



Agenda

Board of Directors Meeting

February 21, 2024

4:00 P.M.

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|---|-------------------------|
| 1. Minutes of January 17, 2024 | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • <i>December 2023 Financials</i> | Attached |
| 5. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson |
| 6. Lessee's Report – The New HVN LLC | Mr. Jeremy Nielson |
| 7. Reports and Action Items | |
| • <i>Resolution #604 Approval Of Final FY 2023 Audit Report And PFC Audits</i> | |
| 8. Communication & Correspondence | |
| • <i>Letter from East Haven Delegation Related to CIP</i> | |
| 9. Other Business | |
| 10. Public Comment | |
| 11. Adjournment | |
| 12. Discussion of Terminal Financing Alternatives and Draft Request for Proposal for Issuer's Counsel. This agenda item will be held in Executive Session pursuant to Connecticut General Statutes Section 1-200(6)(E), Section 1-210(b)(1) and Section 1-210(b)(24). | |



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF JANUARY 17, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew T. Hoey III, Robert H. Reed, Linda Hennessey, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Robert Ellis, Ken Dagliere, David White, Michael Fimiani, and Mark Scussel Sr., Richard Jacob, Carlos Eyzaguirre, Mark Sklarz, and Jesse Phillips.

MEMBERS ABSENT

Ray Pompano and Joseph Ginnetti.

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Malena Zanjani, Felipe Suriel, Andrew King, Dan Adams, Andrea Mascaro, Anthony Camposano, Cole Madonna, David Reger, Eliot Jameson, Gloria Bellacicco, Jean Perry Phillips, Johnson Chang-Fong, Katherine Bennett, Kevin Arnold, Lorena Venegas, M. Adting, Maureen Moore, Melissa Ranalli, Michael Giordano, Michael Jones, Peter Leonardi, Salvatore DeCola, Sandra Reiners, Scott Luzzi, Steve Wight, Susan Bryson, Teresa Russo, Tim Sullivan, Toni Lorenti, Trina Yoxall, and Vincent Perrelli.

BOARD MINUTES OF JANUARY 17, 2024

Chairman Matthew Hoey III opened the meeting at 4:05 PM.

MINUTES REVIEW – DECEMBER 20, 2023

Mr. Hoey initiated a motion to approve the minutes from the December 20, 2023, meeting. Mr. Scussel proposed adopting this motion, and Mr. White seconded it. During the review, two amendments were suggested:

1. Mr. Sklarz informed the Board that he was present at the December meeting but encountered technical issues with his video and audio. The minutes are to be amended to accurately reflect his attendance.
2. Sandra Reiners, who provided a public comment at the December meeting, requested a modification in the record of her comment. The revision is as follows:
 - *“She recommended that the committee be composed of 3 representatives: 2 from East Haven, where the project has the most significant impact, and 1 from New Haven.”*

Following these proposed changes, Mr. Hoey made a motion to approve the amended minutes. With no further questions or comments raised, the minutes were unanimously approved as revised.

CHAIRMAN’S REPORT

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Chairman Hoey presented his report. He began by addressing the previously discussed issue of contacting congressional officers concerning the delay in the Environmental Assessment (EA). This action became unnecessary as the Federal Aviation Administration (FAA) subsequently submitted the Finding of No Significant Impact (FONSI), thus resolving the matter.

Mr. Hoey then moved on to discuss a recent meeting he attended with Jeremy Neilson, Michael Jones, and Christian Festa, owner of G Café. The meeting focused on a Request for Proposal (RFP) issued by Avports for a new concession on the terminal's second floor, which would include alcohol service. This RFP was released in early December, and G Café emerged as the sole proposer, primarily due to other potential bidders, specifically local breweries, being unable to meet the food service requirement of the concession.

Mr. Festa presented a comprehensive proposal, showcasing a well-thought-out design for the second-floor space, a prepared menu, and potential partnerships with local breweries. This proposal indicates G Café's capability to manage both their existing operations and the proposed new concession. Mr. Festa has also submitted a bid bond for the RFP, showing his commitment to the project. Mr. Hoey suggested that Mr. Neilson might provide further details on this matter during his report.

Mr. Hoey invited questions regarding these topics, to which there were no responses from the attendees.

EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter began by addressing the action items from the last meeting, starting with his research on state funding provided to other airlines. He cited examples of state subsidies and grants, including a \$4.5 million subsidy from the Department of Economic and Community Development (DECD) to Aer Lingus for Bradley International Airport (BDL) service in 2019, and a potential state grant of up to \$1.26 million for Breeze Airways, contingent on job creation. This information highlighted the use of state funds and public-private partnerships in airline services at Bradley.

Mr. Rafter then updated on the second action item regarding the meeting location, mentioning that he was still awaiting a response from Greater New Haven WPCA. He also referred to Mr. Hoey's earlier mention of the Environmental Assessment (EA) by the FAA, noting it was now a moot point.

Regarding the Capital Improvement Plan (CIP) process, Mr. Rafter provided a summary from the lessee agreement, particularly section 4.1.2(b). This section detailed the cooperative development of an airport development plan, outlining the procedures and timelines for the submission of plans by both the authority and the lessee, including provisions for objection and deferral of projects by the authority.

"The Authority may object to a capital project included in the Airport Development Plan prepared by Lessee, by written notice delivered to Lessee at least thirty (30) Days prior to the date on which the ACIP Submittal is required to be submitted to the FAA. The Authority may object to any project that is included in the Airport Development Plan regardless of FAA funding eligibility, if such project (A) is scheduled to commence in the following Year and (B) has a total cost greater than five million dollars (\$5,000,000). If the Authority objects to such a project, Lessee will defer the objected-to project for a one (1) Year period (and make appropriate changes to the Airport Development Plan to reflect such deferral). During such one (1) Year deferral period, the Parties will discuss and consult with each other to resolve any objections that the Authority has to such project."

Lessee is permitted to include an objected-to project in the subsequent year's ADP and the Authority shall submit the applicable ADP to the FAA with the objected-to project included. Reference Section 4.1.2(b)(iii)(A).

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Mr. Rafter agreed to Mr. Hoey's request to distribute the relevant excerpt from the CIP/lease agreement to all Board members, marking it as an action item.

→ **ACTION ITEM – Mr. Rafter to share CIP/lease excerpt with Board Members.**

He then addressed a query about the Environmental Stewardship Advisory Committee (ESAC) composition, referring to the master lease with the city of New Haven. According to the lease, the ESAC would consist of residents from New Haven and East Haven and be supported by the City's Engineering Department. He also mentioned that meeting minutes and membership details were accessible on the Tweed New Haven Airport website.

“Section 2.6 Establishment of Public Environmental Stewardship Committee: The Authority shall establish an Environmental Stewardship Advisory Committee (the “ESAC”) consisting of three (3) New Haven residents and three (3) East Haven Residents. The ESAC shall be staffed by the City’s Engineering Department to assist the Authority in promoting and maintaining sustainability efforts. The ESAC shall be a public agency, subject to the Connecticut Freedom of Information Act.”

Next, Mr. Rafter discussed the Environmental Assessment (EA) and the subsequent Finding of No Significant Impact (FONSI) received on December 22, 2023. This finding allows Tweed New Haven Airport Authority and Avports to commence the proposed project. He proposed that Avports should present a design and construction schedule at the next meeting and suggested forming a small group of Board representatives to work closely with the design team and Avports for better project oversight.

→ **ACTION ITEM – Avports to present a design and construction schedule at the next meeting.**

He also recommended that the Board request a state-conducted economic impact analysis to complement the EA, providing a more comprehensive view of the projects' effects on the local and regional economy.

Mr. Rafter concluded his report with the Bureau of Transportation Statistics (BTS) Enplanement data through October 2023, highlighting an 8% increase in enplanements compared to the previous year and a 10% increase over a 12-month period.

Mr. Hoey then invited questions for Mr. Rafter regarding his report.

Mr. Dagliere, with the agreement of Chairman Mr. Hoey, took the opportunity to address what he termed as the "elephant in the room" - the Environmental Assessment (EA). He prefaced his remarks by clarifying that he is not an expert in aviation, environmental issues, or the specific operations of Tweed, but rather approaches issues from a practical and globally-minded perspective.

Mr. Dagliere expressed his longstanding support for an Environmental Impact Statement (EIS) over the EA, advocating for a more extensive study to ensure transparency and thoroughness for the public, political leaders, and all stakeholders. He conveyed his disappointment with the FAA and the Board's decision to not pursue an EIS, emphasizing his commitment to prioritizing the quality of life for local residents over corporate interests.

