladder logic and HMI process display will be developed in collaboration with the WTP Plant personnel, and engineer.

## Schedule

Assuming that Notice to Proceed will be issued on July 20, 2015, the project schedule is as follows. If the NTP occurs after this date, the schedule will be moved by an equal number of days.

Task/Description	Schedule
Task 6 - Application Software Programming Services	May 2016*

\*Not including the one year warranty inspection after final completion.



# Compensation

HDR's total compensation for professional services provided shall be pursuant to the original agreement and include subconsultant compensation and subconsultant mark-up for amendment No. 1 not to exceed \$119,490 (one hundred nineteen thousand four hundred ninety dollars) without written authorization by City.

Task/Description	Budget
Task 6 - Application Software Programming Services	\$119,490

TO 11 Original Contract (Tasks 1-5)	\$545,259
TO 11 Amendment 1 (Task 6)	<u>\$119,490</u>
Total Contract Amount	\$664,749

HDR shall invoice City monthly for HDR's services. Invoices shall itemize costs incurred for each task identified in the scope of work.

This Task Order is executed this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

City of Hailey, Idaho

HDR ENGINEERING, INC.

\_\_\_\_\_  
"OWNER"

\_\_\_\_\_  
"ENGINEER"

BY: \_\_\_\_\_

BY: Kate Eldridge

NAME: \_\_\_\_\_

NAME: Kate Eldridge

TITLE: \_\_\_\_\_

TITLE: Vice President

ADDRESS: \_\_\_\_\_

ADDRESS: Suite 100

412 E. Parkcenter Blvd.

Boise, ID 83706-6659



# **M.E.T.**

## **Automation & Controls**

**To: HDR Engineering**  
**Attn.: Brad Bjerke**  
**Voice: (208) 387-7000**  
**Email: brad.bjerke@hdrinc.com**

**From: Dennis Burgard**  
**Date: 22 June 20105**  
**Ref: M.E.T. Scope Of System Integration Work for: Hailey, Idaho**  
**WWTP Solids Handling Improvements**  
**Revised 06/22/15 (Software responsibilities & Added RSLogix5000 license)**

Included as page 5-6 is the report on upgrading the existing SCADA.  
Included as page 7 is a quote spreadsheet itemizing prices.

### **OVERVIEW**

M.E.T. Automation & Controls will implement the programming for the plant SCADA system as detailed in section 13441 "LOOP DESCRIPTIONS" and drawings Y01 – Y13. Services will include PLC (Programmable Logic Controller) ladder logic, and their associated HMI (Human-Machine-Interface) configurations. The existing plant HMI will be upgraded and new displays created consistent with the new program style.

The new SCADA system will include graphics representing plant operation, alarming, trending, and historical data. Integration of "package" system and alarms will be incorporated into the plant HMI, as detailed in the specifications.

The PLC ladder logic and HMI process display will be developed in collaboration with the WTP Plant personnel, and engineer.

### **DETAILS HMI:**

The HMI programming will be created on Allen Bradley Factory Talk SE software. The existing HMI displays are currently in Allen Bradley RSView 32, they will be upgraded and recreated using the same protocol as the new displays.

#### **Screen Navigation:**

Navigating to desired pages will be performed by selecting the appropriate screen in a "NAVIGATION" drop-box at the top left of every display. Alternatively, each page will begin and end with "link" arrows that indicate the loop feeding or following the open page. By selecting arrow link, that listed page will open, and current page will close.



# M.E.T.

## Automation & Controls

M.E.T. will provide a three tiered system where the operator will not need to "drill in" more than three levels to get detailed information from any plant overview screen or process screen.

The overview screen will consist of either a visual graphic representation of the plant or a high resolution aerial photograph of the finished treatment facility with overlay graphics. M.E.T. will provide a draft of both options for City and Engineer consideration.

The plant will be broken into "Main Process Areas" representing intuitive major sub systems of the water treatment process. When "clicked", the display will zoom in 1 level to show only that process area with increased detail and process information.

Each Main Process Area will be broken into sub systems or individual process details that will have all available data displayed in an intuitive and concise manner.

