

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
JUNE 1, 2023
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, June 1, 2023 at 8:30 a.m. in the Cache County Historic Courthouse, County Council Chambers, 199 North Main, Logan, Utah.

ATTENDANCE

Members of the Airport Authority Board in Attendance:

John Kerr – Chair, At-large – Appointed by Airport Authority Board
Brett Hugie – Vice Chair, Appointed by Logan City
David Zook – Cache County Executive
Karl Ward – Cache County Council
Jeannie F. Simmonds – Logan City Council

Members of the Airport Authority Board Absent:

Mayor Holly Daines – Logan City
Ryan Snow – Appointed by Cache County

Also in Attendance:

Jason Ririe – Airport Manager
Taylor Sorensen – Cache County Deputy Civil Attorney
Judd Hill – Armstrong
Baron Wesemann – USU Aviation
Aaron Dyches – USU Aviation
David Koch – EPS
Scott Weaver – Leading Edge Aviation
Kim R. Hall – Leading Edge Aviation
Janeen Allen – Minutes

1. CALL TO ORDER

Chairman John Kerr called the meeting to order at 8:32 a.m.

2. ACTION ITEMS

a. APPROVAL OF MINUTES – APRIL 6, 2023

ACTION: Motion was made by Karl Ward and seconded by Jeannie Simmonds to approve the minutes of April 6, 2023 as written. The vote in favor was unanimous, 5-0 (Holly Daines and Ryan Snow absent for vote)

3. DISCUSSION ITEMS

a. **MANAGER’S REPORT – JASON RIRIE**

Jason Ririe reported to the board members that they held the Fire Certification last week and all went well. The fence line inspection was also yesterday.

The FAA Inspector will be coming next week to conduct the Part 139 Inspection.

Hangar inspections will be taking place June 12th-15th.

Ririe voiced his concern that he is worried about how he will be able to plow next winter because of the aging equipment. The bid from the County to plow the airport was too high and two construction companies will not submit bids because it is not cost effective for them. He has encouraged weekend part-time inspection workers to see if they can get a CDL to drive a plow.

Karl Ward asked if the difficulty is because of lack of interest or budget issues. Ririe said it is mainly budget. He is continually working to come up with ideas to bring revenue to the airport but hasn’t come up with anything real substantial so far.

Ward suggested having a budget opening to get money in the budget and hire a full time employee.

b. **LIGHTING GRANT – ARMSTRONG**

John Kerr apologized saying that the wording on the agenda should read “Signage Grant” instead of “Lighting Grant.”

Judd Hill said they are in the process of checking paperwork on bid submittals.

Mesquite Electric was the winning bid and contracts will be coming sometime this year.

He will work with Jason Ririe to minimize the inconvenience of closures.

c. **EV GRANT - ARMSTRONG**

Hill said the grant has been preliminarily approved by the FAA and the next step is to get bids. **See Attachment B.**

The FAA funded share is \$183,589.20 with a local contribution of \$20,398.80.

Jeannie Simmonds expressed concern about the potential cost of upgrading electrical service and infrastructure at the airport where the charging station will be.

David Koch responded saying the utility upgrade will be amortized through utility billing and they are still working out the details regarding the issue. He noted, however, that as more electric vehicles hit the road and this charging station, it will put more strain on the power grid. Simmonds agreed and said the airport needs to have a plan for utilization. Koch said that a plan should be in place when the station is implemented.

John Kerr stated for clarification that it is in the plan to not have it be a public charging station.

Judd Hill said that Armstrong is working on a Master Plan and that this station will not require an electrical overhaul of the airport. The plan will address the electrical

infrastructure issue. Simmonds again expressed her concern that the infrastructure is inadequate for the installation of this station. Ririe said that it was inspected by Cache Valley Electric and they indicated there wouldn't be a problem to set up the charging station. Brett Hugie indicated that the inspection certainly includes the ability of the infrastructure to accommodate the extra power required. He will follow up with the person who did the inspection. Ririe and Hill will also follow up to determine if there is adequate infrastructure for the implementation. Hill said that it is absolutely part of the master plan to explore the power needs with the implementation of the power station. Simmonds asked Armstrong to provide recommendations for how Logan City will be able to accommodate the need for additional power.

Aaron Dyches said he is not sure what the need will be for the USU program. Koch estimates 3-4 planes in the next two years and 10-12 in the next ten years. Hill emphasized again that the charging station will be for the airport truck and plane use exclusively.

Simmonds insisted that there needs to be a plan for the amelioration of the increased cost. Kerr pointed out that the electrical infrastructure was upgraded in the last year or two, so the airport looks better right now than most airports. However, Hill noted that it would be good to consider adjusting fees at the airport to accommodate the electrical needs.

