

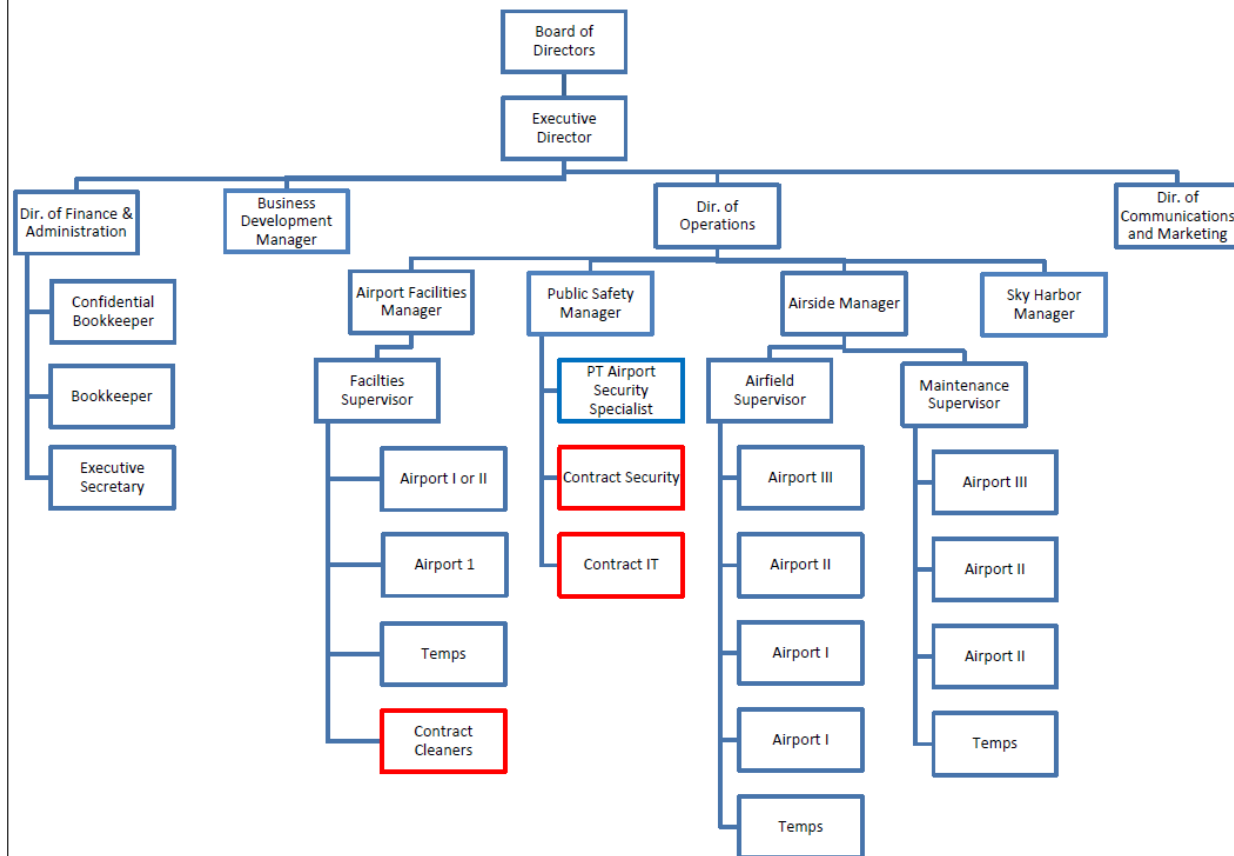
Operations/Construction/Planning

Duluth International Airport

- Terminal Study
- Taxiway A – Phase 1 Preconstruction and Kickoff
- 2022 Airshow – July 16-17
- Hangar 101 Emergency Authorization
- Airport Facilities and Landside Staffing/Organizational Update