Each screen will have the following navigational shortcuts:

1. Dropdown Box with a link to all available pages
2. Data Read (for opened page)
3. Link to all relevant read data:
  - Totals
  - Runtimes
  - Setpoints
  - PID parameters
  - Time since on for timed processes
  - Time till off for timed processes
  - Data write (for opened page)
  - Link to all relevant operator inputs:
    - Process operational parameters
    - Process setpoints
    - Alarm setpoints
4. Trends screen
5. Reports (reports generation)

All screens will have common features:

1. Blinking alarm icon if any alarms are active
2. Summarized view of active alarms
3. Standard control bar and title bar.
4. Relevant quick links and buttons.
5. Labeled intuitively such as: "trend", "process", "Instrument".
6. Current date and time (Date format mm/dd/yyyy -- time in a 12 hour clock)
7. Print screen command
8. Display title

Displays: Programming will include "Display Pages" listed in the specifications with additional or modified displays as determined appropriate.



# M.E.T.

## Automation & Controls

HMI Color: Graphics colors will need to be discussed prior to beginning programming. The color legend below is the typical municipal color scheme, however during a site visit it was noticed the current system is based off a more "industrial" format with red indicating run. Etc. M.E.T. can program the color based on the customer's preference.

HMI	Action	Color
Start/On Buttons		Green
Stop/Off Buttons		Red
Motor Constant Speed	Running	Green
Motor Constant Speed	Off	Red
Motor Constant Speed	Fail	Red Flashing
Motor Variable Speed	Running	Green
Motor Variable Speed	Off	Red
Motor Variable Speed	Fail	Red Flashing
Valve Open/Close	Open	Green
Valve Open/Close	Close	Red
Valve Open/Close	Transition	Yellow Flashing
Valve Modulating	> = 2% Open	Green
Valve Modulating	< 1% Open	Red
Valve Modulating	Fail	Red Flashing
Normal / Rested State	Normal	Gray
Informational	graphics info	Yellow
Alarm	Alarm	Red Flashing
Equipment with remote selector switches		
Remote Switch in Remote		Blue
Remote Switch in Hand		Orange



# M.E.T.

## Automation & Controls

### DETAILS PLC & SOFTWARE:

Currently there are three SLC 5/05 PLC's and one SLD 5/03 PLC. These units will have no change, they do not interlock with the new system and won't need to be modified for the new HMI.

The new PLC's will be Allen Bradley CompactLogix models. Programming will use RSLogix5000 ladder logic and function block.

All control, alarming determination, and scaling will be in the PLC, control programming will not be done in the HMI

One licensed copy of RSLogix5000 Ladder logic and Function block will be left with the City.

### MEETINGS:

Once M.E.T. has created several display pages, a meeting will be scheduled to review graphics with the City and Engineer. After all parties are in agreement with the base structure including graphics, colors, animation, M.E.T. will continue with the HMI programming. Consistent meetings will be held to go over the control parameters, and graphics. No specific frequency will be set but towards the final quarter of the project, meetings will be scheduled every two months.

### CITY RESPONSIBILITIES:

The City is responsible for providing the SCADA computer. M.E.T. recommends dual monitors with resolution of 1920 X 1080.

Software will be purchased by M.E.T. under this contract and left with the City. Software purchased will be:

- Allen Bradley Factory Talk SE programming and runtime (100 displays)
- Allen Bradley RSLogix5000 ladder logic and function block
- Sytech XLReporter data collection software

M.E.T. will insure the correct edition, most up to date version and right number of programming and user seats are purchased.

All software licensing will be purchased By M.E.T., under the Cities name and contact information.

### TESTING:

Testing will be completed in three manners, component, sectional, and SAT, testing.

**Component Test:** Each component will be tested when commissioned or started up. The items will be individual instrumentation such as flow, level pressure, and package equipment. At this level of testing, outputs of the field device will be exercised and the PLC will be monitored to verify appropriate inputs.

**Sectional Test:** When a section (or loop) is completely installed commissioned and programmed, a sectional test will be performed to verify that part of the system operates as designed and expected.

