

**COUNTY OF MARQUETTE, MICHIGAN
Sawyer International Airport
Airport Advisory Committee**

Thursday, September 1, 2011, 4:00 P.M.

Meeting Minutes

**Second Floor Conference Room
Airport Services Center
Gwinn, MI 49841**

Members Present: Committee Members Fred Benzie, John LaCourt, Frank Rosado, Scott Schulz, Charles Bergdahl and Andy Sikkema.

Members Absent: Committee Members Jim Cihak and Steve Rodgers.

Staff Present: Scott Erbisch, Interim County Administrator and Director of Operations, and Keith Kaspari Airport Manager

Staff Absent: N/A

Guests Present: N/A

1. Call to Order: The meeting was called to order by Chairman Benzie at: 4:08

2. Approval of the Agenda:

Chairman Benzie requested an addition to the agenda (Informational Items / Project Updates), as 6-B, House Bill 4025.

Committee Member Bergdahl made a Motion to Approve the Agenda as amended. Committee Member Rosado provided a second of approval.

Motion passed.

3. Public Comment: None Noted

4. Approval of Minutes:

Committee Members reviewed the minutes from the Advisory Committee meeting held on Thursday, August 4, 2011.

A motion was offered to approve the August 4, 2011 minutes by Committee Member Rosado, with a second of support by Committee Member Schulz.

Motion passed.

5. Items for Discussion:

A. Sawyer's 10-Year Airport Capital Improvement Program (ACIP)

Airport staff presented a first-draft copy of Sawyer's 10-year Airport Capital Improvement Program for FY-2012 thru 2021. A handout of the 10-year plan and letter of memorandum was provided.

One of the major projects as requested of the Committee, would be to provide for a future crosswind runway for light aircraft.

Mr. Kaspari provided updated cost estimates to the information contained in the memorandum, as follows:

- An update to the Environmental Assessment (EA) that was completed by Mead & Hunt would be between \$100,000 to \$150,000;
- The length of time needed to complete the update of the EA would take approximately 18 to 24 months; and,
- The currency of the EA would have a life-span of approximately three (3) years, but could be extended to a possible five (5) years.

Extensive discussion ensued, regarding the information contained in the plan, as well as staff's comments and concerns on the letter of memorandum.

Staff and the Committee discussed the concept of requesting a turf runway for a Runway 12 / 30 configuration at 4,000 feet long by 200 feet wide (Airport Master Plan Report, Alternative No: 5, Pages 4-23 & 4-25) with a CY-2008 estimate at approximately \$800,000 – in advance of requesting a paved crosswind runway at 5,000 feet long by 150 feet wide (AMP report, Alternative No: 6, Pages 4-27, 4-28 and 4-29) with a CY-2008 estimate of approximately \$5,000,000.

Staff and the Committee continued discussion of the ACIP regarding possible future funding limitations due to the call for decreasing discretionary and non-discretionary federal spending.

Staff expressed their concern, due to possible receipt of future AIP discretionary funding, for two major projects, as follows:

1. FY-2012, Runway Lighting and Shoulder Rehabilitation.
Engineer's Estimate: \$2,560,000.
2. FY-2014, Runway Asphalt Pavement Rehabilitation.
Engineer's Estimate: \$4,360,000.

Staff believes that there is a possibility that the above projects may not be funded nor construction improvements completed during one construction season.

Staff and the Committee continued discussion regarding the possibility of completing the rehabilitation of Taxiways Echo and Foxtrot prior to the rehabilitation of the asphalt section of the runway.

Staff and the Committee concluded discussion that Staff would request a project during the September 15th Michigan Airports Planning (MAP) meeting to conduct a CBR during FY-2018 for a future turf crosswind runway.

6. Informational Items:

A. FY-2011 Capital Projects (Runway Pavement / SRE) Update

(Airfield Pavement Project)

Airport Manager Keith Kaspari provided an update to the Committee that the Runway Joint Sealant and Pavement Marking project that was scheduled to begin on Monday, August 22nd, then delayed to August 29th, will now be delayed to the Spring of 2012.

Mr. Kaspari added that the delay in starting this project was primarily due to the 2-week shutdown of the FAA in late July resulting in the delay in issuing Grant No: 3411 to the County of Marquette – therefore, requiring the contractor assigned to the project to work on other company projects.