DULUTH AIRPORT AUTHORITY ORGANIZATION CHART

Future Draft



Operations/Construction/Planning

Sky Harbor Airport

- Competitive Terminal Grant Program Submission
- Building Aera Master Plan Update

A. Resolution to Approve 2022 Capital Improvement Plan for DLH and DYT.

Duluth International Airport

- Taxiway A Reconstruction
 - Phase 2 – Design, Construction Administration, and Construction
 - Phase 3 - Design
 - Phase 4 – Design, Construction Administration, and Construction
- Runway 3/21 Lighting and Signage Replacement
- Hangar 101 Removal (Environmental Design, Demolition, and Construction)
- Midfield Ramp Repair (Phase 1)
- Pavement Maintenance
- Snow Removal Equipment (SRE) Acquisition (Snowblower and Deice Trailer)

Sky Harbor Airport

- Southeast Apron Expansion
- Snow Removal Equipment Building Design and Construction

2022 Capital Improvement Plan (DLH)

March 15, 2022 Duluth Airport Authority Board Meeting

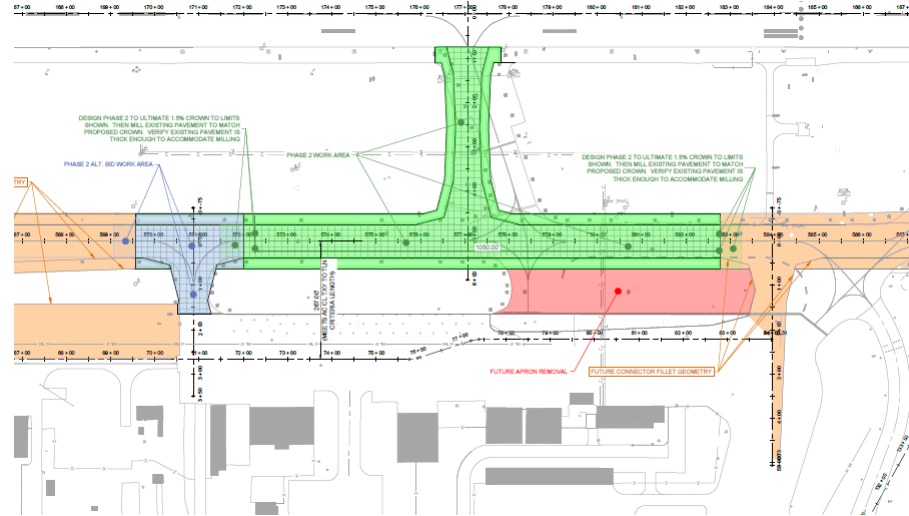


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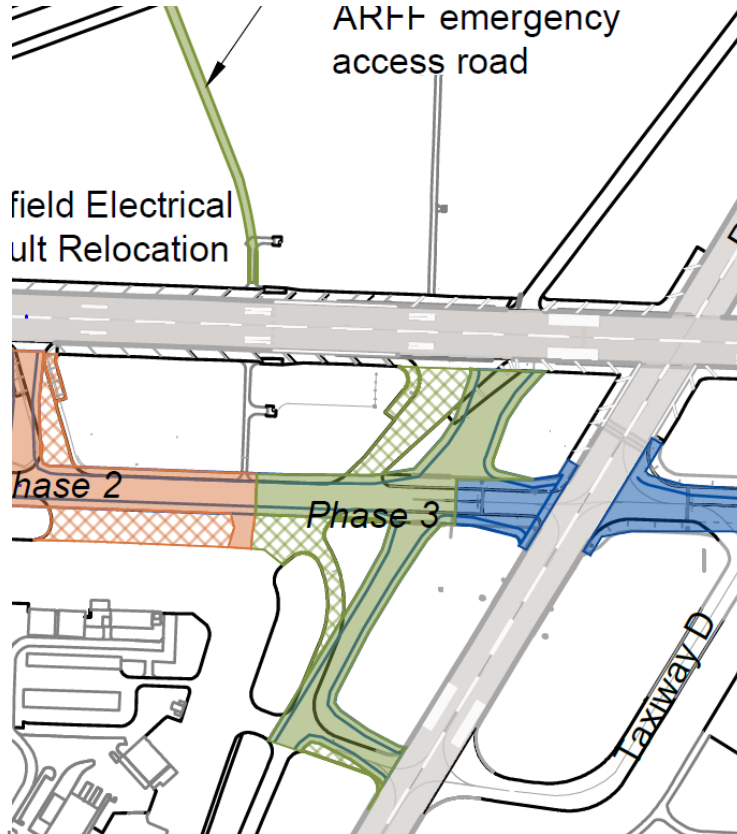
Federally (FAA) Funded Projects