**SAT Testing:** The SAT or "System Acceptance Test" will be performed when the entire system is operating. The system will need to operate problem free for seven days without a program failure to be accepted.



**M.E.T.**  
**Automation & Controls**

**To: HDR Engineering**  
**Attn.: Brad Bjerke**  
**Voice: (208) 387-7073**  
**Email: [brad.bjerke@hdrinc](mailto:brad.bjerke@hdrinc)**

**From: Dennis Burgard**  
**Date: 25 May 2015**  
**Ref: Hailey, ID WWTP System Improvements**  
**SCADA System HMI & PLC**

Brad,

Mandy, of M.E.T. and I met with Roger Parker, Tuesday the 19<sup>th</sup>, and looked over their existing SCADA system. Roger gave us a thorough tour of the wastewater system, with an emphasis on their existing HMI and PLC's.

There current HMI is an Allen Bradley RSView 32, licensed for 1,500 tags, and they are using about 700 tags. There had been discussion of building from this platform for the current improvements. Although the RSView 32 is a solid system, it is dated and I recommend migrating forward to the Allen Bradley Factory Talk SE platform.

The current RSView 32, is a legacy product and Allen Bradley is discouraging its continued use. Per Allen Bradley, it is not compatible with Windows 7 or any current operating system, although the City has been able to operate it on a Windows 7, 32 bit platform, with minimal effort. However it should be realized that soon it will not be practical to operate the RSView on any current computer. If we continue with RSView, we will likely be close to or exceed the licensed tag count, and may need to upgrade the RSView software.

The Factory Talk SE platform is the current HMI promoted by Allen Bradley, and is designed to operate more seamlessly with the Allen Bradley PLCs. It is compatible with all Allen Bradley PLCs and is capable of everything RSView can do and more. A "translation" tool offered by Allen Bradley aids in importing RSView to the Factory Talk SE platform. It should be realized that the tool will assist upgrade, but still significant HMI programming will be required to complete the upgrade.

Benefits of migrating from RSView 32 to Factory Talk SE at this point:

1. The most practical and economical time to upgrade is while a significant plant improvements is being performed. Upgrade will be required within 5 years and probably sooner.
2. Continuity of programming between the existing system, and the improvements. If the existing HMI is upgraded, it will be the same as the improvements as far as graphics, color, animation, and design.



# M.E.T.

## Automation & Controls

3. Upgrading to Factory Talk will make the system easier to program, resulting in about a 10% reduction in HMI programming expenses. The Factory Talk is an easier system to program, especially when communicating with the Allen Bradley Compact Logix PLC.
4. 50% off Factory Talk license when upgrading from RSVIEW.

I would estimate a cost adder of \$16,000 (that includes software) to upgrade the existing HMI software, and reprogram the current HMI graphics. Due to the more efficient Factory Talk programming, I would expect a savings of \$7,000 on the upgrade cost. That would result in a price of \$9,000 to upgrade during the current improvements. (\$16,000 less \$7,000 = \$9,000)

The other cost to consider that is not included above is a new PC. It would be logical to upgrade the actual computer at this point, however that expense and decision would be the responsibility of the City.

They are currently using three SLC 5/05s and one SLC5/03 for their plant PLCs. It would be prudent to require Allen Bradley, CompactLogix PLCs for the improvements. The newer CompactLogix is compatible with older systems, and will communicate with the SLC family, and offers greater processing and program options. Allen Bradley has been discouraging the purchase of the SLC family for some time by increasing the SLC price. I don't expect the CompactLogix, to add much to the cost as the SLC has been so inflated.

Using the CompactLogix, will not affect the existing PLC, they will continue to operate as they have been, what needs to be done with them, will be an issue for the future. The SLC family will continue to be supported, they are simply discouraged from being used in new applications.

Please consider both options:

Upgrading the HMI to Allen Bradley Factory Talk SE

Using Allen Bradley CompactLogix PLCs for the new control panels

Let me know what you decide, and contact me with any questions.

