

The slide features a background image of the Boise Airport terminal building at dusk, with a sky filled with orange and blue clouds. A vertical yellow bar is on the left side. The title 'Taking Off Without Four Steps: The Approach to Airport Forecasting' is in large blue font. The subtitle 'Boise Airport Master Plan Update' is in smaller black font. The event details 'Utah Model Users Group Meeting May 14, 2026' are in black font. The InterVISTAS logo is in the bottom right corner.

Boise Airport Master Plan Update

Taking Off Without Four Steps: The Approach to Airport Forecasting

Utah Model Users Group Meeting
May 14, 2026

InterVISTAS

Agenda

- ① Study Background
- ② Forecasting Process
- ③ Business Aspects
- ④ The Forecast
- ⑤ How This Translates to Road Operations

Study Background

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Study Background

- + Purpose of a master plan
 - Needs for 20 years
- + Elements of a master plan
 - Airfield
 - Terminal
 - Landside
- + Previous master plan adopted 2020
 - FAA guidance update every 10 years



Study Background

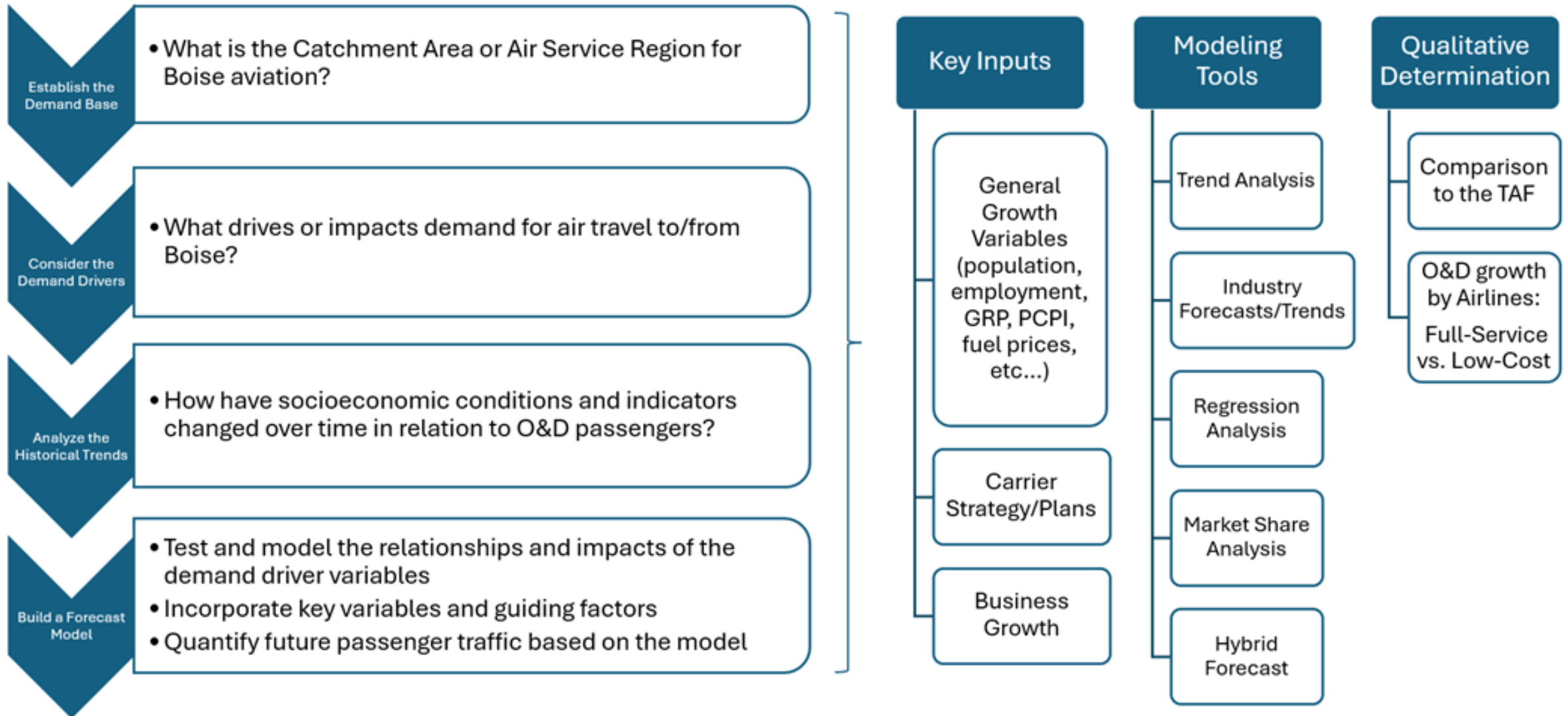
- + Going out 20 years, need a forecast
- + Airports are like landlords
 - Manage tenants
 - Commercial Airlines, Private plane owners, Concessions/Vendors, military,
- + Forecast Metrics
 - Number of passengers
 - Enplanements/Deplanements
 - Cargo tonnage
 - Aircraft operations
 - Passenger
 - General aviation
 - Cargo
 - Military
 - Each relates to different airport needs



Forecasting Process

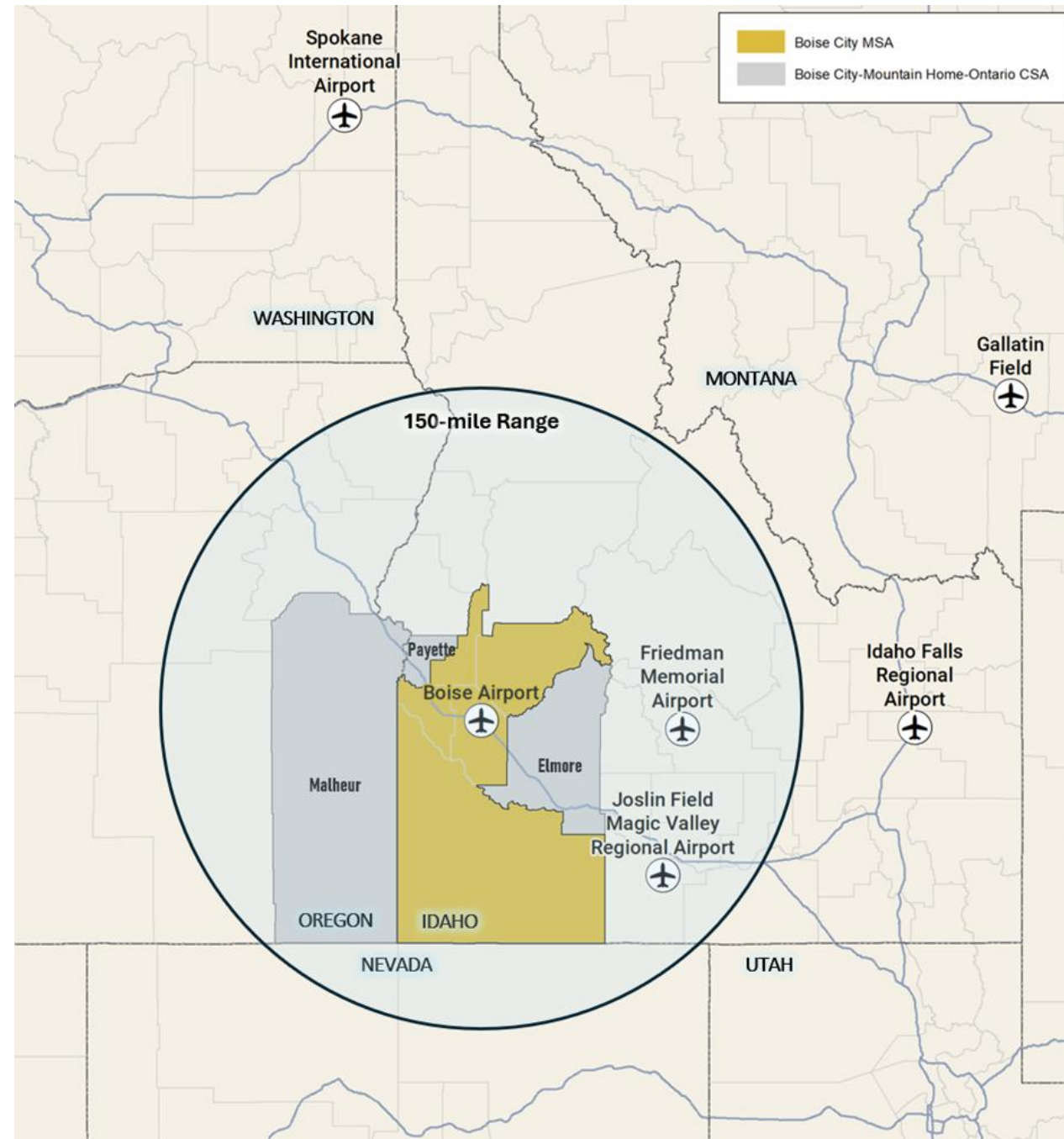
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Forecasting Process