Taxiway A Reconstruction – Phase 2 Design, CA, and Construction



- Reconstruction of approximately 1,100 feet x 75 feet wide with 25' shoulders
- Realignment of TW A4
- New airfield lighting, storm drains and drainage features
- Funding coordination with 148th ANG for FAA ineligible areas
- Estimated project cost: \$6,350,000
 - Funding: FAA (90% of eligible areas), MnDOT, 148th ANG, DAA

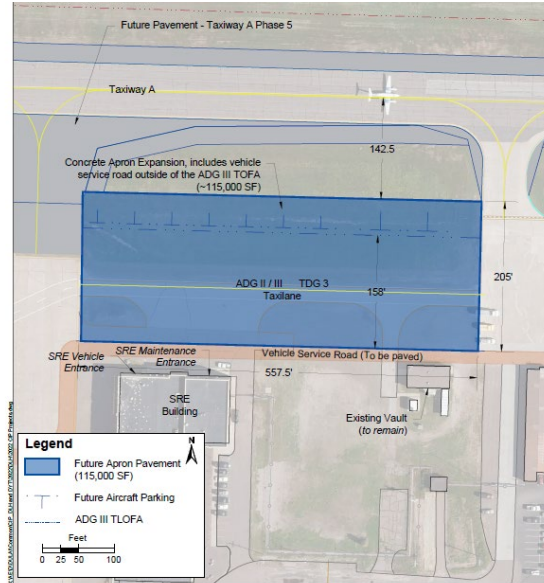
Taxiway A Reconstruction – Phase 3 Design



- Reconstruction of Taxiway A
- Realignment of Taxiway C
- New airfield lighting, storm drains and drainage features
- Funding coordination with 148th ANG for FAA ineligible areas
- Estimated project cost: \$550,000

Funding: FAA (90% of eligible areas), MnDOT, 148th ANG, DAA

Taxiway A Reconstruction – Phase 4 Design, CA, and Construction



Construction of Apron/Taxilane connecting the Midfield and Monaco Ramps

Mitigation of existing Airfield Modification to Standards

Estimated project cost: \$4,600,000

- Funding: FAA, MnDOT, DAA

Runway 3/21 Lighting and Signage Upgrade



- Replacement of runway edge and threshold lighting and airfield guidance signage
- Installation of new Runway End Identifier Lights (REILs)
- Miscellaneous electrical vault and control system improvements
- Construction time to coincide with TW A project to reduce closure time
- Estimated total project cost: \$900,000
 - Funding: FAA, MnDOT, DAA

Hangar 101 Demolition



- Building is no longer serviceable and condemned
- Removal will make room for future development
- Environmental coordination with USACE
- Emergency Authorization granted by FAA in April 2022.
- Estimated project cost (demolition and remediation): \$850,000
 - Funding: FAA and DAA

Snow Removal Equipment - Blower



- Estimated project cost : \$765,000
 - Funding: FAA, MnDOT and DAA

State Funded Projects

Midfield Ramp Repair



- Phased reconstruction of Midfield Ramp
- Phase 1 (of up to 8 phases) will include 5,000 square yards of failing pavement
- Estimated project cost: \$1,000,000
 - Funding: MnDOT and DAA