He recounted his observations from the FAA public comment session in April, noting the lack of participation from Mayor Elicker of New Haven and the emphasis of other officials on the project's positive economic impact. Mr. Dagliere reiterated his disinterest in the financial gains of corporate entities and voiced his concerns about the impact of the airport's expansion on local communities.

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Mr. Dagliere criticized the FAA's handling of the EA, describing it as disrespectful and unprofessional. He was particularly concerned about the timing of the EA's release, which occurred shortly after the Board voted to involve the congressional delegation, suspecting this was a strategic move by the FAA.

He further criticized the FAA for what he perceived as a lack of thorough examination of the project, expressing his conviction that the EIS should have been conducted. Mr. Dagliere shared his concerns about the community's longstanding mistrust of the Board and the FAA, citing past instances of last-minute document submissions as examples of this distrust.

Addressing local flooding issues, Mr. Dagliere pointed out the inadequacy of the EA's solutions, which he believed simply shifted the problem to different areas, particularly affecting East Haven. He emphasized the importance of addressing these concerns and standing up for the affected communities.

Concluding his remarks, Mr. Dagliere expressed his frustration and disappointment with the entire process, emphasizing the need for greater accountability and attention to the community's quality of life. He yielded his time back to Mr. Hoey, thanking him for the opportunity to speak and insisting that his comments be recorded in full in the meeting minutes.

Mr. Hoey acknowledged Mr. Dagliere's comments and opened the floor to other Board members for any comments on the FAA or the issues raised by Mr. Dagliere.

Mr. White raised concerns about passenger convenience, specifically addressing the issue of cold conditions while boarding flights at Avelo. He suggested exploring the possibility of acquiring a jetway to alleviate this discomfort. Additionally, Mr. White brought up the topic of state funding for airlines, referencing the \$11 million subsidy given to Aer Lingus and proposing that similar funding could be sought for services to Chicago with United and Atlanta with Delta, which could benefit the business community.

Mr. Hoey responded affirmatively, stating that the Board would reach out to the legislative delegation to explore opportunities for grant money. Regarding the Avelo issue, Mr. Rafter informed the Board that he had already reached out to Avelo and invited them to the next month's meeting for a presentation.

Mr. Hoey then addressed Mr. Dagliere's earlier comments. He expressed his belief that Mr. Dagliere might have misinterpreted Mayor Elicker's stance, emphasizing that the Mayor often spoke of the regional impact of the airport, not just its benefits for New Haven. Mr. Dagliere responded by reiterating his perspective on the Mayor's focus on corporate interests in New Haven.

Mr. Eyzaguirre then sought to clarify the remarks made by Mayor Elicker and city plan officials during the FAA testimony. He emphasized that their comments were more technical in nature, focusing on the airport's compliance with inland wetlands concerns and stability measures in the lease agreement.

Following this, Mr. Jacob inquired about the economic impact study of the airport that Mr. Rafter had proposed, wondering if the Board had responded to this suggestion. Mr. Hoey clarified that this topic would be discussed under new business.

Mr. Scussel then voiced his agreement with Mr. Dagliere's earlier remarks, specifically supporting the idea that an Environmental Impact Statement (EIS) would have been more thorough than the Environmental Assessment (EA) conducted. He believed that an EIS would have resolved all questions and provided a more detailed examination.

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Mr. Hoey, acknowledging Mr. Scussel's comments and seeing no further questions, proceeded to the next item on the agenda.

FINANCE COMMITTEE REPORT – NOVEMBER 2023 FINANCIALS

Ms. Neal-Sanjurjo handed the floor to Mr. Rafter to deliver the financial report. Mr. Rafter presented the report for the period ending November 30, 2023.

In the Airfield sector, for the month of November, the total revenues, excluding a Lessee subsidy of \$181,855.83, were approximately \$14,313.12 above the budget. The actual subsidy received was \$125,152.30 less than what was budgeted for the month. On a Year-to-Date (YTD) basis, excluding the subsidy of \$898,684.87, the revenues stood at \$220,155.24, which is \$87,800.68 better than the budgeted figure. Regarding expenses, the actual costs for November were under budget by \$110,839.19, and YTD expenses were also below budget, specifically by \$78,555.10.

In the Administrative sector, November revenues slightly exceeded the budget by about \$1,791.07. The YTD revenues were more favorable, surpassing the budget by \$8,349.56. Administrative expenses for November were \$17,464.01 below the budget, and YTD, they were \$69,706.46 under budget. Consequently, the Actual Net Results for the Admin Fund in November showed a slight positive of \$4,525.85.