If the contractor (Axtell's, Inc. of Jermyn, PA) was allowed to begin work on the project, it was communicated to staff that the work would not begin until early October. Staff decided to forgo the project until next spring due to the following:

- The time needed to complete the work as estimated by the airport's engineering and consulting firm – Mead & Hunt at 33-calendar days (including night work);
- The need to shutdown the Instrument Landing System (ILS) to Runway 1 for the entire term of the project;
- The uncertainty of favorable weather conditions during the month of October; and,
- The possible ability of the Contractor to complete the work by his firm estimated at 20-calendar days.

Staff discussed with the consulting firm and officials at MDOT-Aeronautics about the possibility of the Contractor storing his supplies and materials in the Airport Services Center during the fall and winter seasons.

This would then allow the Contractor to purchase the materials at the as-bid prices, and also to be ready to begin the project as soon as consistently warm weather proceeds after the winter season concludes.

If the Contractor decides that due to continued delays that the Contractor no longer desires to complete the project, then staff along with officials from MDOT-Aeronautics shall conduct one of the following:

1. Rebid the project in early 2012 with the total amount of funding available at \$373,000; or,
2. Recommend awarding the bid at the current funding available to the next lowest responsible bidder (Interstate Sealant and Concrete, Inc. of Waukesha, Wisconsin), and for them to be ready to proceed with the project next spring.

NOTE No: 1.

Axtell's bid was \$322,721.48 in contrast with Interstate's bid of \$341,503.05, a difference of \$18,781.57.

NOTE No: 2.

The FAA can provide up to a not to exceed amount of 15% in the project funding. At 15%, this would then provide a variance of approximately \$48,408.22.

Staff is awaiting the response from the Contractor regarding their intentions.

(Snow Removal Equipment)

Staff updated the Committee Members on the status of the purchase of a snowblower. This is the second highest priority project for staff for FY-2011.

Staff advised the Committee that the FAA would be issuing Grant No: 3-26-0153-3511 to the County of Marquette for the purchase of the snowblower and two plow blades, and that staff anticipates the issuance of 3511 prior to the end of September.

This grant will provide a total of approximately \$835,000 including state and local funding, with the balance of the needed funding (approximately \$58,740 being derived via the FAA's transfer of approximately \$180,000 +/- of Sawyer's FY-2009 Entitlement funds, with the balance (+/- \$121,260) being directed to SAW's FY-2012 program.

Staff remains optimistic that the airport will be able to take delivery of the two plows in time to put them into service for the upcoming winter season. Staff anticipates delivery of the snowblower in the late spring of 2012.

B. State of Michigan – House Bill 4025

Chairman Benzie provided a handout to the Committee Members and airport staff regarding an update on House Bill 4025. House Bill 4025 is state legislation authored by Representative Dave Agema regarding language to increase funding to the State of Michigan's State Aeronautics Fund (SAF).

7. **Public Comment:** None.

8. Staff and Committee Member Comment:

- Airport Manager Keith Kaspari provided a comment to the Committee that Sawyer will play host to the USDA – Wildlife Services Division for training on Tuesday, September 27th here in the Airport Services Center Second Floor Conference Room.

This training is an annual requirement of the Federal Aviation Administration for certificated commercial airports to comply for Wildlife Hazards and Wildlife Depredation Operations.

- Scott Erbisich reminded the members of the Committee and provided a copy of the next quarterly news letter, and requested of the Committee Members to provide story ideas for future newsletters.
- Committee Member Andy Sikkema provided an update to the work on the M-94 overpass for work on the bridge – and that the contractor is on schedule for completion on or about September 28th.

Regarding future funding for MDOT, Mr. Sikkema provided comment for the following:

- MDOT is holding back on some pending projects due to the possibility that if Congress does not act regarding funding via the Surface Transportation Act, MDOT could lose approximately 34% of its federal funding beginning with FY-2012 set to begin on October 1, 2011;
 - Regarding personnel, approximately 60 manager positions have been eliminated throughout the department;
 - Approximately 550 MDOT employee positions have been vacated over the past five (5) years; and,
 - Approximately 300 employee positions have been vacated over the last 18-months.
- Committee Member Frank Rosado provided a comment that air traffic operations have been slow.

9. Adjournment

Chairman Benzie requested a call for adjournment.

Committee Member Bergdahl offered a motion to adjourn the meeting, with a second of support by Committee Member LaCourt.

Motion Passed.

Chairman Benzie adjourned the meeting at 5:07.