Regards,

Dennis Burgard



# M.E.T.

## Automation & Controls

Project pricing:

PLC/HMI Estimated cost				
	Discrete Input	87	\$ 370.00	\$ 32,190.00
	Discrete Output	14	\$ 370.00	\$ 5,180.00
	Analog Input	23	\$ 700.00	\$ 16,100.00
	Analog Output	7	\$ 700.00	\$ 4,900.00

Additional Programming				
	Trending	18	\$ 250.00	\$ 4,500.00
	Historian	55	\$ 100.00	\$ 5,500.00

Misc. Expenses				
	Client / Engineer meetings	5	\$ 750.00	\$ 3,750.00
	Electrician / PICS assist	1	\$ 1,250.00	\$ 1,250.00
	Startup	10	\$ 750.00	\$ 7,500.00
	Travel / per diem	30	\$ 250.00	\$ 7,500.00
	Administrative	12	\$ 125.00	\$ 1,500.00
	Computer Interface	1	\$ 150.00	\$ 150.00
	Interface new system to old system	1	\$ 450.00	\$ 450.00
	Training	4	\$ 250.00	\$ 1,000.00

**New Project Total \$ 91,470.00**

Current System Upgrade Cost				
Software	HMI upgrade AB Factory Talk SE	1	\$ 3,000.00	\$ 3,000.00
Labor	Reprogram existing HMI to SE	1	\$ 13,000.00	\$ 13,000.00
Software	RSLogix5000	1	\$ 4,830.00	\$ 4,830.00
Software	Data Logging Software XLReporter	1	\$ 1,500.00	\$ 1,500.00

**Improvements Total \$ 22,330.00**

<b>Project Total</b>	<b>\$ 113,800.00</b>
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**Return to Agenda**

**AGENDA OF THE  
HAILEY CITY COUNCIL MEETING  
Monday July 20, 2015 \* Hailey City Hall Meeting Room**

**5:30 p.m. CALL TO ORDER -** Open Session for Public Concerns

**CONSENT AGENDA:**

- CA 000 Grant Applications
- CA 000 Grant Agreements
- CA 000 Motion to approve Resolution 2015-\_\_\_\_, authorizing Memorandum of Understanding with Balmoral Apartments for irrigation maintenance and costs .....
- CA 000 Consideration of Agreement with Resolution 2015-\_\_\_\_, to delay connection fees to city water and hook-up to wastewater at 830 Broadford Rd .....
- CA 000 Contracts & Bids
- CA 000 Special Events
- CA 000 Findings of Fact and Ordinance Summaries
- CA 000 Motion to approve minutes of June 15, 2015 and to suspend reading of them .....
- CA 000 Motion to approve claims for expenses incurred during the month of June 2015, and claims for expenses due by contract in July, 2015 .....

**MAYOR'S REMARKS:**

MR 000

**PROCLAMATIONS & PRESENTATIONS:**

PP 000

**APPOINTMENTS & AWARDS**

AA 000

**PUBLIC HEARING:**

- PH 000 FY 2015 Budget Amendment – discussion and adoption of tentative budget amendment to appropriate additional revenue from grants and contracts, setting not-to-exceed budget for publication .....
- PH 000 FY 2016 Budget – discussion and adoption of tentative not-to-exceed budget for publication .....
- PH 000 Consideration of changes to Personnel Manual to redefine elected official's eligibility for health insurance, to add policy pertaining to exempt employees leave time, and to amend ethics and conflict of interest language to be in sync with State law title 74 .....
- PH 000 Consideration of further changes to Municipal Code 12.12.080 penalty section changing penalty section from misdemeanor to infraction .....
- PH 000 Consideration of Ordinance to increase Hailey mayor and city council salaries .....
- PH 000 Water Master Plan

**NEW BUSINESS:**

- NB 000 Annexation and Development Impact Fee Reports discussion with Dwayne Guthrie of Tischler/Bise .....
- NB 000 Water and Wastewater Amendments to Title 13 of the Hailey Municipal Code .....

**OLD BUSINESS:**

- OB 000 Amendment to Parks Fees Resolution to eliminate the requirement for park use fees to be paid for set-up and tear-down days, except when such use would prohibit others from using the park .....
- OB 000

**STAFF REPORTS:** Staff Reports                      Council Reports                      Mayor's Reports

SR 000 Draft Agenda for next council meeting.....