ACTION: Motion was made by Jeannie Simmonds and seconded by Brett Hugie to move ahead with the grant application for an EV vehicle and charging station with adequate controls in place to accommodate the anticipated increase in electrical needs. Motion passed with 4 votes in favor and 1 abstention (Karl Ward), (Holly Daines and Ryan Snow absent for vote)

d. **POTENTIAL HANGAR SITES ON ECHO - ARMSTRONG**

Judd Hill showed a map with potential hangar sites where three 50 x 50 hangars could be placed on Taxilane Echo. See **Attachment C**. Fences would have to be removed, but the potential is there at this location. Ririe said there are still half dozen people waiting for hangar space. He believes some of them may be interested in using these spots. Hill noted that the entrance road is a natural extension of the taxilane and the road will change down the line. Kerr indicated that the waiting list should have people specify the size of hangar they want to build.

The property owner of the area is getting ready to sell, so the airport will restructure the whole area with the potential of these additional hangars becoming available. These smaller hangars will not be adequate for larger or commercial aircraft, so the requirement will be for smaller aircraft.

David Zook said other airports have a reversionary clause in contracts that the hangar becomes property of the airport after a certain period of time.

Hill responded saying they used to have the clause in contracts, but now contracts may or may not contain this clause and there are other options in use at other airports. Kerr added that other airports have gone away from this because hangar owners let hangars become rundown and by the time the airport takes them over, they have become junk sites that the airport is now on the hook to refurbish or tear down.

ACTION: Motion was made by Karl Ward and seconded by David Zook to approve the identification of the three locations as hangar sites. Motion passed with 5 votes in favor (Holly Daines and Ryan Snow absent for vote)

Hill briefly went over the Capital Improvement List for the airport. See **Attachment D**. It is upgraded every year with priorities for spending entitlement and other funds. The list will be finalized with the FAA in the fall. In the meantime, the Airport Authority Board needs to make it a part of their discussions to prioritize the list. Upgrading the aged equipment is a slow process that has new equipment not coming in until 2025 or 2026 or 2027, so the discussion needs to start rather quickly if that is where the priorities are going to be.

Snow removal equipment could potentially be moved up the list but discussions need to take place about what equipment will be needed for the Logan-Cache Airport. Board members discussed what funds are available now and what can become available for this project. Kerr recommended that Ryan Snow head the Capital Improvement Committee to explore this issue.

Zook said that Ririe already knows what is needed for snow removal. He asked Hill if they could move it up the list right now. Hill said they can ask, but the federal funds have already been allocated for other projects. BIL funding may or may not be available to use, but we definitely need to ask the FAA before making any changes.

Zook asked if it is a requirement to have the airport open even in case of snow? Hill said that it is a requirement for Part 139 Certified airports.

Hill will follow up and ask about moving the upgrade of snow removal equipment up the list.

e. **COMMITTEE REPORTS:**

Audit & Finance – David Zook

David Zook said they have met a few times to discuss finance of the airport. They are looking at hiring someone to do a financial analysis paid for with state funds that are available for this. Also, there is an internal auditor that could do an in-depth analysis for a minimal cost.

He also indicated that a local construction company contacted him with a proposal to lease the tower to the company that refurbishes it. He proposed it be turned into an Air B&B. Simmonds said the proposal should come to the entire board. Hill noted that there cannot have apartments or houses on airports, but you can have hotels. He will have to explore that non-aeronautical use of the airport. Wesemann pointed out that currently there is no water, sewer or electric to the tower.

Operations Committee – Kim Hall

Kerr asked the operations committee to coordinate with Ririe regarding the impact on operations during the installation of the signage.

Capital Improvements

John Kerr will extend an invitation to Ryan Snow to head the Capital Improvements Committee

Economic Development / Public Relations

No report

4. NEXT SCHEDULED BOARD MEETING

Thursday, July 6, 2023 at 8:30 a.m. – Cache Historic Courthouse, Council Chambers

5. ADJOURNMENT

The meeting adjourned at 10:09 a.m.