The Balance Sheet indicated that the fund balance at the end of this period was \$235,838, with the overall liabilities and fund balances amounting to \$1,261,926.00. This financial overview demonstrated a positive trend, with both sectors showing revenues above budget expectations and controlled expenses below the budgeted amounts.

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

Mr. Nielson provided an update on the airfield conditions and operations. He began by apologizing for his absence due to being under the weather.

Mr. Nielson's report focused on weather conditions experienced during December. He mentioned three significant rain events, totaling approximately 7.5 inches. He was pleased to report that the barrier system installed at the airport proved effective during these events. Two of the storms necessitated the use of barriers, with one storm causing less flooding than anticipated.

Mr. Nielson also provided an update for January, although his report was intended for December. He noted two snow events in January, the first on January 6th and 7th, which brought about 3 inches of snow and resulted in a few flight cancellations and delays. The second event, which occurred the night before the meeting, caused more operational disruptions due to significant icing on the runway. This led to a delayed start to air carrier operations, but normal activities resumed by 10:30 AM on the day of the meeting.

Additionally, Mr. Nielson updated on the ASOS system, the airport's weather reporting system, mentioning ongoing discussions with the tower manager, John Olsen, for a comprehensive review of the system. He reported no recent issues with the system but mentioned an agreement in progress with Midwest to reimburse the tower for extended hours to transmit weather information should the system fail.

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Furthermore, Mr. Nielson announced the anticipated arrival of new equipment for snow management, including a snowplow, a runway sweeper, and a liquid deicer trailer. These additions were expected to enhance the airport's capability to clear runways more efficiently during weather events.

Ms. Hennessey inquired about an issue with the Avelo website being down that morning. Mr. Nielson acknowledged the issue but was unsure of the specifics. He speculated that it could have been related to weather or an overload of customer activity. Mr. White commented that it appeared Avelo had undertaken an extensive update to their website.

The Board did not have any further questions for Mr. Nielson regarding the airfield side of operations.

LESSEE'S REPORT – THE NEW HVN LLC

Mr. Nielson presented a lessee report covering three main items.

Firstly, he updated the Board on the responses received to the RFP for additional terminal concessions. The evaluation process of these responses was still ongoing, and he assured the Board that detailed information would be provided once an agreement was finalized. He expressed optimism about expanding customer offerings with different and new options.

Secondly, Mr. Nielson announced a recent agreement with Turo, a car-sharing marketplace where private parties can rent their cars to individuals, bypassing traditional car rental agencies. He noted that Turo was expected to conduct good business at the location.

Lastly, he mentioned a small promotional activity with G Café, involving a free coffee offer from Sundays through Wednesdays for customers reserving their parking through ParkHVN. This promotion aimed to enhance G Café's visibility and promote its menu offerings.

Mr. Reed then inquired about the operational specifics of the Turo agreement, particularly regarding the delivery of cars within the airport gates. Mr. Nielson, hesitant to provide inaccurate details, promised to gather more information and report back at the next meeting. He did mention, however, that Turo's operations might include car drop-offs in parking lots, subject to parking rates.

Mr. Jacob sought clarification on whether Turo's service model was similar to that of Zipcar, to which Mr. Reed agreed.

Mr. Hoey concluded this segment by noting that there were no further questions for Mr. Nielson and moved on to the next agenda item, with an action item for Mr. Nielson to provide more detailed information about the Turo agreement at the next meeting.

→ **ACTION ITEM – Mr. Nielson to provide more detailed information about the Turo agreement at the next meeting.**

REPORTS AND ACTION ITEMS

RESOLUTIONS #602: EMPLOYEE-COST SHARING SPONSERSHIP AGREEMENT

Mr. Hoey introduced Resolution Number 602, concerning an employee cost-sharing sponsorship agreement. He requested Mr. Rafter to provide a brief summary of the resolution.

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Mr. Rafter explained that the resolution pertains to a cost-sharing agreement with Avports. This agreement would enable Malena Zanjani to become a full-time employee, with Avports covering the financial difference to extend her current working hours up to 40 hours per week.

Mr. Hoey proceeded to suggest voting on the resolution. He proposed, for efficiency, to waive the full reading of the resolution's text and instead began with the formal resolution statement: *"NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director of the Authority to enter into the Employee Cost-Sharing Sponsorship Agreement with Manager as described in the draft agreement attached hereto or an agreement substantially similar thereto."*

Mr. Scussel moved the motion, and Mr. Dagliere seconded it. Mr. Hoey then asked for any further comments or questions before proceeding to a vote. The vote was conducted, and those present and on Zoom indicated their approval. Mr. Hoey declared the motion unanimously carried and thereby passed the resolution.