Airfield Pavement Maintenance

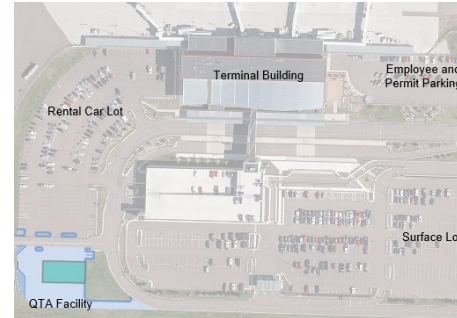


- General pavement maintenance throughout airfield.
- Priority areas TBD.
- Annual grant request
- Estimated project cost: \$150,000
 - Funding: MnDOT and DAA

DAA Funded Projects

Miscellaneous Project Improvements

- Parking management system technology (\$375,000)
- Landside pavement maintenance (\$20,000)
- Ranch Unit Hangar Design (\$40,000)
- Drop-off lane improvements (\$25,000)
- Quick-Turnaround Facility feasibility study (\$75,000)
- Miscellaneous airfield equipment (\$150,000)



2022 Capital Improvement Plan (DYT)

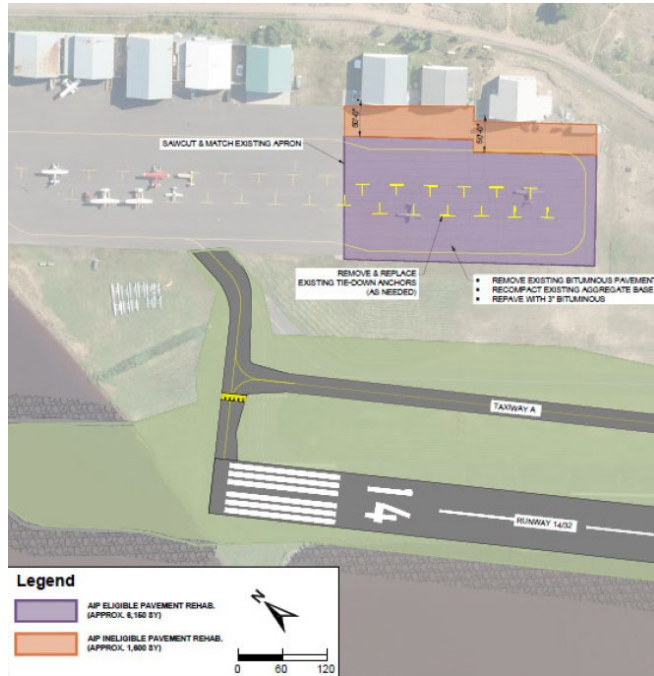
March 15, 2022 Duluth Airport Authority Board Meeting



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Apron Rehab



- Rehabilitation of 7,750SY of apron pavement
- Pavement was last reconstructed in 2004
- Pavement within 50' of hangars is not FAA eligible but is eligible with MnDOT
- Estimated total project cost: \$425,000
 - Funding: FAA, MnDOT, DAA

Seaplane Dock Expansion and Ramp Repair



- Seaplane ramp is need of updated plastics (wear part)
- Dock Replacement/Expansion was targeted by tenants as one of the greatest needs at DYT
- Estimated total project cost: \$70,000
 - Funding: MnDOT, DAA