Forecasting Process

+ Catchment area and competition



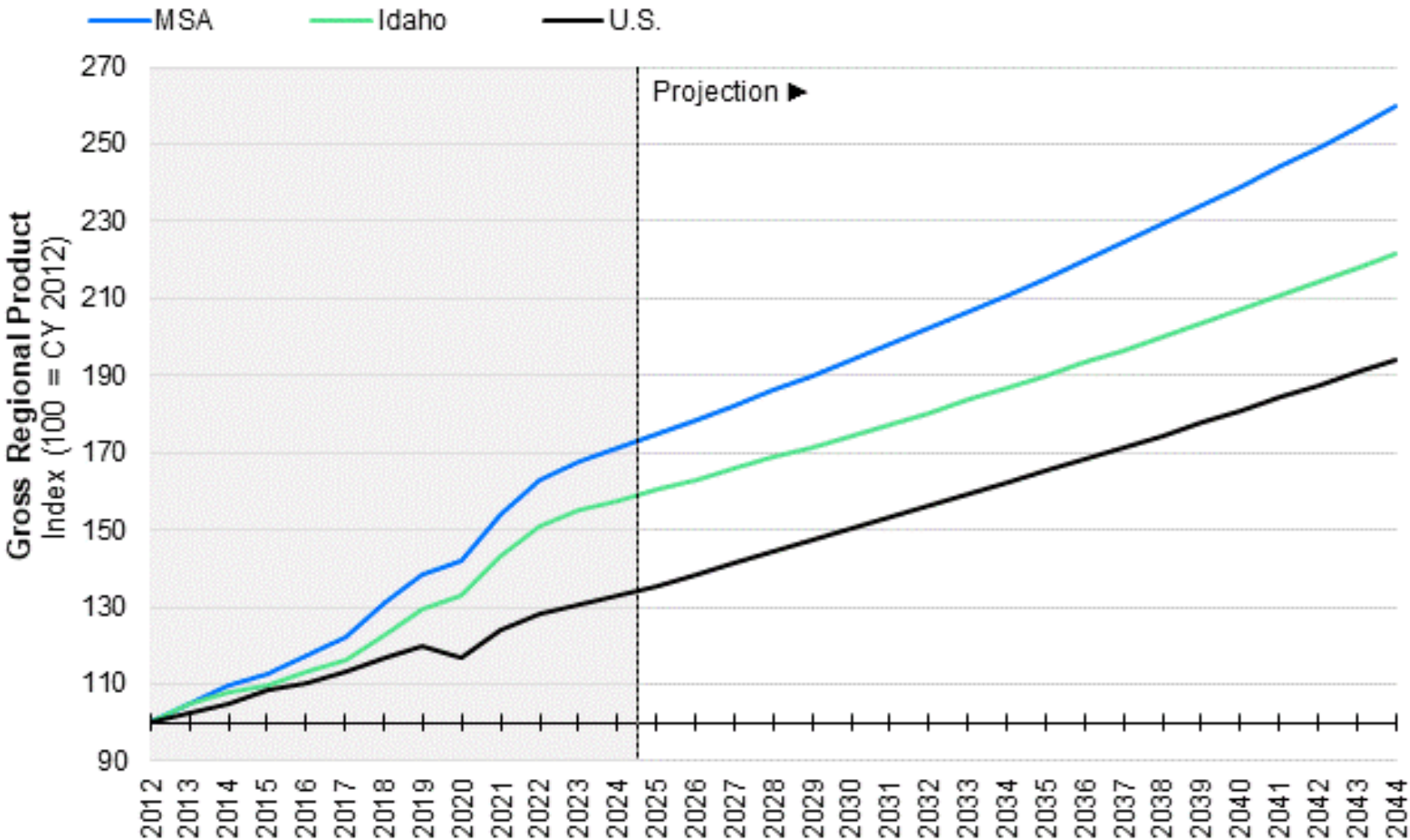
Economic Factors

- + Who is going to fly in the Boise Area?
- + Regional Economic Factors
- + Population and Employment
- + Personal Income
- + Tourism



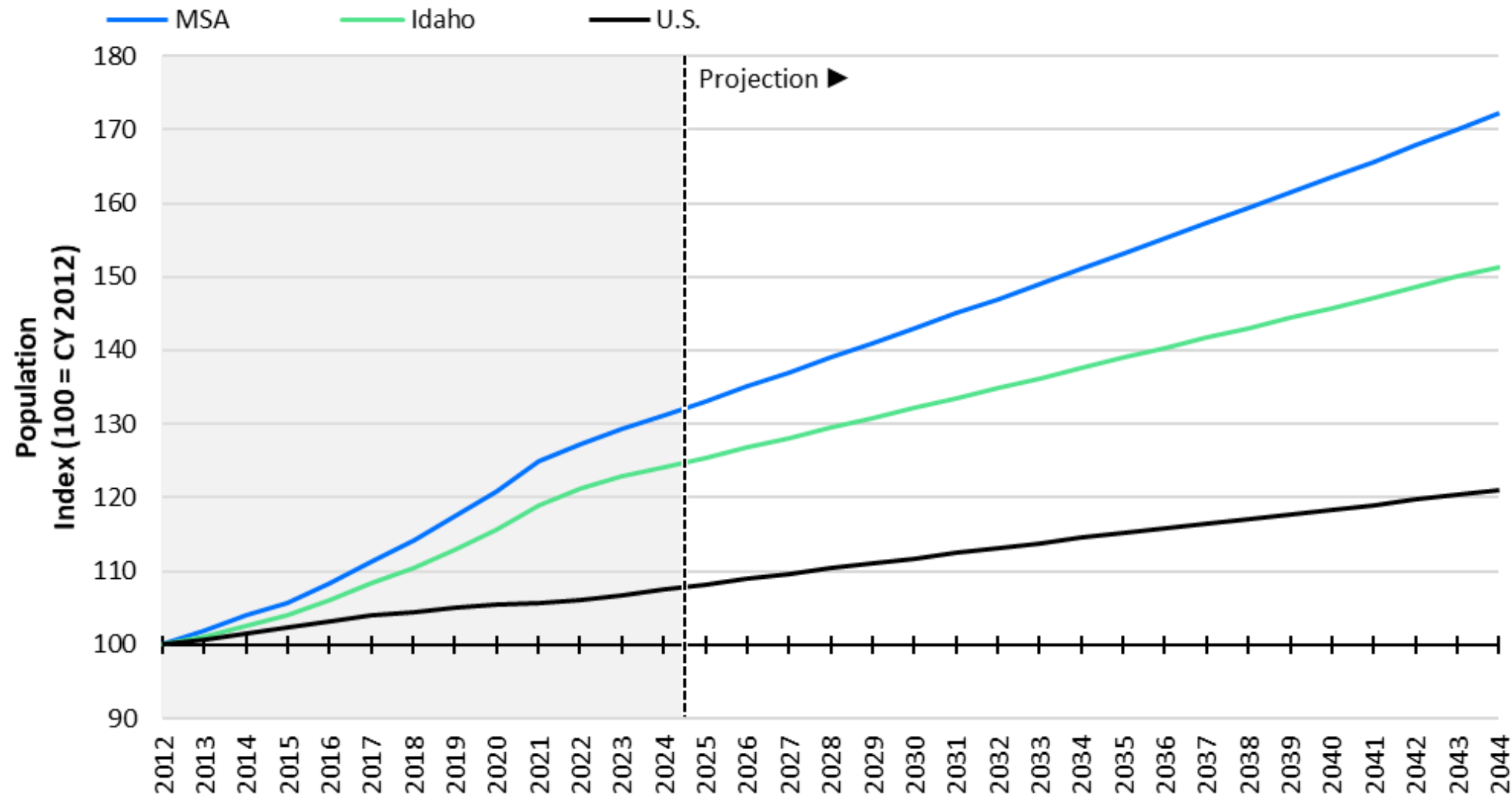
Gross Domestic Product and Gross Regional Product