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ATTACHMENT A



BID TABULATION

**Logan-Cache Airport
 Logan, Utah
 Reconstruct Airfield Guidance Signs
 AIP No. 3-49-0016-039-2023
 ACI No. 236906
 Bid Opening: May 25, 2023 at 2:00 p.m., MDT**

Item No.	Spec No.	Description	Qty	Unit	Engineer's Estimate		Mesquite Electric LLC		Cache Valley Electric		
					Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	
Schedule I - Reconstruct Airfield Guidance Signs											
1	C-105	Mobilization	1	LS	\$ 12,700.00	\$ 12,700.00	\$ 20,000.00	\$ 20,000.00	\$ 8,537.00	\$ 8,537.00	
2	P-101	Remove Sign	22	EA	\$ 1,000.00	\$ 22,000.00	\$ 150.00	\$ 3,300.00	\$ 1,750.65	\$ 38,514.30	
3	P-152	Excavation and Embankment	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	
4	P-610	Concrete	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	
5	L-108a	No. 8 AWG, L-824, Type C Cable, Installed in Duct Bank or Conduit	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	
6	L-108b	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed in Trench, Including Connections/Terminations	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	
7	L-1104	Non-Encased Electrical Conduit, 2-inch PVC	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	Incidental	
8	L-125a	Lighted Guidance Sign (1 module)	4	EA	\$ 3,500.00	\$ 14,000.00	\$ 3,000.00	\$ 12,000.00	\$ 9,944.19	\$ 39,776.76	
9	L-125b	Lighted Guidance Sign (2 module)	8	EA	\$ 4,500.00	\$ 36,000.00	\$ 4,000.00	\$ 32,000.00	\$ 11,370.82	\$ 90,966.56	
10	L-125c	Lighted Guidance Sign (3 module)	10	EA	\$ 5,500.00	\$ 55,000.00	\$ 5,000.00	\$ 50,000.00	\$ 13,355.39	\$ 133,553.90	
TOTAL SCHEDULE I					\$ 139,700.00		\$ 117,300.00		\$ 311,348.52		

Bid Total - Schedule I	Engineer's Estimate		Mesquite Electric LLC		Cache Valley Electric	
	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
	\$	139,700.00	\$	117,300.00	\$	311,348.52

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ATTACHMENT B

Zero Emission Vehicle Program Worksheet

Airport Name:	Logan Cache Airport		
Airport Sponsor Name:	Logan Cache Airport Authority Board, John Kerr -Chairman		
Three Letter Airport ID:	LGU	Date of Submission:	6/1/2023
Contact Person:	John Kerr		
Contact Phone Number:	+1-435-757-7420	Email:	kerrjohna@comcast.net

Intended Use for the Vehicle Described Below:

Daily inspections of airport condition. Airport security patrolling. Coordination of maintenance activities. Construction coordination activities. Communicating with airport tenants and airport vendors and services. Monitoring on airport wildlife hazards and mitigation.

What is the air quality status at the Airport? Use the Drop down menu.		
Ozone (O ₃) 8-hour standard	<input type="checkbox"/>	Nonattainment
	<input type="checkbox"/>	Maintenance
	<input checked="" type="checkbox"/>	Attainment
Particulate Matter - PM ₁₀	<input type="checkbox"/>	Nonattainment
	<input type="checkbox"/>	Maintenance
	<input checked="" type="checkbox"/>	Attainment
Particulate Matter - PM _{2.5}	<input checked="" type="checkbox"/>	Nonattainment
	<input type="checkbox"/>	Maintenance
	<input type="checkbox"/>	Attainment
Carbon Monoxide - CO	<input type="checkbox"/>	Nonattainment
	<input type="checkbox"/>	Maintenance
	<input checked="" type="checkbox"/>	Attainment
Nitrogen Dioxide - NO ₂	<input type="checkbox"/>	Nonattainment
	<input type="checkbox"/>	Maintenance
	<input checked="" type="checkbox"/>	Attainment
Sulfur Dioxide - SO ₂	<input type="checkbox"/>	Nonattainment
	<input type="checkbox"/>	Maintenance
	<input checked="" type="checkbox"/>	Attainment

Proposed Zero Emissions Vehicle Identification	
Vehicle Year:	2023
Vehicle Make:	Ford
Vehicle Model:	Lightning XLT

Vehicle Cost Calculation	
Number of Vehicles Purchased:	1
Cost Per Vehicle:	\$62,548.00
Federal AIP Match %:	90.00%

Vehicle Charger Information	
# of fuel Stations or Chargers Purchased:	1
Refueling Station or Charger Cost:	\$88,191.00
Insatallation Cost/Charger or Fuel Station:	\$43,249.00

Technical Assistance, Design Fees and Project Formulation (not to exceed 10% of Project Costs)	10000
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Project Item:	AIP Funding Share	Matching Sponsor Share	Total Item Cost
Vehicles:	\$56,293.20	\$6,254.80	\$62,548.00
Charging Equipment:	\$79,371.90	\$8,819.10	\$88,191.00
Charging Installation:	\$38,924.10	\$4,324.90	\$43,249.00
Tech Assist, Design Fees & Formulation:	\$9,000.00	\$1,000.00	\$10,000.00
Total Project Costs:	\$183,589.20	\$20,398.80	\$203,988.00