| Table 7-11 Duluth International Airport (DLH) CIP 2021-2040 | | | | | | | | | | | | | | | | Annual Entitlements through 2020 | | | Annual Entitlements 2021 | | |
|--|---|----------------------|---------------|---------------|-------|-------|------------------|---|----------------------------|---------------------------|-----------------|-----------------|-----------------|-------------------------|-----------------|----------------------------------|----------------------|----------------------|--|--|--|
| FEDERAL OR STATE FISCAL YEAR (FFY/STY) | Future Development | Project Type | Cost | Funding Rates | | | FAA Funding | AIP Funding (Entitlement and Discretionary) | AIG Funding (Allotment) | AIG Funding (Terminal) | State Funding | MCCA Funding | PFC Funding | CARES/ CRSSA/ ARP | DAA Reserves | Other Funding | Other Funding Source | Local Funding Source | | | |
| | | | | FAA | MnDOT | Local | | | | | | | | | | | | | | | |
| CALENDAR YEAR 2022 | | | | | | | | | | | | | | | | | | | Annual Entitlements Total Entitlement Available | | |
| PLANNING AND ENVIRONMENTAL | | | | | | | | | | | | | | | | | | | | | |
| CY 2022 | Section 163 Release | Planning | \$ 20,000.00 | 0% | 0% | 100% | \$ - | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 20,000.00 | \$ - | | | | |
| FFY 2022 | AIG transfer TO DYT | AIG Transfer | \$ 300,000.00 | 100% | 0% | 0% | \$ - | - | \$ 300,000.00 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | | |
| AIRSIDE ENGINEERING AND CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | |
| FFY 2022 | Taxiway A (Phase 2) - Design | Engineering | \$550,000 | PR | PR | PR | \$ 440,000.00 | | \$ - | | \$ 30,000.00 | \$ 50,000.00 | \$ 30,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2022 | Taxiway A (Phase 2) - Construction/Construction Administration | Construction/Eng | \$6,350,000 | PR | PR | PR | \$ 4,800,000.00 | | \$ - | | \$ 300,000.00 | \$ 950,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2022 | Runway 3/21 Lighting Replacement Design | Engineering | \$100,000 | 90% | 5% | 5% | \$ 90,000.00 | | \$ - | | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2022 | Runway 3/21 Lighting Replacement Construction/Construction Admin | Construction/Eng | \$1,050,000 | 90% | 5% | 5% | \$ 945,000.00 | | \$ - | | \$ 52,500.00 | \$ - | \$ 52,500.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2022 | Reimbursable Agreement (Design and Construction) | Construction/Eng | \$100,000 | 90% | 5% | 5% | \$ 90,000.00 | | \$ - | | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2022 | Taxiway A (Phase 4) - Design | Engineering | \$550,000 | 90% | 5% | 5% | \$ 495,000.00 | | \$ - | | \$ 27,500.00 | \$ - | \$ 27,500.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2022 | Taxiway A (Phase 4) - Construction/Construction Administration | Construction/Eng | \$4,100,000 | 90% | 5% | 5% | \$ 3,690,000.00 | | \$ - | | \$ 205,000.00 | \$ - | \$ 205,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2023 | Taxiway A (Phase 3) - Design | Engineering | \$550,000 | 90% | 5% | 5% | \$ 440,000.00 | | \$ - | | \$ 30,000.00 | \$ - | \$ 30,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| FFY 2023 | Hangar 101 Removal - Abatement + Construction | Construction/Admin | \$1,200,000 | 90% | 0% | 10% | \$ - | \$ 1,080,000.00 | | \$ - | \$ - | \$ - | \$ - | \$ 120,000.00 | \$ - | \$ - | \$ - | | | | |
| SPY 2022 | Midfield Ramp Repair (Phase 1) Construction | Construction | \$1,000,000 | 0% | 70% | 30% | \$ - | \$ - | | \$ - | \$ 700,000.00 | \$ - | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| SPY 2023 | Airside Pavement Maintenance | Construction | \$150,000 | 0% | 70% | 30% | \$ - | \$ - | | \$ - | \$ 105,000.00 | \$ - | \$ 45,000.00 | \$ - | \$ - | \$ - | \$ - | | | | |
| LANDSIDE ENGINEERING AND CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | |
| CY 2022 | Parking Management System Technology | Construction | \$375,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 375,000.00 | \$ - | | | | |
| CY 2021 | Grinden Road Preventative Maintenance (Crack Seal) | Construction | \$20,300 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 20,300.00 | \$ - | | | | |
| ARCHITECTURE AND BUILDINGS | | | | | | | | | | | | | | | | | | | | | |
| CY2022 | Hangar and Site Prep Design- Ranch Hangars (south of fuel system) | Engineering and Arch | \$40,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ 40,000.00 | | \$ - | \$ - | | | | |
| CY 2022 | Terminal Drop Off Line Roof Drainage Improvements | Construction | \$25,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ 25,000.00 | \$ - | \$ - | | | | |
| CY 2022 | PIS Upgrades | Engineering and Arch | \$500,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ 500,000.00 | \$ - | \$ - | | | | |
| CY 2022 | QTA Siting and Feasibility Analysis | Engineering | \$75,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 75,000.00 | CFC | | | | |
| CY 2022 | ATCT - AFTIL | Planning | \$569,000 | 0% | 70% | 30% | \$ - | | \$ - | | \$ 396,300.00 | \$ - | \$ - | \$ - | \$ - | \$ 170,700.00 | \$ - | | | | |
| EQUIPMENT | | | | | | | | | | | | | | | | | | | | | |
| CY 2022 | 7 Passenger Vehicle (Expedition) - Vehicle #2 | Vehicle | \$49,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 49,000.00 | | | | | |
| FFY 2022 | Deice Equipment | SRE | \$300,000 | 90% | 0% | 10% | \$ - | | \$ 270,000.00 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 30,000.00 | | | | | |
| FFY 2023 | SRE - Blower | SRE | \$700,000 | 90% | 5% | 5% | \$ 630,000.00 | | \$ - | | \$ 35,000.00 | \$ - | \$ 35,000.00 | \$ - | \$ - | \$ - | | | | | |
| CY 2022 | Ford Explorer - Vehicle #7 | Vehicle | \$36,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 36,000.00 | | | | | |
| CY 2022 | Airfield Magnet - Bluestreak Piranha | Equipment | \$26,500 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 26,500.00 | | | | | |
| CY 2022 | Ops Truck - Vehicle #7 GMC 2500 | Equipment | \$53,000 | 0% | 0% | 100% | \$ - | | \$ - | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 53,000.00 | | | | | |
| CALENDAR YEAR TOTAL \$ | | | \$18,768,000 | | | | \$ 11,620,000.00 | | \$ 1,650,000.00 | | \$ 1,845,000.00 | \$ 1,000,000.00 | \$ 1,035,000.00 | \$ 210,000.00 | \$ 1,438,750.00 | \$ 75,000.00 | | | | | |