+ Indexed growth since 2012



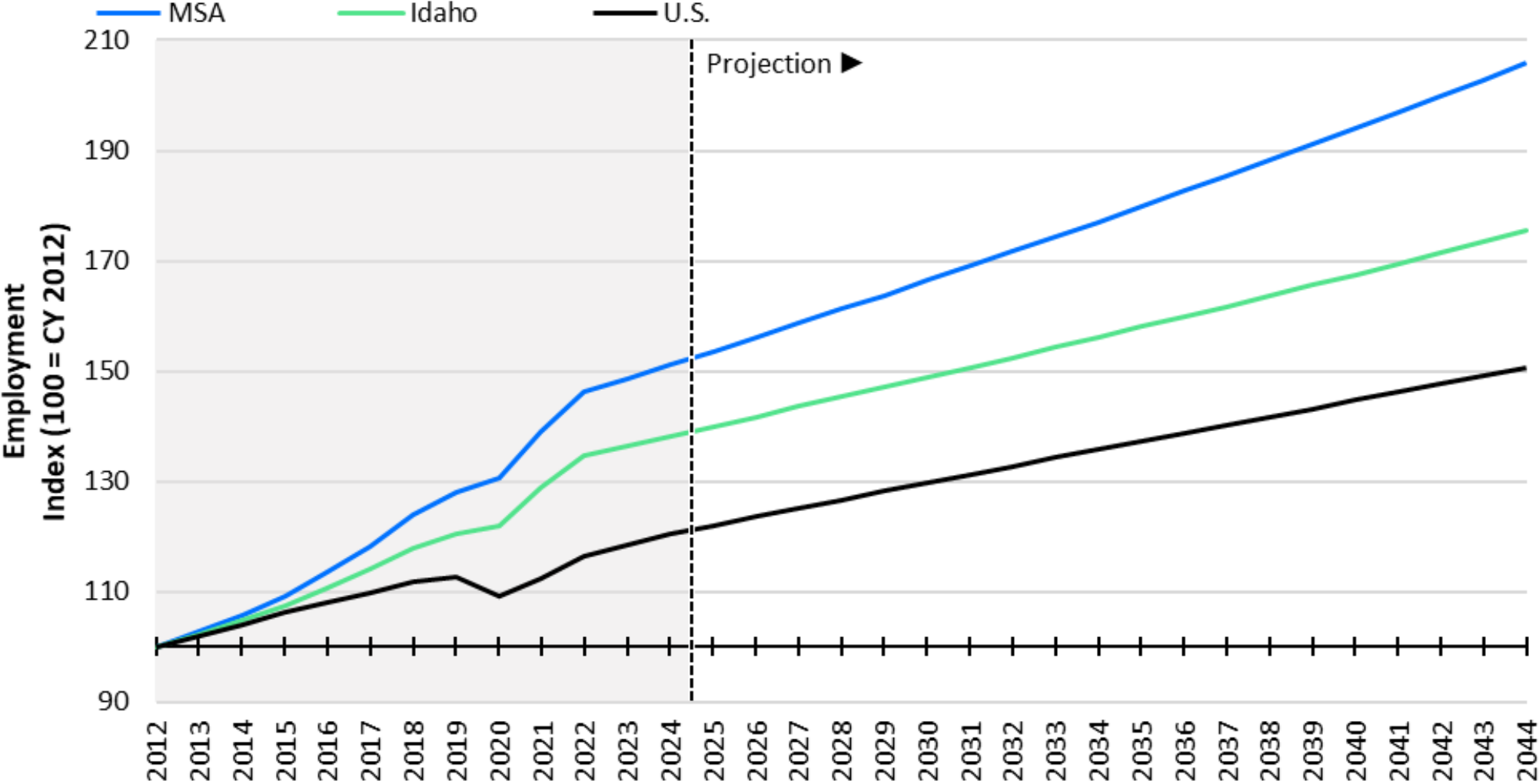
Population

+ Strong growth in Boise MSA population



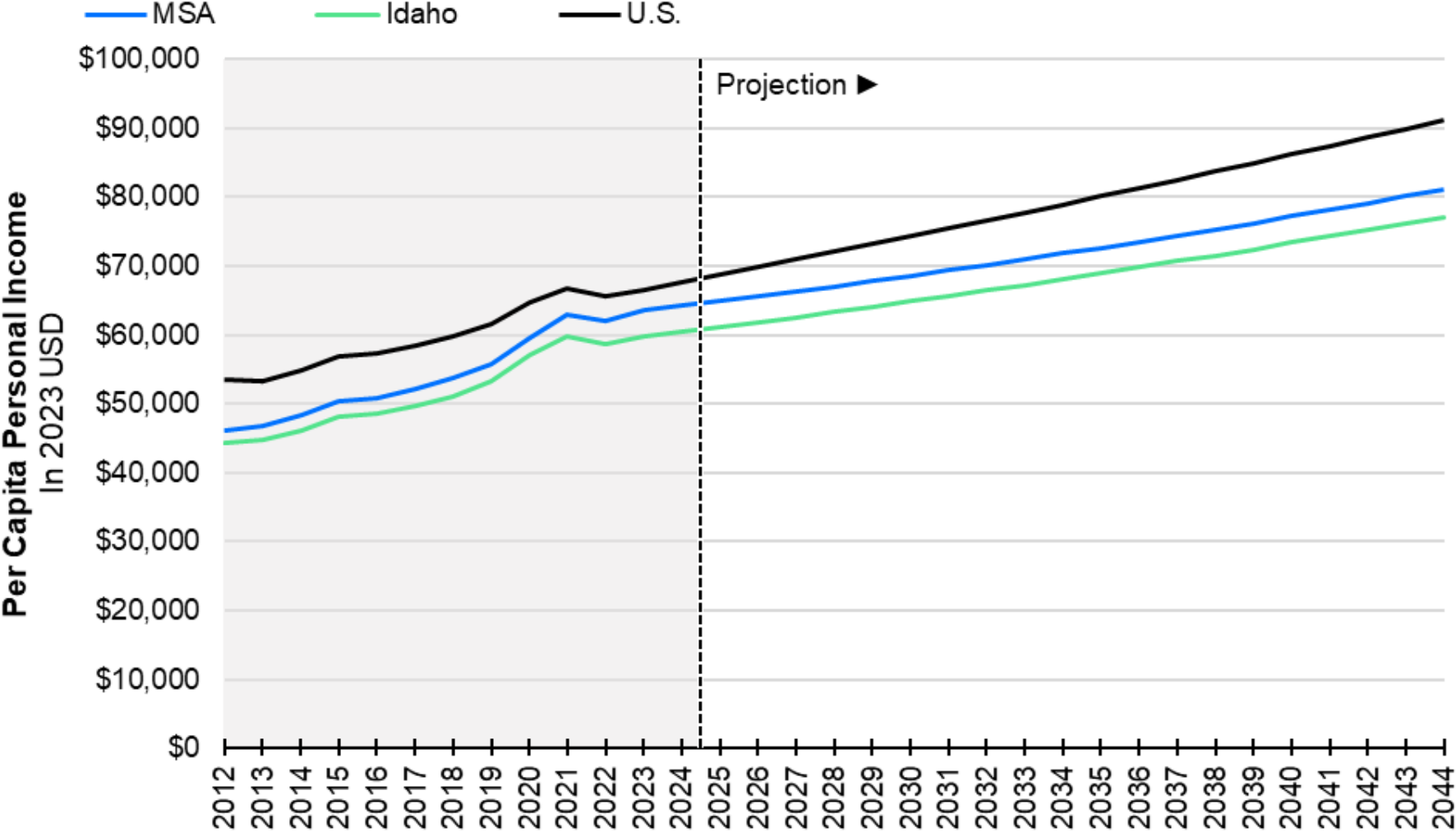
Employment

+ Above average employment growth



Income

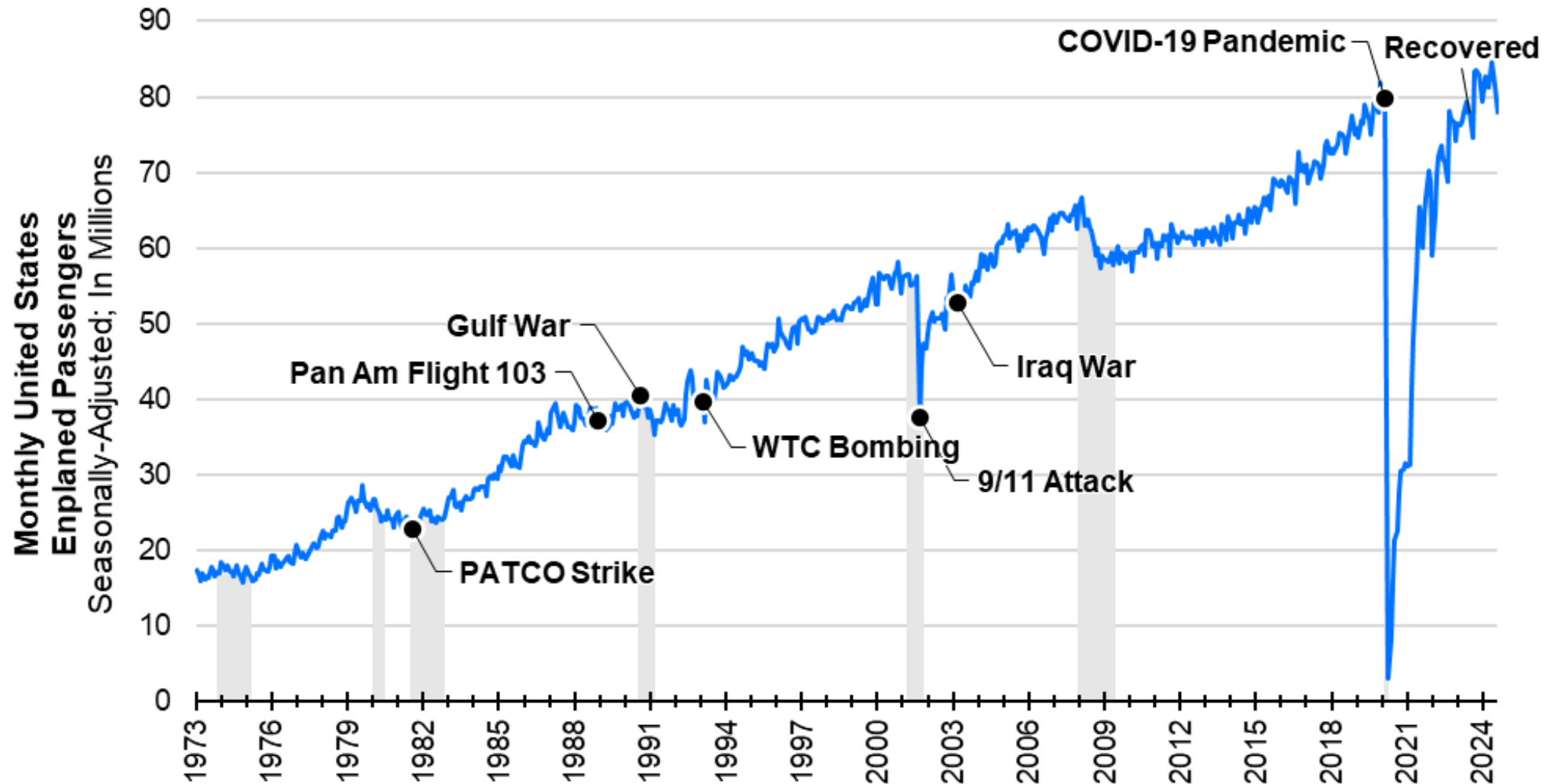
- + Below average personal income
- + High compared to rest of Idaho