RESOLUTION #603: APPROVAL OF CHANGE ORDER NO. 6 FOR THE CONSTRUCTION CONTRACT WITH C.J. FUCCI CONSTRUCTION, INC. FOR THE REALIGNMENT OF TAXIWAYS A, F, AND G & DITCH MAINTENANCE

During the Board meeting, Mr. Hoey presented Resolution 603 for approval. This resolution involved Change Order No. 06 for the construction contract with C.J. Fucci Construction, Inc., pertaining to the realignment of Taxiways A, F, and G, and ditch maintenance.

Mr. Rafter provided an overview, explaining that this change order marked the project's closeout and resulted in a reduction of overall costs. The project was completed under budget, with the change orders reflecting a cost decrease. He noted that the project was almost entirely funded by the FAA, except for the Arborvitae plants installed by the ditch.

Mr. Hoey then sought a motion to approve the resolution. Mr. Scussel moved the motion, and Mr. Dagliere seconded it. Prior to the vote, Mr. Hoey requested the Board's indulgence to waive the full reading of the text, reading only the formal resolution statement: *"NOW THEREFORE BE IT RESOLVED that the Tweed-New Haven Airport Authority approves Change Order No. 06 to the construction contract with C.J. Fucci Construction Inc., for the Project reducing the contract amount by \$478,215.14 from \$7,396,352.61 to \$6,918,137.47. The Chairman, Vice Chairman, Secretary or Treasurer is authorized to execute said agreement for the construction of the Project on behalf of the Authority."*

Upon asking for any further comments or questions, Mr. Hoey proceeded with the vote. The resolution was unanimously approved by all participants on the call and in the room.

Mr. Scussel then inquired about the disposition of the surplus funds, asking if they would be returned to the FAA. Mr. Rafter explained that surplus funds typically go back into a national pool, from which they are redistributed for other projects.

OTHER BUSINESS

During the Board meeting, Mr. Hoey addressed a couple of items under "other business."

Firstly, he supported Mr. Rafter's request to approach the State to conduct an economic impact analysis of the airport. Mr. Hoey authorized Mr. Rafter to proceed with this initiative, noting the possibility of involving Fred Carstensen from UCONN, who had conducted the last such analysis.

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→ **ACTION ITEM – Mr. Rafter to request State to perform Economic Impact Analysis.**

Secondly, Mr. Hoey discussed the formation of a subcommittee to work with the Avports team on the design-build project. Emphasizing the value of having a dedicated group to provide insights and oversight, he invited interested Board members to express their interest via email. Mr. Hoey indicated his likely participation in the subcommittee, along with the inclusion of one executive Board member, and one representative each from East Haven and New Haven. He asked for any objections to this plan, and hearing none, decided to move forward. Mr. Hoey concluded by stating that he would contact those who volunteer individually.

→ **ACTION ITEM – Form a subcommittee comprising of one executive Board member, and representatives from East Haven and New Haven, to work with Avports on the design-build project, inviting interested Board members to volunteer via email.**

Finally, Mr. Hoey opened the floor for any additional business. As there were no further comments or topics raised, the meeting proceeded to the next agenda item.

PUBLIC COMMENT

SUSAN BRYSON – BRANFORD, CT

Ms. Bryson expressed concerns regarding the Board's process for handling public comments and questions. She noted that questions posed during the meeting often remain unanswered or are addressed later, not immediately. Ms. Bryson specifically inquired about the Environmental Assessment (EA) related to the airport expansion project, particularly the terminal portion. She asked if the FAA had given a finding of no significant impact for this aspect of the project. Mr. Hoey responded that Mr. Rafter would address her query offline. When Ms. Bryson emphasized the need for public disclosure of this information, Mr. Hoey assured her that the response would be made public and included in the Frequently Asked Questions (FAQs) section on the website. Ms. Bryson urged the Board to inform the state, media, and public about the project's status, expressing skepticism about the Board's transparency and progress with the terminal. She suggested that public trust in the Board's communications had diminished and requested a private conversation about her concerns. Mr. Hoey thanked Ms. Bryson for her comments, acknowledging her input without directly addressing the specifics of her claims.