Sky Harbor Airport (DYT) 20-Year Capital Improvement Program (CIP)

| State Fiscal Year | Federal Fiscal Year | Project | Project Funding Type | Estimated Total Cost (2022 Dollars) | Funding Rates | | | Local Funding | State Funding | FAA | Funding |
|-------------------------|---------------------------|--|----------------------------|--|---------------|-------|------|------------------|------------------|-------------|---------|
| | | | | | Local | State | FAA | | | | |
| 2023 | 2022 | Annual Non-Primary Entitlement and BIL Allotment | | | | | | | | | |
| | | Reconstruct Seaplane Ramp | State | \$50,000 | 30% | 70% | 0% | \$15,000 | \$35,000 | \$0 | |
| | | Southeast Apron Rehabilitation | AIP | \$425,000 | PR | PR | PR | \$37,020 | \$62,304 | \$325,042 | |
| | | BIL Transfer from DLH - for SRE Building | BIL/AIG | \$300,000 | 0% | 0% | 100% | \$0 | \$0 | \$300,000 | |
| | | GA Terminal Building - Design and Construction | BIL/AIG | \$1,400,000 | 5% | 0% | 95% | \$70,000 | \$0 | \$1,330,000 | |
| FFY 2022 Totals | | | | \$2,175,000 | | | | \$122,020 | \$97,304 | \$1,955,042 | |