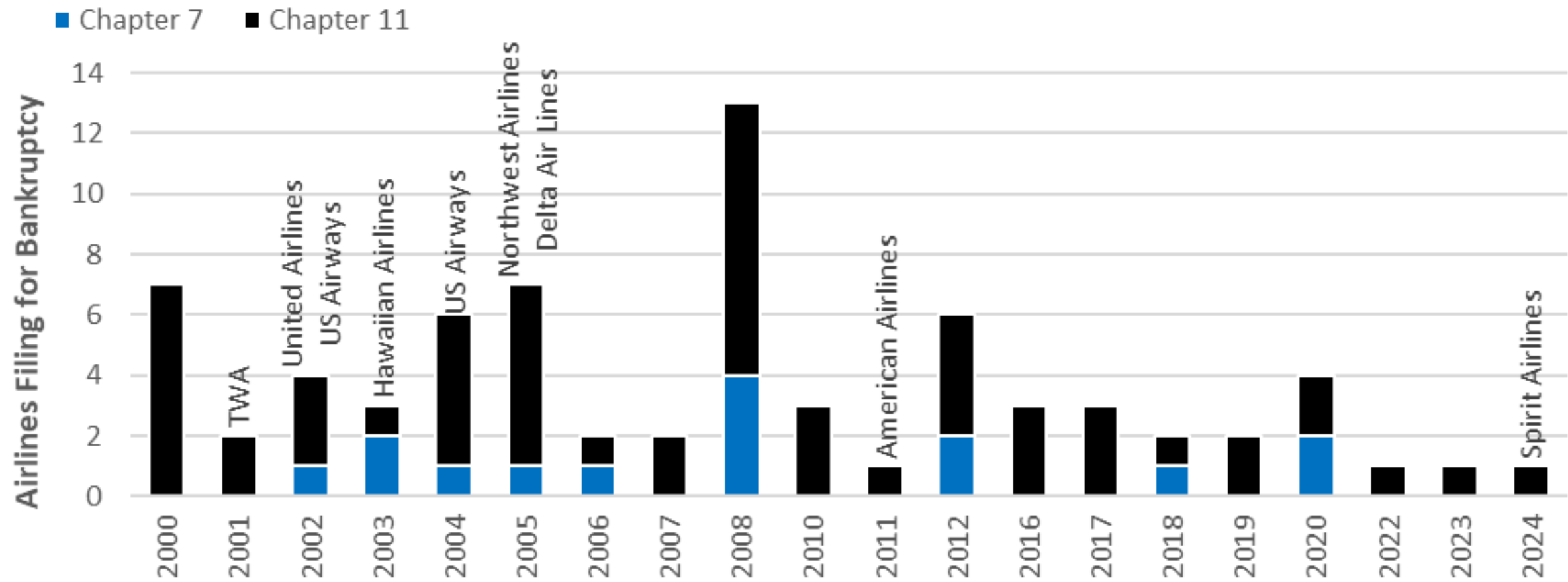
Business Factors

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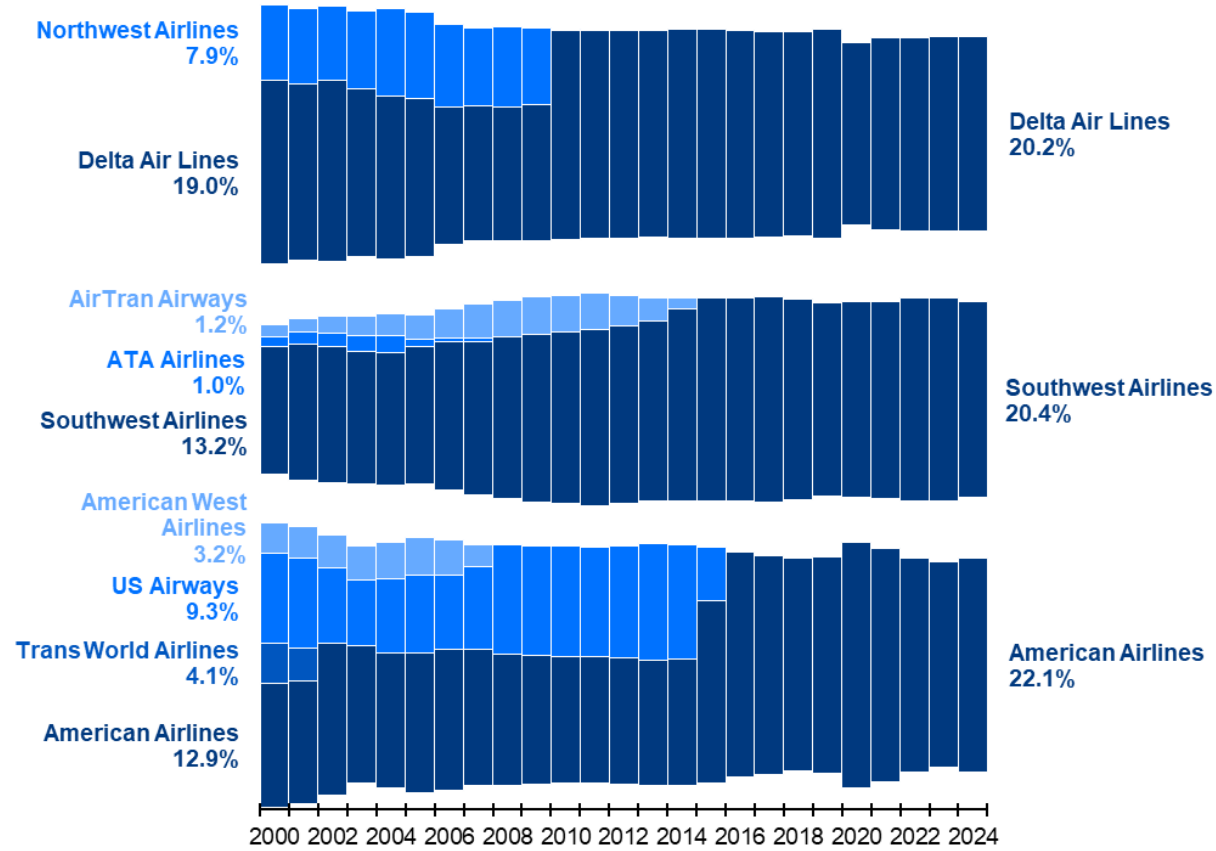
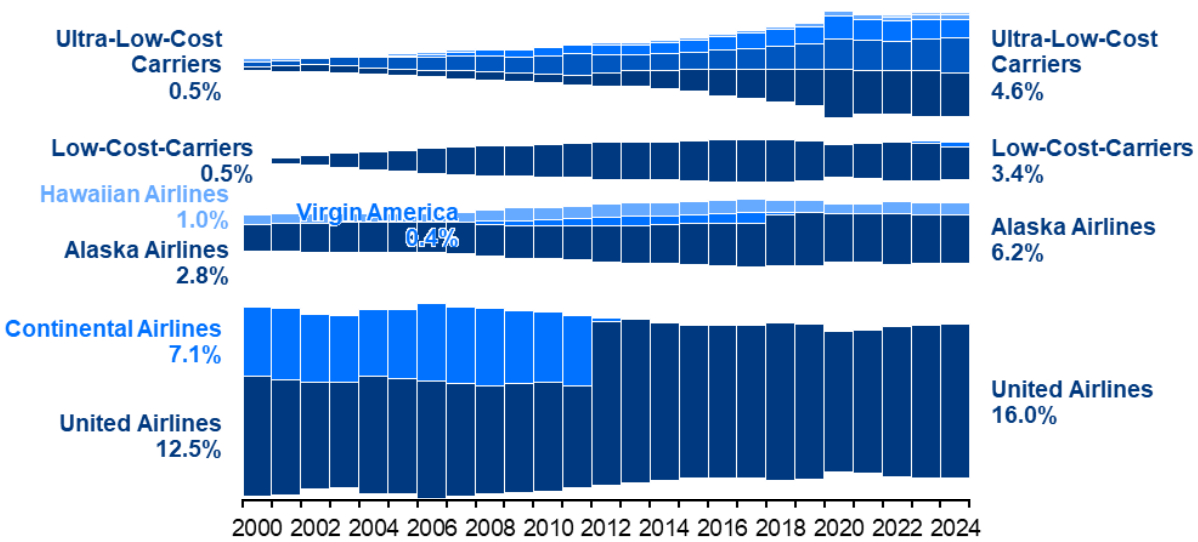
Aviation System Shocks and Recoveries