VINCENT PERRÉLLI – WILMINGTON, DE

Mr. Perrelli began by congratulating the Board on receiving full FAA approval for the environmental assessment (EA) related to the airport's development. He highlighted the significance of this approval, especially under what he perceived as a pro-environment presidential administration. Mr. Perrelli then shifted to discuss a new hotel opening in East Haven. He shared a personal anecdote about a hotel near Manchester Airport, which featured aviation-themed decor in its lobby. Drawing on this experience, he suggested that the new hotel in East Haven could incorporate similar aviation-themed elements to remind guests of the nearby Tweed Airport and possibly offer a shuttle service to the airport. Lastly, Mr. Perrelli expressed his long-standing curiosity about why the airport had not collaborated with Pratt and Whitney Aircraft, known for their jet engine manufacturing. He proposed that a representative from Pratt and Whitney be invited to the East Shore community to inform residents about advancements in jet engine technology. He suggested that Mr. Dagliere could facilitate such an event, including organizing a venue, time, and date, and expressed interest in potential attendance for such an event.

ANDREW KING – AVPORTS

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Mr. King from Avports Communications at the airport addressed a query previously raised by Ms. Bryson regarding the Environmental Assessment (EA). Mr. King sought to clarify the scope of the Finding of No Significant Impact (FONSI) and Record of Decision (ROD) issued by the FAA for the airport's project. He confirmed that the FONSI and ROD did indeed cover both the terminal and the runway aspects of the project. He referred to a specific note in the FAA's letter, which states:

"NOTE: This Finding of No Significant Impact ("FONSI") and Record of Decision ("ROD") represents the FAA's determination that there are no significant environmental impacts associated with the FAA's Proposed Federal Action related to the HVN Runway Extension and Terminal Expansion Program."

Mr. King mentioned that further details could be found under the project description section in the document. His comments were intended to provide clarity on the extent of the FAA's environmental impact findings concerning the airport's development projects, covering both the runway extension and the terminal expansion.

KATHERINE BENNETT – EAST HAVEN, CT

Ms. Bennett addressed two concerns. Firstly, she referred to a point raised earlier by Mr. Dagliere about flooding responses mentioned in the Environmental Assessment (EA) for the airport project. Ms. Bennett expressed surprise regarding the proposal to use Thompson Avenue as an alternative entrance and exit route, stating she did not recall this detail in the original EA. She requested updated information on this plan, questioning its feasibility. Secondly, Ms. Bennett commented on the environmental impact post the FAA's Finding of No Significant Impact (FONSI) decision. She advocated for the implementation of an upgraded deicing fluid collection and recycling system at the airport. Pointing out the inadequacy of the current system, she suggested that many airports have received FAA grants to improve their deicing fluid management, implying the airport should consider similar upgrades to enhance environmental sustainability. Ms. Bennett concluded her comments by emphasizing the need for environmental improvements in light of the FONSI and the anticipated increase in deicing fluid usage.

LORENA VENEGAS – EAST HAVEN, CT

Ms. Venegas brought up several environmental concerns related to Tweed Airport. She started by encouraging Board members to attend an upcoming presentation on February 7th, accessible via Zoom. This presentation, according to Ms. Venegas, would feature results from air quality studies at Tweed Airport conducted by Dr. Hudda from Tufts University, whom she described as a renowned urban scientist. Ms. Venegas emphasized the importance of new air quality monitoring and reporting, asserting that it is the responsibility of Avports, as a corporate citizen, to be proactive in this area. She urged the Board members to demand scientifically based information about the airport's environmental impact. She also mentioned Westchester County Airport as an example, noting its air quality and noise monitors installed with the support of local politicians. Ms. Venegas suggested that similar initiatives were necessary at Tweed. Addressing the Capital Improvement Plan (CIP), she expressed frustration about the absence of a cost-benefit analysis in the Environmental Assessment (EA) and the Finding of No Significant Impact (FONSI). She referred to a report by Hermes Infrastructure Holdings, claiming it included plans for airport improvements with significant financial implications, and criticized its alleged omission from the FONSI. Ms. Venegas also critiqued the airport's approach to decarbonization, labeling it as insufficient, and raised questions about the measures being taken to address water displacement and flooding. She called into question the validity of certain arguments in the FONSI, particularly regarding engine combustion, due to a lack of citations. Lastly, Ms. Venegas highlighted issues with public access to the FONSI. She claimed that while the EA was made available in multiple libraries, the FONSI was only accessible in print at Tweed and pointed out difficulties in accessing it due to unresponsiveness from the airport's contact points between December 22nd and the 28th. She

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proposed that a printed copy of the FONSI should also be made available at the Hageman Memorial Library in East Haven, which she noted holds a significant archive of materials related to Tweed New Haven Airport.