| Airport Improvement Program (AIP) Funding | | |
|---|--------------------------|-----------------------|
| Entitlement Funding / Transfer | FAA Discret./ Apportion. | Remaining AIP Balance |
| Beginning Balance | | \$210,390 |
| | \$150,000 | \$360,990 |
| \$0 | | \$360,990 |
| \$325,042 | | \$35,948 |
| \$0 | | \$35,948 |
| | | \$35,948 |

| BIL (AIG) Funding | | |
|-------------------|-----------------------------|----------------------|
| BIL (AIG) Funding | Remaining BIL (AIG) Balance | BIL Terminal Funding |
| Beginning | | \$0 |
| \$159,000 | \$159,000 | |
| \$0 | \$159,000 | |
| \$0 | \$159,000 | |
| \$300,000 | -\$141,000 | |
| \$0 | -\$141,000 | \$1,330,000 |



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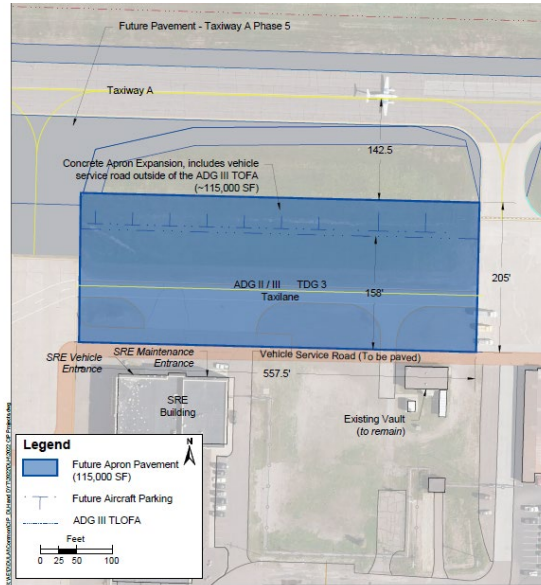
A. Resolution to Approve 2022 Capital Improvement Plan for DLH and DYT.

WHEREAS, Duluth Airport Authority (DAA) staff coordinated a Capital Improvement Plan (CIP) for Federal Fiscal Year 2022 (October 1, 2021 – September 30, 2022), and State Fiscal Year 2023 (July 1, 2022 – June 30, 2023) with Federal Aviation Administration (FAA) and Minnesota Department of Transportation Aeronautics Division (MnDOT) staff;

RESOLVED, that DAA approves the 2022-2023 Capital Improvement Plan for Duluth International Airport and Sky Harbor Airport as described and calculated in the Excel document attached hereto and incorporated by reference as Exhibit A; and

FURTHER RESOLVED, that DAA staff are authorized to execute agreements and make payments consistent with the 2022-2023 Capital Improvement Plan for Duluth International Airport and Sky Harbor Airport as described and calculated in the Excel document attached hereto and incorporated by reference as Exhibit A.

B. Resolution to Approve Work Order 2022–5 Between Duluth Airport Authority and SEH, Inc. for Taxiway A Reconstruction Phase 4 - Design.



Total Cost: \$348,600.00

The contract is funded at 90% by FAA (\$313,740), 5% by MnDOT (\$17,430) and 5% by DAA (\$17,430)

C. Resolution to Approve Work Order 2022–7 Between Duluth Airport Authority and SEH, Inc. for Hangar 101 Demolition - Construction Administration.



Total Cost: \$67,700.00

The contract is funded at 90% by FAA (\$60,930) and anticipated to be funded by DAA at 10% (\$6,770)

D. Resolution to Accept and Award Construction Contract for the Hangar 101 Demolition Project to Rachel Contracting for \$388,236.00.



Total Construction Cost: \$388,236.00

The contract is funded at 90% by FAA (\$349,412) and 10% by DAA (\$38,824)