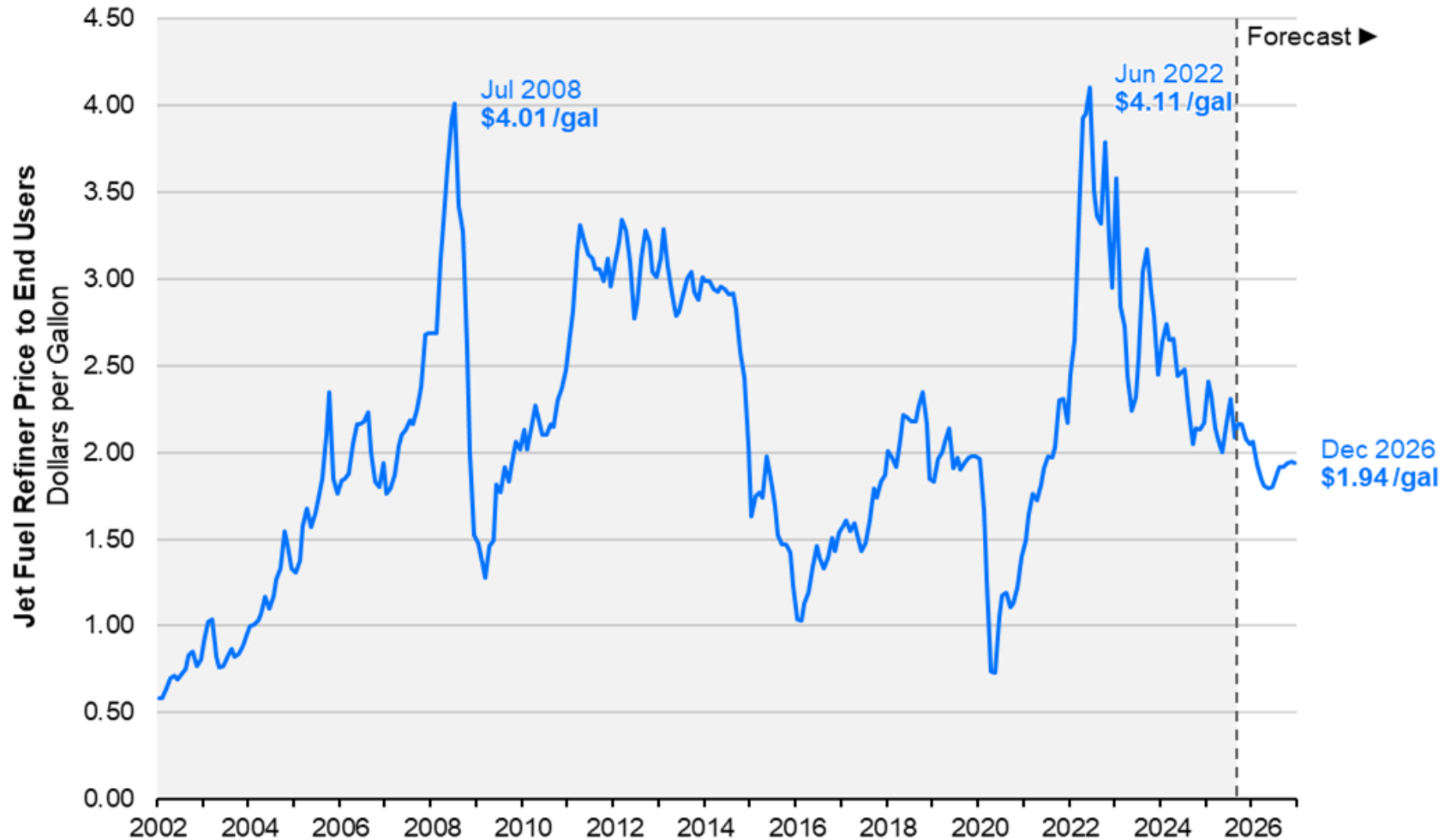
US Airline Bankruptcy Timeline



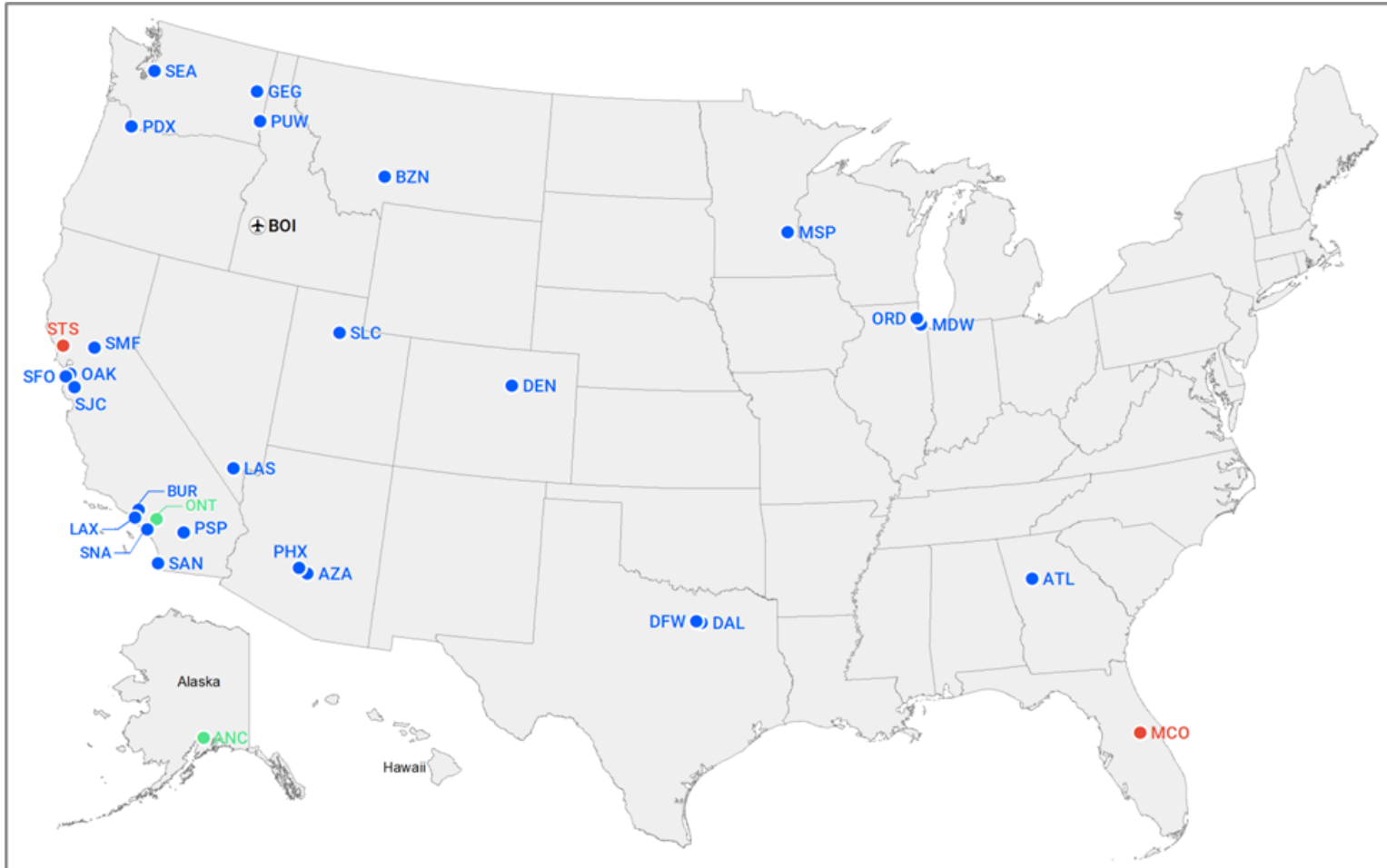
Major US Airline Mergers



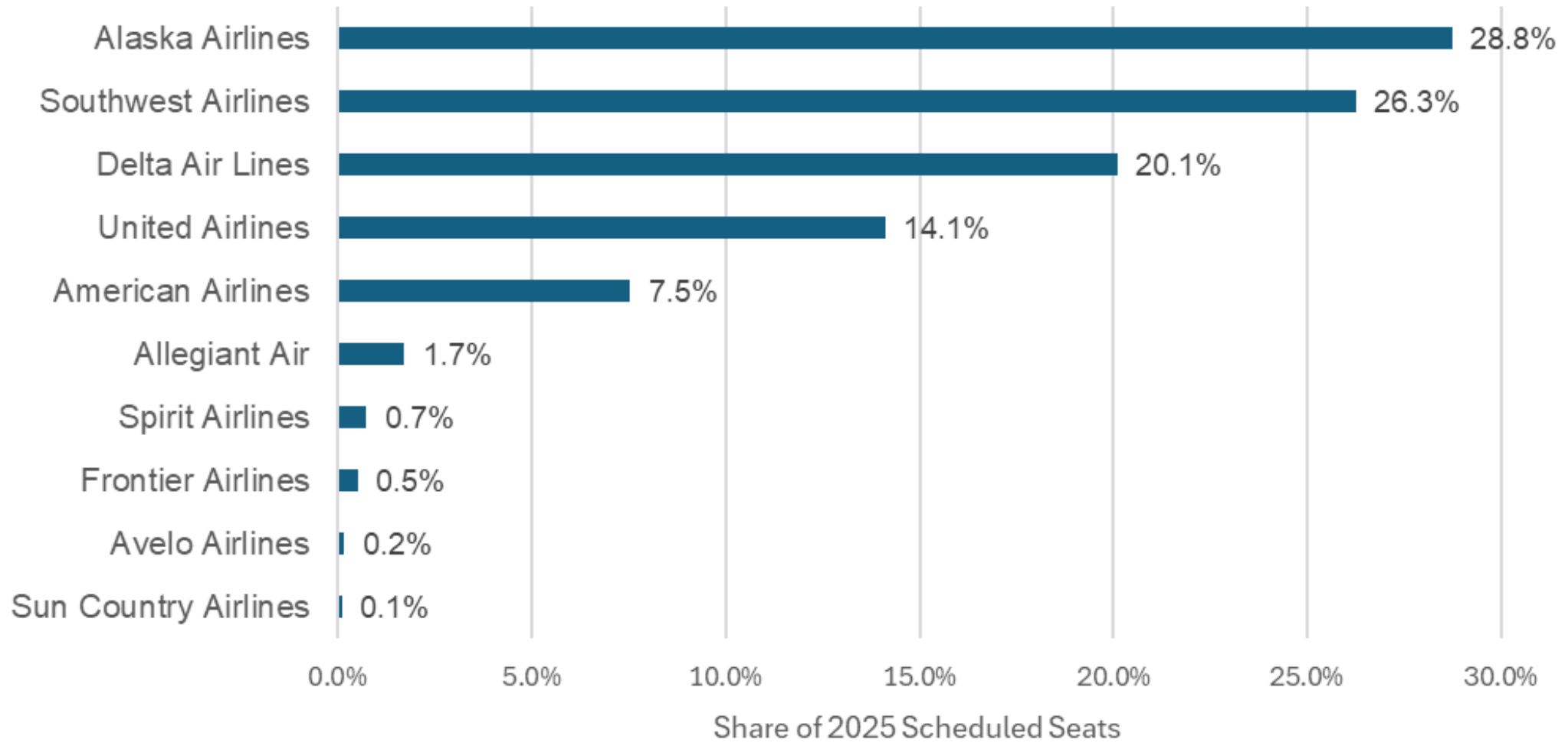
Jet Fuel Prices



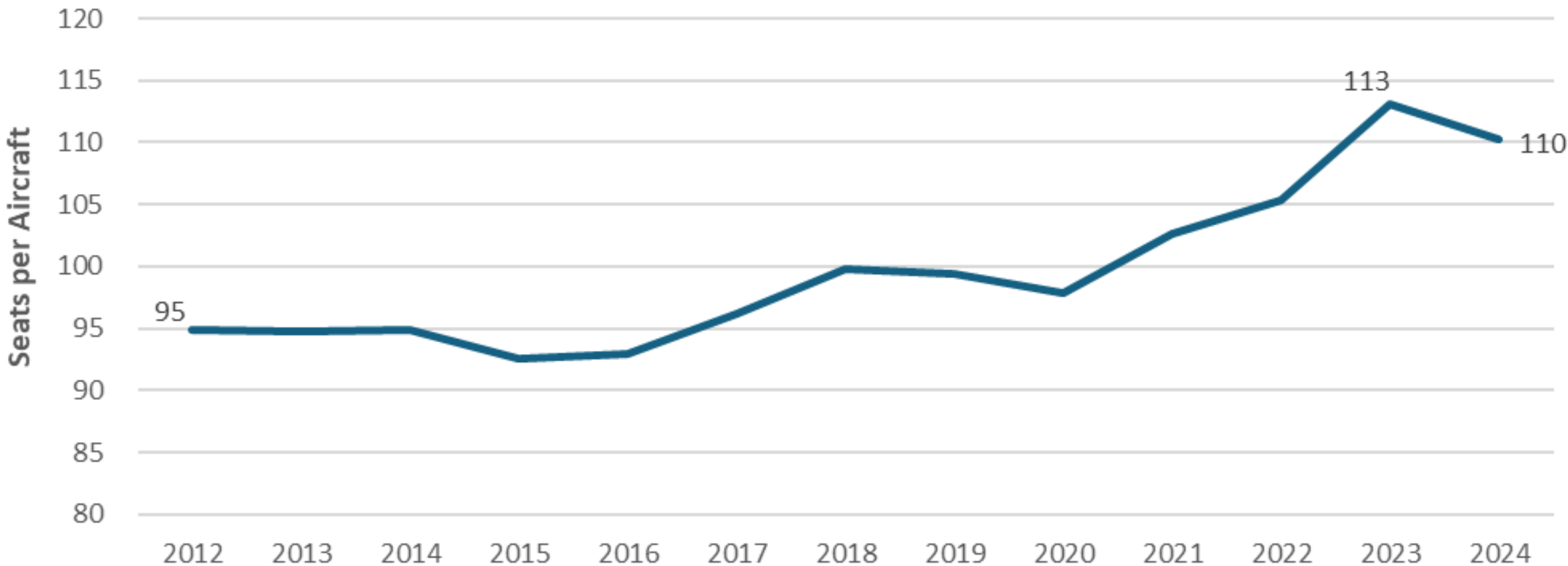
Current Domestic Nonstop Destinations



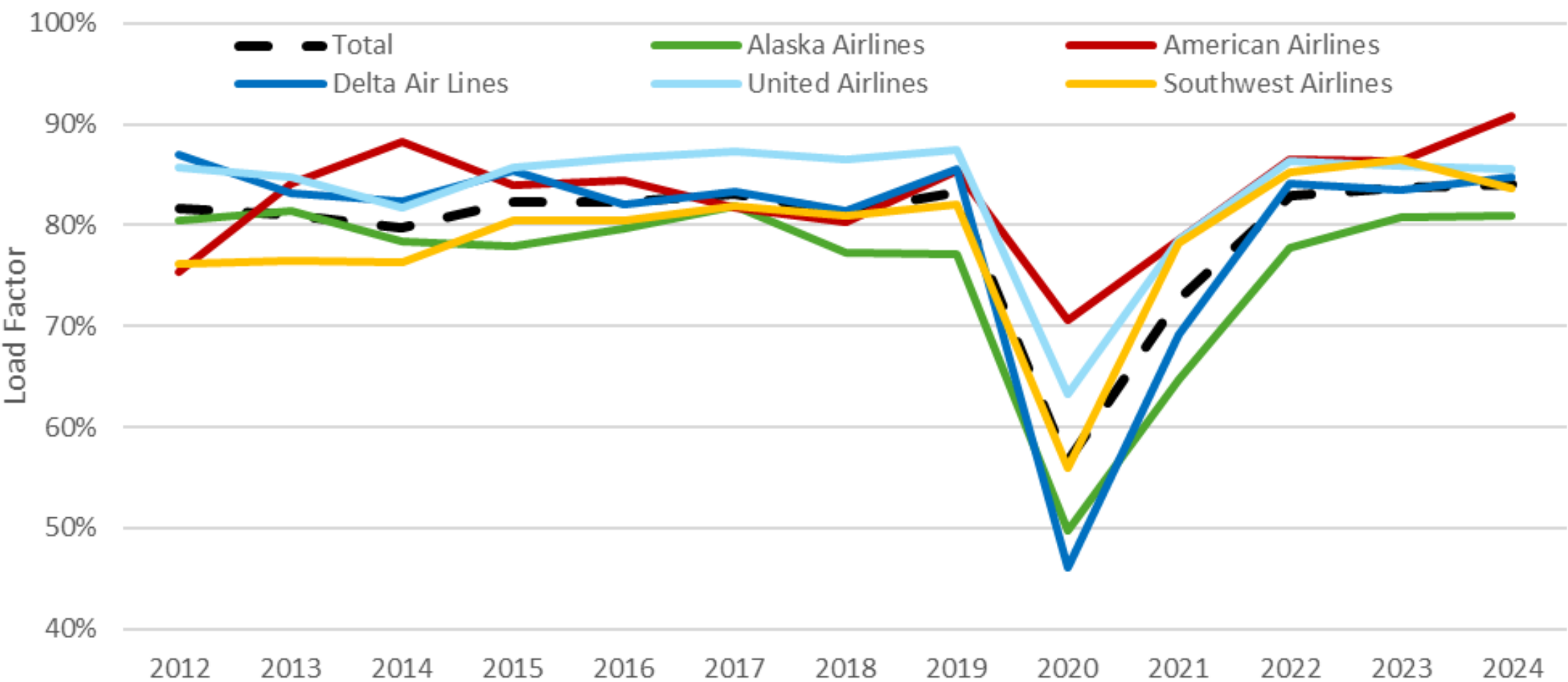
BOI Airline Market Share



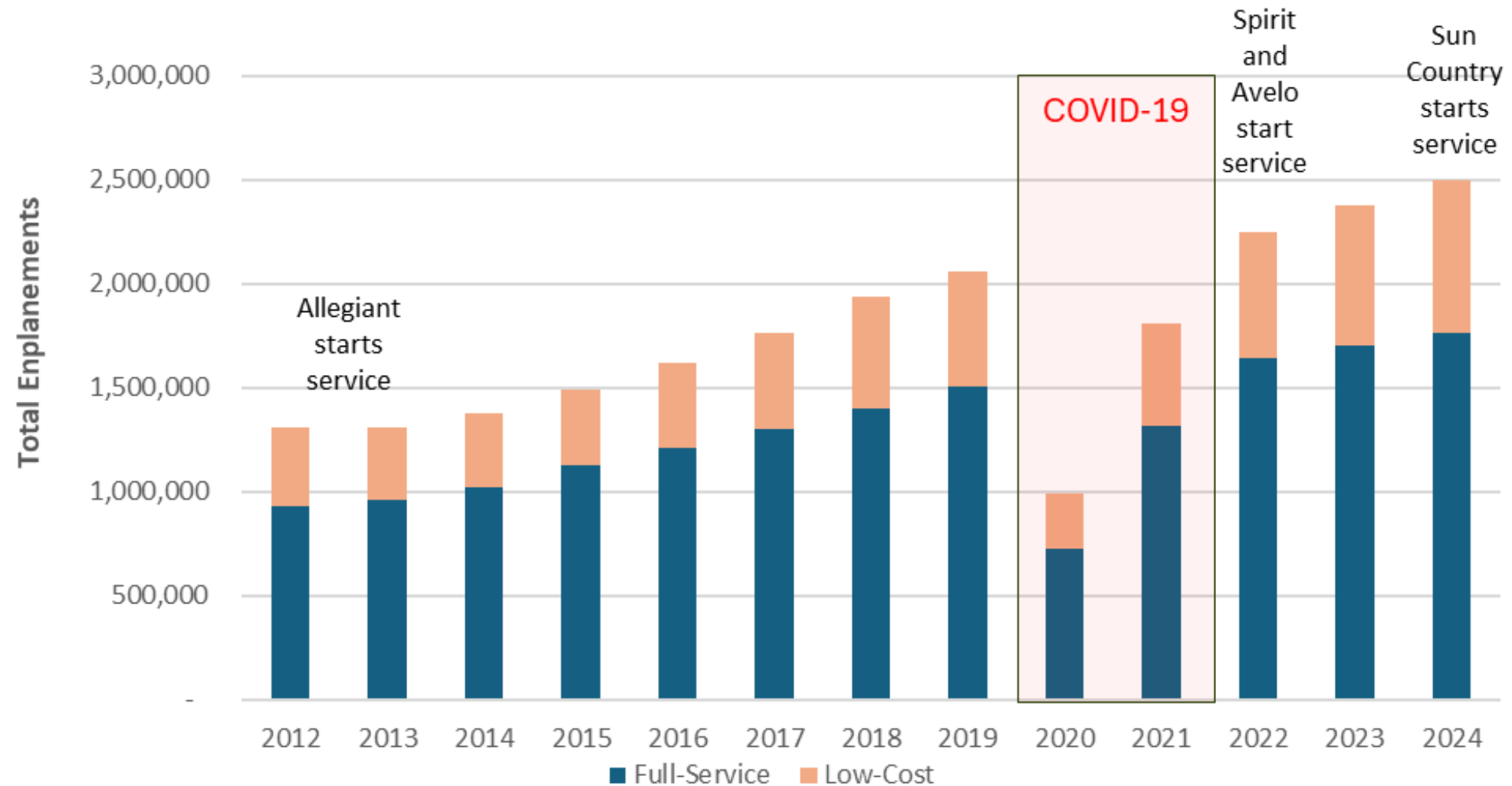
BOI Seat Guage History



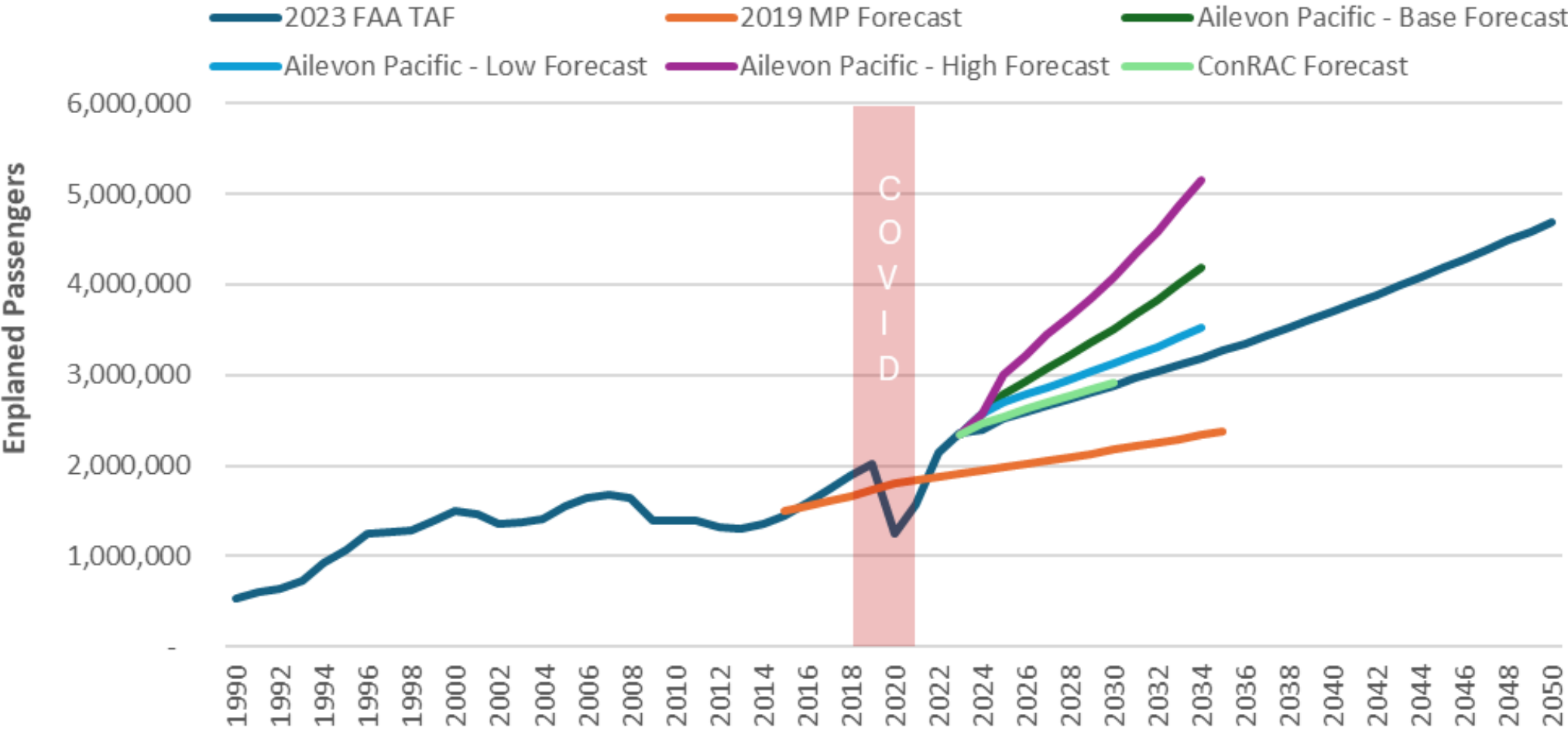
BOI Load Factor History



Past Growth at BOI



Previous Forecasts

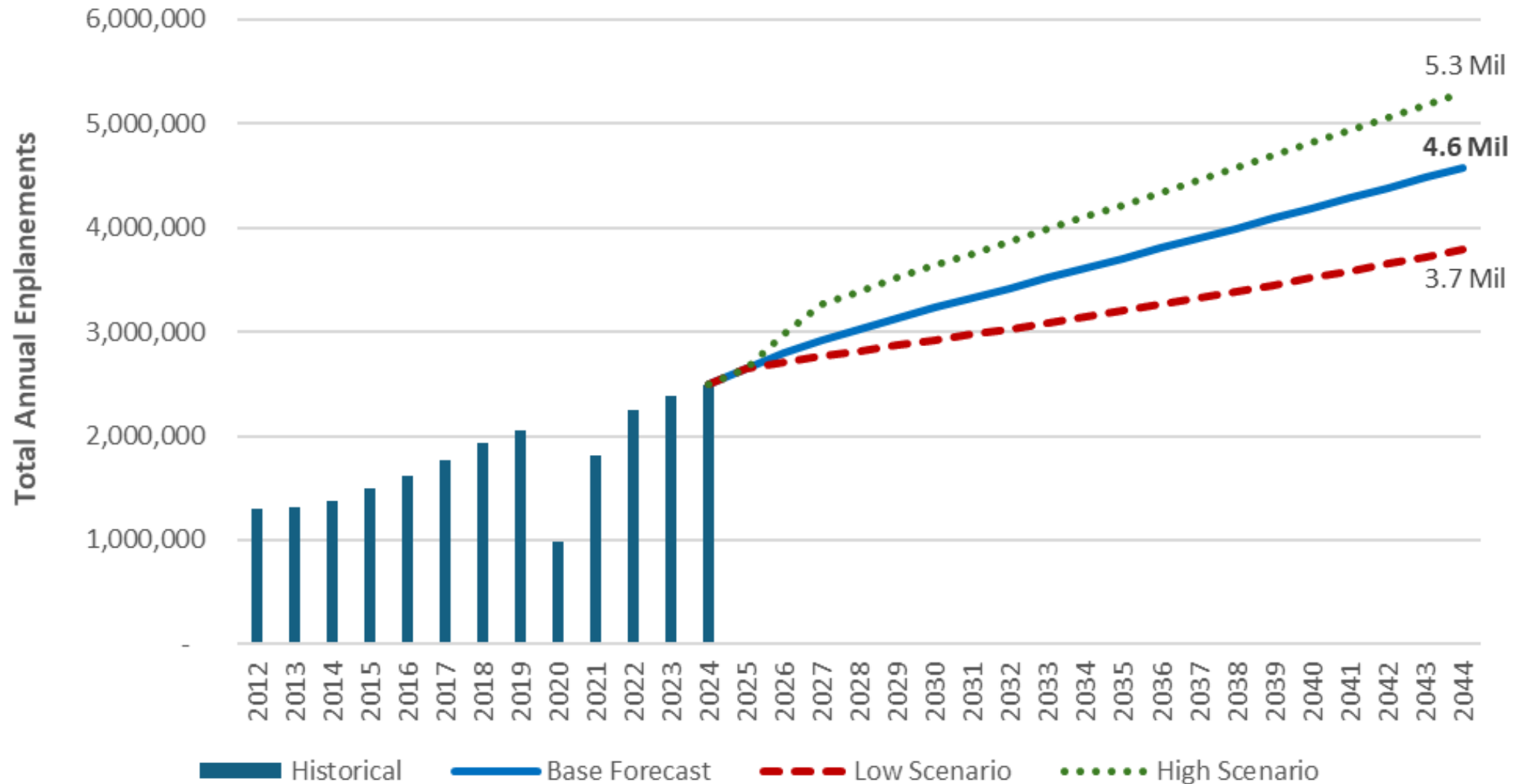




The Forecast

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The Forecast





Connecting to Roadway Operations

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Connecting to Roadway Operations