**EXECUTIVE SESSION:** : Pending & Imminently Likely Litigation (IC 67-2345(1)(f))  
Matters & Motions from Executive Session

**Return to Agenda**

**AGENDA ITEM SUMMARY**

DATE: 07/06/2015

DEPARTMENT: Admin

DEPT. HEAD SIGNATURE: HD

**SUBJECT:**

2015 Year-to-date Building Permits report

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IFAPPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The attached building permit comparisons between 2015 and 2014 will explain detail which contributes to Hailey's budget amendment.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:**

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IFAPPLICABLE)**

<input type="checkbox"/> City Administrator	<input type="checkbox"/> Library	<input type="checkbox"/> Benefits Committee
<input type="checkbox"/> City Attorney	<input type="checkbox"/> Mayor	<input type="checkbox"/> Streets
<input type="checkbox"/> City Clerk	<input type="checkbox"/> Planning	<input type="checkbox"/> Treasurer
<input type="checkbox"/> Building	<input type="checkbox"/> Police	_____
<input type="checkbox"/> Engineer	<input type="checkbox"/> Public Works, Parks	_____
<input type="checkbox"/> Fire Dept.	<input type="checkbox"/> P & Z Commission	_____

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Information only, no council action required.

**ACTION OF THE CITY COUNCIL:**

Date : \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.):  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

# Hailey Building Permits

Jan - June 2015

Type	# of Permits	# of Units	Value	Permit Fees	Plan Check Fees	Dev Impact Fees	Total Fees
Addition	1	1	\$10,000	\$181	\$118	\$0	\$299
Commercial	2	2	\$4,816,642	\$20,556	\$13,361	\$0	\$44,527
Commercial Remodel	17	17	\$737,575	\$7,605	\$2,346	\$0	\$10,567
Demolition	10	10	\$135,813	\$831	\$0	\$0	\$901
Fence	23	23	\$61,735	\$690	\$0	\$0	\$690
Garage	1	1	\$99,219	\$994	\$0	\$1,450	\$3,090
New Single-Family	13	13	\$3,384,235	\$24,615	\$16,000	\$23,530	\$61,705
Other	9	9	\$12,874	\$734	\$0	\$0	\$734
Re-Roof	10	10	\$57,315	\$774	\$0	\$0	\$774
Residential Remodel	2	2	\$43,320	\$683	\$281	\$0	\$963
<b>Totals:</b>	<b>88</b>	<b>88</b>	<b>\$9,358,728</b>	<b>\$57,662</b>	<b>\$32,106</b>	<b>\$24,980</b>	<b>\$124,248</b>

# Hailey Building Permits

Jan - June 2014

Type	# of Permits	# of Units	Value	Permit Fees	Plan Check Fees	Dev Impact Fees	Total Fees
Addition	5	5	\$199,080	\$2,571	\$1,671	\$0	\$4,243
Commercial	1	1	\$72,540	\$805	\$0	\$0	\$805
Commercial Remodel	6	6	\$420,540	\$4,056	\$2,237	\$18,753	\$4,035
Demolition	1	1	\$0	\$75	\$0	\$0	\$75
Fence	16	16	\$27,841	\$525	\$0	\$0	\$525
New Single-Family	16	13	\$2,847,349	\$24,887	\$16,176	\$19,910	\$62,768
Other	2	2	\$3,000	\$108	\$35	\$0	\$143
Permit Extension	9	9	\$0	\$675	\$0	\$0	\$675
Re-Roof	11	11	\$88,906	\$1,108	\$0	\$0	\$1,108
Residential Remodel	3	3	\$31,000	\$558	\$45	\$0	\$603
Shed	1	1	\$29,000	\$432	\$281	\$0	\$712
<b>Totals:</b>	<b>71</b>	<b>68</b>	<b>\$3,719,256</b>	<b>\$35,799</b>	<b>\$20,445</b>	<b>\$38,663</b>	<b>\$75,692</b>

**Return to Agenda**