Vehicle Emissions Calculations

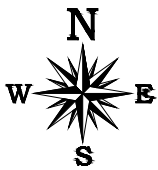
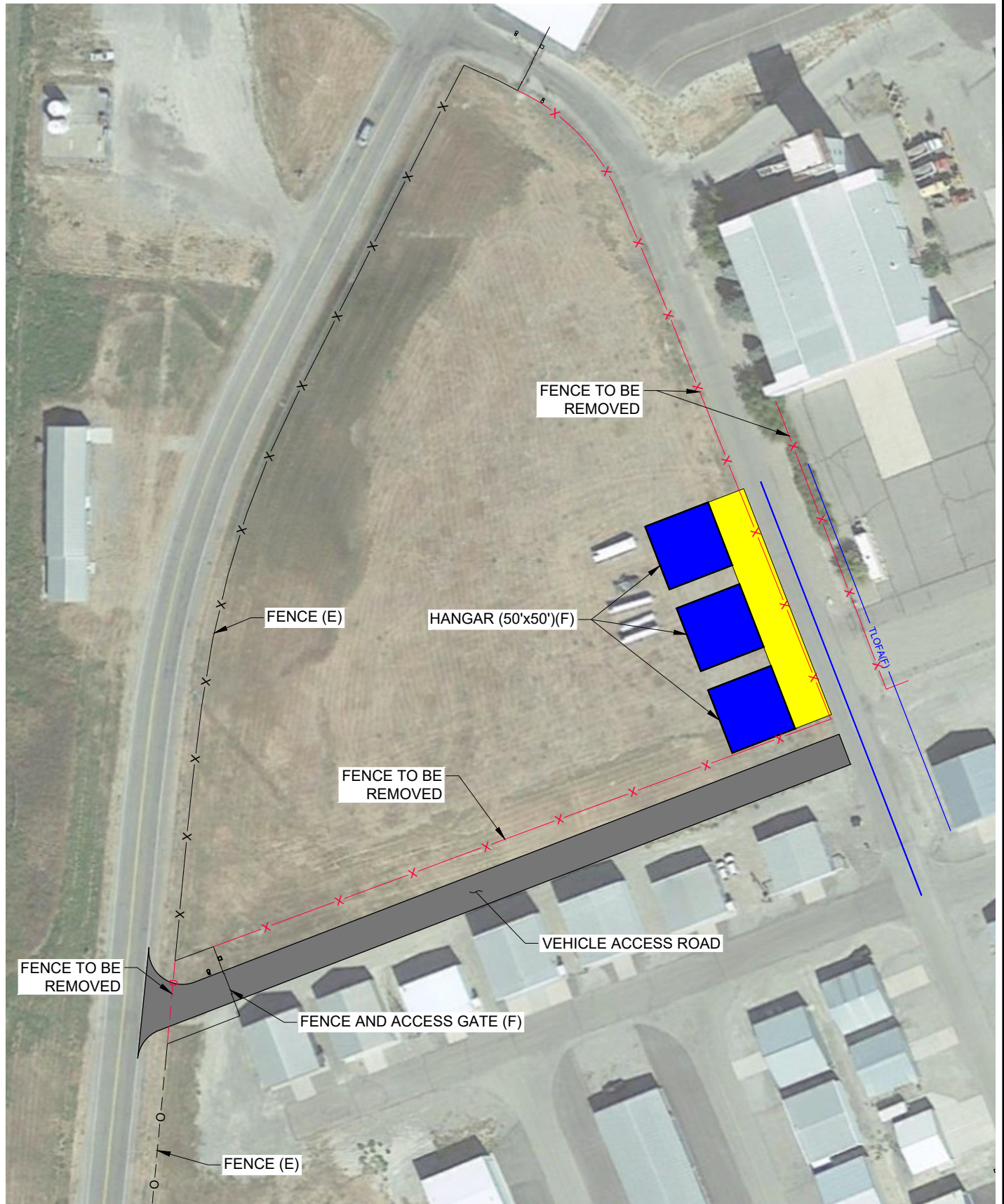
Gross Vehicle Weight Rating in lbs.:	8250	
Your Vehicle is classified as a:	Light Duty Truck	
If your vehicle is described as a "Heavy Duty Vehicle" use the drop down list to indicate the type of engine that would have been purchased if this vehicle was not Zero Emissions. Otherwise, leave blank.		
What is the average mileage each vehicle will accrue in any one year?	12107	
Source of the mileage data?	Average historical milage of the vehicles being replaced. Number of miles driven during the period of use divided by the number of years used.	
Average Useful Lifespan of vehicle (normally 10 years, use AIP Handbook)	10	