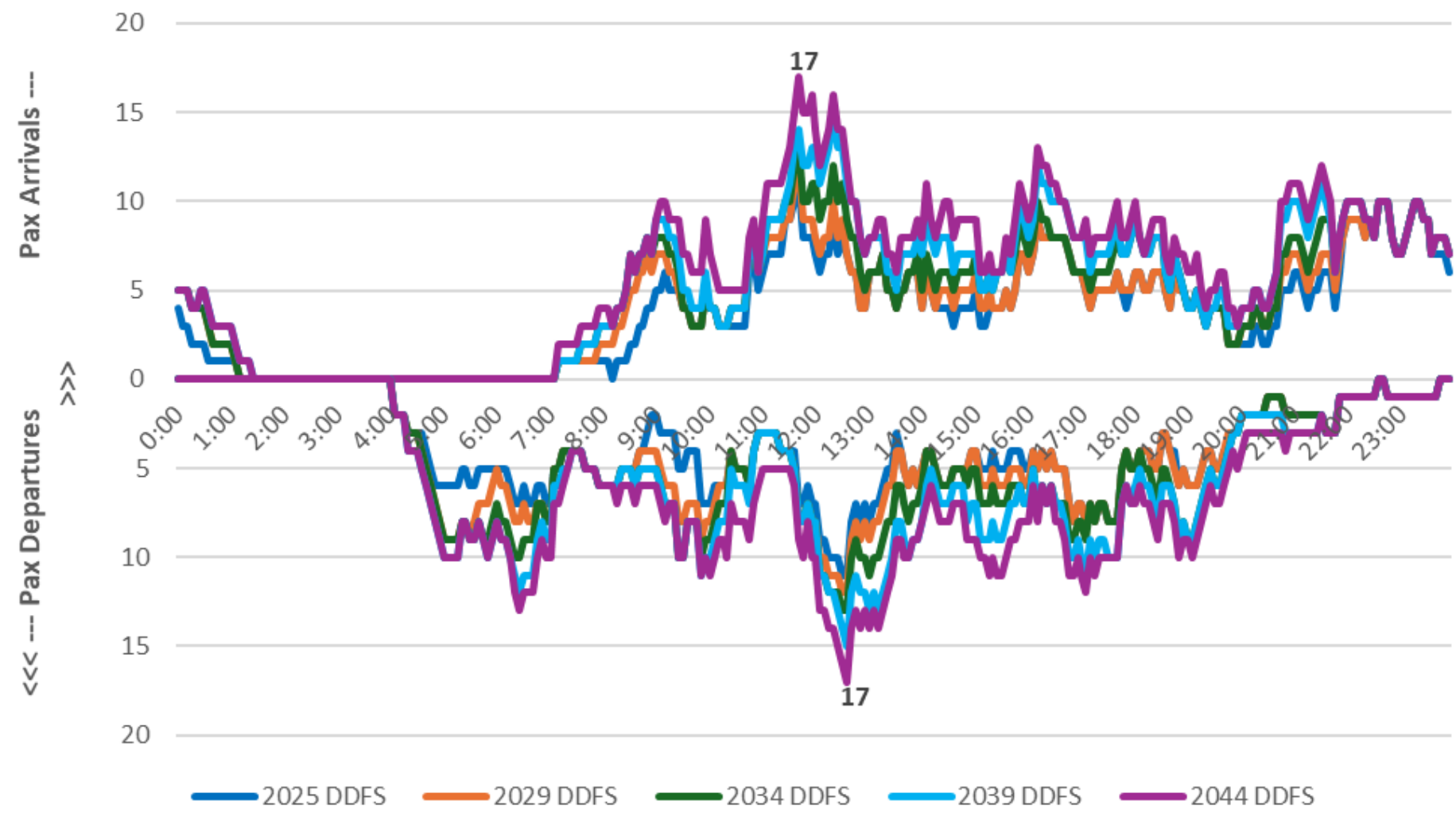


- + Select a design period
- + Seasonality
- + Time of day
- + Individual facility variation

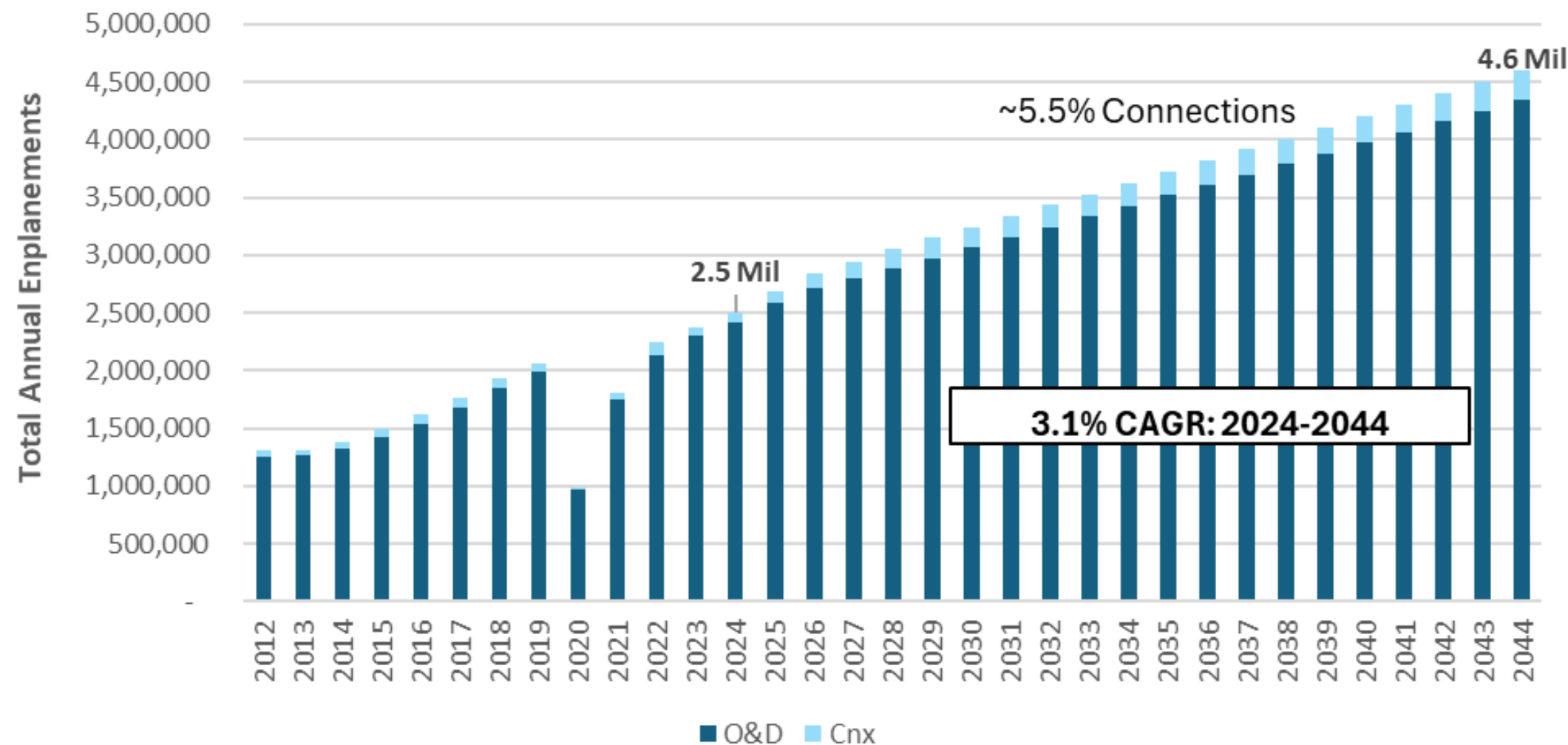
BOI Seasonal Enplanements

Departing Seats	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
January	141,661	143,364	162,653	174,172	185,335	196,678	206,467	171,817	198,813	227,132	217,271
February	126,670	128,466	151,454	156,843	167,249	178,416	192,259	156,310	180,794	212,506	199,666
March	141,550	146,412	165,864	179,500	194,957	203,615	220,553	187,572	199,325	230,960	236,368
April	138,271	144,363	158,816	174,654	198,768	197,777	111,817	178,454	200,590	225,372	228,032
May	144,524	154,214	168,689	181,791	207,145	208,690	63,720	200,208	209,813	229,172	249,223
June	158,044	170,922	184,442	192,706	221,166	218,676	93,059	245,272	236,305	237,710	271,737
July	167,894	174,923	188,711	205,366	235,842	228,344	133,956	276,497	257,660	249,526	287,086
August	162,769	172,608	185,959	200,757	228,935	237,528	168,437	271,190	260,433	252,421	272,302
September	148,729	156,674	171,164	181,391	202,043	216,426	152,536	238,353	257,647	248,972	252,315
October	158,322	166,101	179,161	184,863	209,349	219,751	180,360	231,884	258,332	266,770	271,887
November	143,103	156,845	171,542	182,715	200,743	209,576	181,252	210,734	245,590	249,274	254,596
December	150,945	166,922	180,720	191,358	209,835	221,163	180,428	195,866	249,090	243,054	264,448
Peak Month %	9.4%	9.3%	9.1%	9.3%	9.6%	9.4%	11.7%	10.8%	9.5%	9.3%	9.6%

BOI Flight Schedule Forecast



BOI Originating vs Connecting Enplanements



Forecast Elements

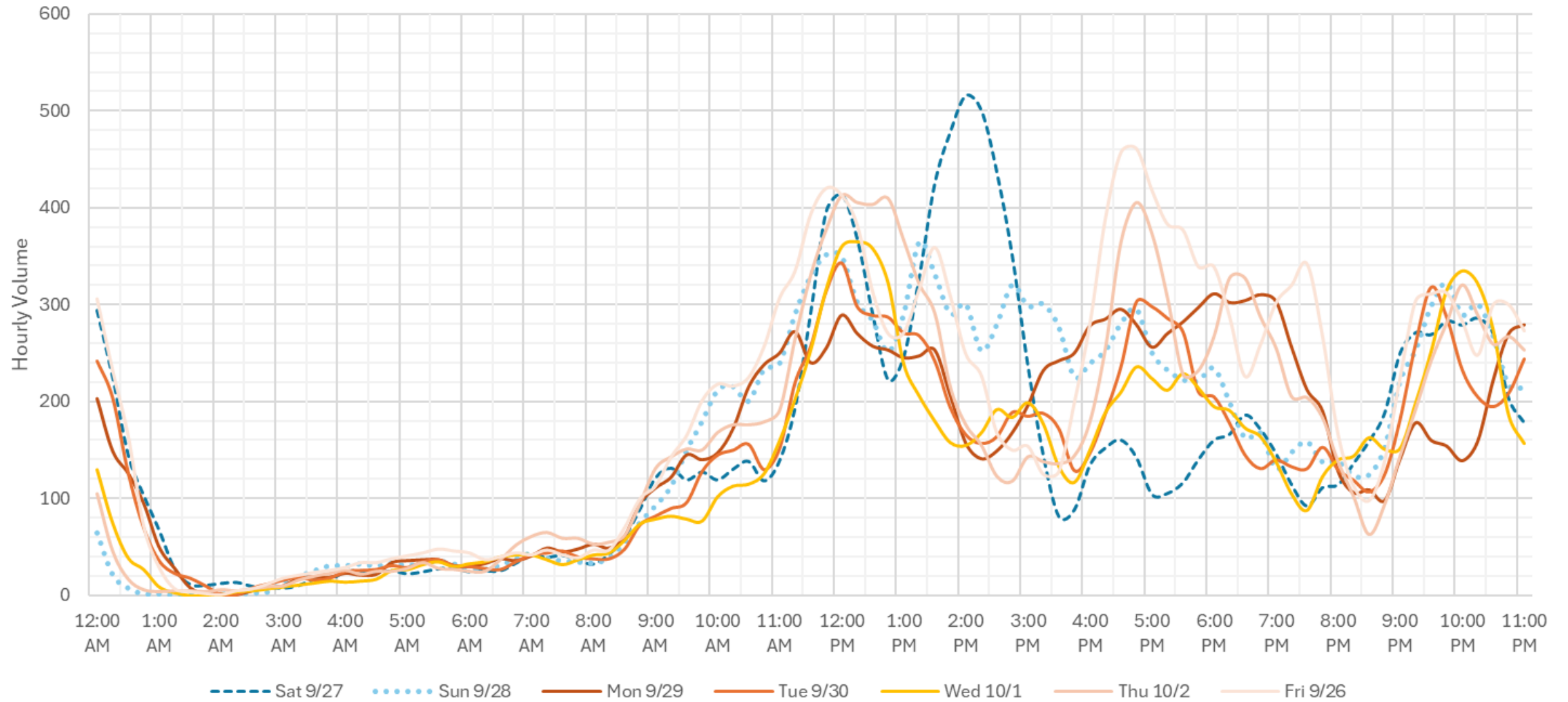
Segment	Time Frame	2024	2025	2029	2034	2039	2044
				(PAL 1)	(PAL 2)	(PAL 3)	(PAL 4)
Enplaned Passengers	Annual	2,496,074	2,645,040	3,136,701	3,610,406	4,092,267	4,581,790
	Peak Month	238,471	252,337	294,850	339,378	384,673	430,688
	Design Day	7,986	8,680	10,025	11,539	13,079	14,643
	PH Deplanements	990	1,111	1,243	1,431	1,609	1,801
	PH Enplanements	958	1,088	1,233	1,419	1,596	1,786
	PH Total (2-way)	1,629	1,910	2,206	2,492	2,747	3,016
Passenger Operations	Annual	55,226	57,656	64,572	73,056	82,456	92,012
	Peak Month	5,091	5,322	5,889	6,663	7,520	8,391
	Design Day	171	178	197	223	251	280
	PH Arrivals	11	11	12	13	15	17
	PH Departures	11	11	12	13	15	17
	PH Total (2-way)	19	19	21	23	26	29

Airport Facility Forecasts

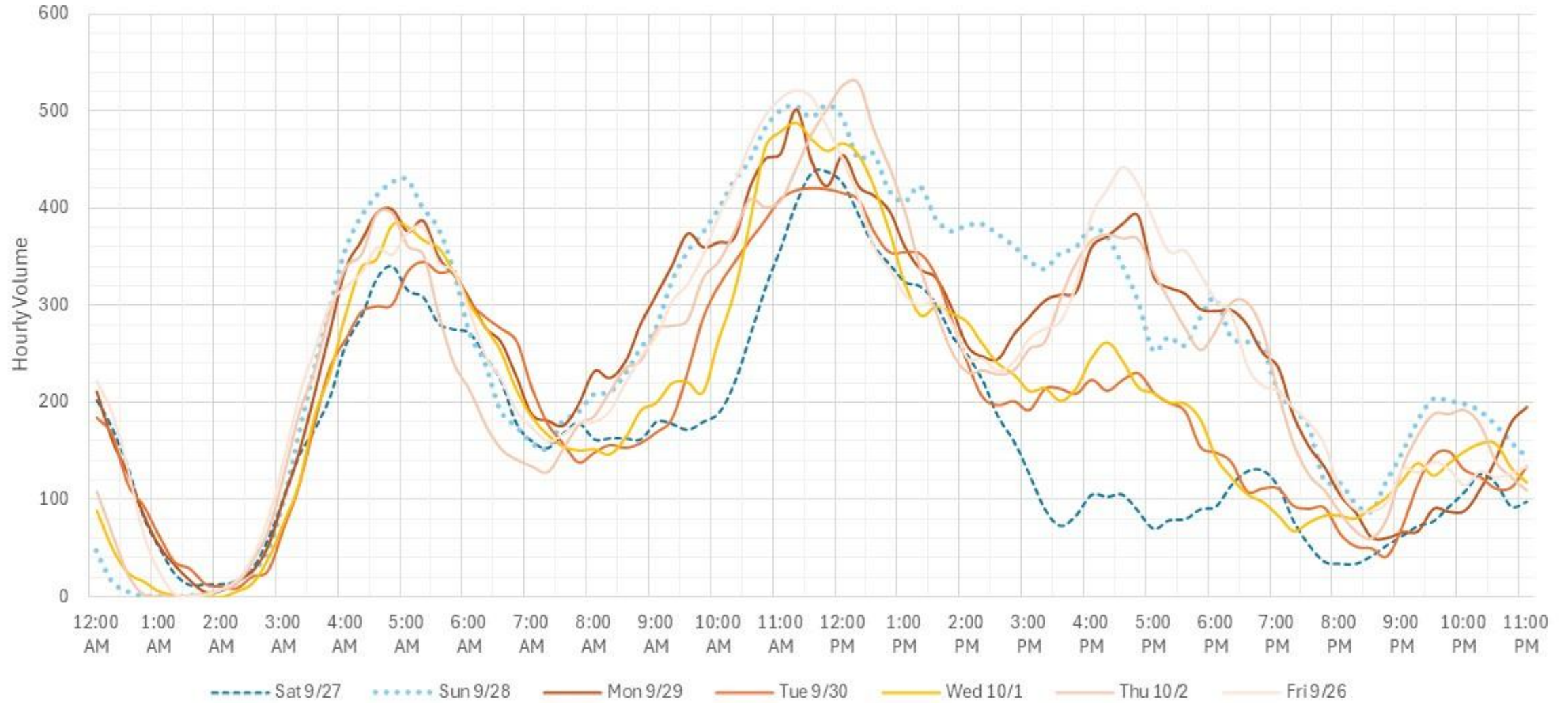
- + Facility forecasts based on individual forecast elements

Airport Facility	Forecast Basis
Arrivals Curb	Peak Hour Enplanements
Departures Curb	Peak Hour Deplanements
Public Parking	Peak Month Enplanements
Employee Parking	Annual Enplanements and Annual Operations
Rental Car Facilities	Peak Month Enplanements

Arrivals Curb Traffic Volumes



Departures Curb Traffic Volumes



Future Disruptors – Autonomous Vehicles

2025 - 2030

Waymo and Zoox operating at a dozen airports, mostly in warm-weather climates, serving a limited geography

PAL 1

Autonomous vehicles begin operations at BOI, initially serving as a TNC and taking market share from Uber and Lyft

PAL 2

Increased AVs (including as private vehicles), **resulting in 2.5% decrease in public parking/RAC mode split**

PAL 3

AVs continue growing, **resulting in 5% decrease in parking/RAC mode split**

PAL 4

AVs grow to represent more than 50% of the new car sales; **10% decrease in parking/RAC mode split**

Source: modified based on ACRP 225 and BOI area conditions



Summary

- + Forecast for airport master plan is multifaceted
- + Forecasts must consider a wide range of socioeconomic factors and business factors
- + Activity at airport highly correlated with flight schedules
- + Forecasts more useful when considered as activity-level triggers rather than years.





Thank You

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