Step 1: Total mileage for purchased vehicles (Number of vehicles purchased * Average Annual Mileage)	12,107
Step 2: Annual Grams of NOx Reduction (Step 1 * the NOx grams/mile for vehicle type)	1,634
Step 3: Convert to Annual Pounds of NOx Reduction (Result of Step 2 x 0.0022)	3.60
Step 4: Calculate Pounds of NOx Reduction over Vehicle Useful Life (Result of Step 3 x Useful Life)	35.96
Step 5: Convert to Tons of NOx Reduction over Vehicle Useful Life (Result of Step 4 divided by 2,000)	0.018
Step 6: Calculate Annual Grams of VOC Reduction (Step 1 * the VOC grams/mile for vehicle type)	1,489
Step 7: Convert to Annual Pounds of VOC Reduction (Result of Step 6 x 0.0022)	3.28
Step 8: Calculate Pounds of VOC Reduction over Vehicle Useful Life (Result of Step 7 x Useful Life)	32.76
Step 9: Convert to Tons of VOC Reduction over Vehicle Useful Life (Result of Step 8 divided by 2,000)	0.016
Total NOx and VOC Reduction (Sum Step 5 and Step 9)	0.034

Project Cost Effectiveness Calculation			
Pollutant	Total Project Cost (C)	Total Amount of Emissions Reduction (Tons)	Cost Effectiveness Over Useful Life of Project (\$/ton)
Ozone (Nox + VOC)	\$203,988.00	0.0344	\$5,936,845

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ATTACHMENT C



LOGAN-CACHE AIRPORT LOGAN, UTAH
TAXILANE E HANGARS
 A LOCHNER COMPANY

LOGAN – CACHE AIRPORT AUTHORITY BOARD
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ATTACHMENT D

Logan-Cache (LGU)

Project Description & Cost Estimate											
Scheduled/ Requested Federal Fiscal Year	Project Description	Project Identification in ALP/MP	Comments	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation \$					
						Federal Entitlement	Federal BIL	Federal State Apportionment	Federal Discretionary	State Participation	Sponsor Participation
Federally Funded Projects						90.63%				4.685%	4.685%
2022	AMP				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2022	BIL - Bank				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2023	Ent. - Repay 2022 AMP project				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2023	BIL - Replace Directional Signs (Bank \$135k)				\$ 176,542	\$ -	\$ 160,000	\$ -	\$ -	\$ 8,271	\$ 8,271
2024	Ent. - Repay 2022 AMP project (\$116,661); Bank \$33,339				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2024	BIL - Bank				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2024	Self-service Fuel with Bulk Storage				\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
2025	Acquire SRE (2024 & 2025 Entitlement)				\$ 201,920	\$ 183,000	\$ -	\$ -	\$ -	\$ 9,460	\$ 9,460
2025	TW India				\$ 1,125,455	\$ -	\$ 1,020,000	\$ -	\$ -	\$ 52,728	\$ 52,728
2026	SRE Building				\$ 656,516	\$ 300,000	\$ 295,000	\$ -	\$ -	\$ 30,758	\$ 30,758
2027	Ent. - Repay 2026 SRE Building				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028	Ent. - Bank				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029	TWY Bravo Reconstruction (Design)				\$ 331,016	\$ 300,000	\$ -	\$ -	\$ -	\$ 15,508	\$ 15,508
2030	TWY Bravo Reconstruction (Construction)				\$ 5,000,000	\$ 300,000	\$ -	\$ -	\$ 4,231,500	\$ 234,250	\$ 234,250
2031	Ent. - Repay TWY				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participation Totals					\$ 8,691,449	\$ 1,083,000	\$ 1,475,000	\$ -	\$ 4,231,500	\$ 950,974	\$ 950,974
State Funded Projects											
										90.00%	10.00%
					\$ -					\$ -	\$ -
2025	Pavement Preservation				\$ 222,222					\$ 200,000	\$ 22,222
2029	Pavement Preservation				\$ 222,222					\$ 200,000	\$ 22,222
Future	State - TW Charlie				\$ -					\$ -	\$ -
					\$ -					\$ -	\$ -
					\$ -					\$ -	\$ -
Participation Totals					\$ 444,444					\$ 400,000	\$ 44,444

Note: Attach additional sheets as necessary to fully describe projects or to add information needed for a full understanding of project scope, location and costs.

For Planning Purposes Only