JOE GIORDANO – JUNO BEACH, FL

Mr. Giordano addressed two main points. Firstly, he requested the Board to strictly enforce the three-minute time limit for public speakers, regardless of who is speaking or the content of their remarks. He observed that this time limit was often exceeded in meetings and suggested that the Board should use the mute function to enforce compliance with the rule. Secondly, Mr. Giordano brought up the issue of flooding on Hemingway Avenue, which he noted had been a recurring topic in meetings. He acknowledged that while the flooding was currently not a direct problem for Tweed Airport, it might become one in the future. Mr. Giordano expressed a desire to know what actions the town of East Haven and the state of Connecticut were taking to address this ongoing issue, emphasizing its seriousness regardless of the future development of the airport terminal.

MELISSA RANALLI – EAST HAVEN, CT

Due to technical difficulties experienced during the January 2024 Board Meeting, Ms. Ranalli was unable to provide her public comment live. Consequently, she emailed her comments to Mr. Rafter following the meeting, requesting that they be included in their entirety in the meeting minutes. Below are the contents of Ms. Ranalli's email:

"Good evening Mr. Rafter,

I was experiencing issues with the Zoom raised hand icon and was unable to make a public comment today, 1/17/24. I made that known via the Zoom Q&A option. Is that monitored during the Tweed Board meetings?

During last month's meeting, public comment was made regarding term limits for the Board. This is also a significant concern among community members who are unable to attend the monthly meetings. I recall last month, Mr. Rafter suggested the development of an FAQ page. I recommend the page include information about the Tweed Board's term limits, as well as clarifying any confusion regarding the possibility of a member(s) exceeding limits.

I understand the expansion of Tweed is a multifaceted process with many gray areas; nonetheless, basic questions involving the Board, such as term limits, can be easily answered and should not require revisiting at multiple meetings due to lack of acknowledgement and response.

I want to express my gratitude to Mr. Dagliere for his comments at the Board meeting today. I am also highly concerned about environmental issues, quality of life, health concerns, and a host of other short-term and long-term negative effects that are highly plausible due to the expansion. With my utmost concern being, will the new terminal emissions output increase or decrease in comparison to the current terminal? Please explain and supply supporting data.

Lastly, for the record - (2) Mayor Justin Elicker reported public responses - in reference to the Tweed New Haven Airport Expansion:

"If you don't support the airport, tough luck," Elicker told them, eliciting a chorus of groans - and a gasp or two. "But listen to me explain," he said. "The airport is here. We can't just eliminate the airport. We just can't do that" (Zaretsky, 2021).

"Elicker explained that the plan eliminates the \$1 million annual subsidy that the city has given the airport and enables the city to invest money in other areas. Elicker also mentioned that constructing a terminal on the East Haven side of the airport will reduce vehicle traffic and move traffic to roads that are larger" (Kotler, 2023).

How would traffic diversion from a residential area in New Haven to roads in East Haven such as Thompson Avenue or any nearby road, help in decreasing vehicle traffic and redirecting it to larger roads? This is an

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important topic to address in the FAQ page. Will it be possible for this explanation to be made available to the public prior to the February, 2024 Board meeting?

Please confirm receipt of this email and submit my comments in their entirety for the record/public comment - 1/17/2024 Tweed New Haven Board of Directors meeting.

Thank you,

Melissa Ranalli

East Haven, CT"

ADJOURNMENT

Mr. Hoey called for a motion to adjourn the meeting. Ms. Neal-Sanjurjo proposed the motion, and Mr. White seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 5:12 PM.

ACTION ITEM SUMMARY

- ***ACTION ITEM – Mr. Rafter to share CIP/lease excerpt with Board Members.***
- ***ACTION ITEM – Mr. Nielson to provide more detailed information about the Turo agreement at the next meeting.***
- ***ACTION ITEM – Avports to present a design and construction schedule at the next meeting.***
- ***ACTION ITEM – Form a subcommittee comprising of one executive Board member, and representatives from East Haven and New Haven, to work with Avports on the design-build project, inviting interested Board members to volunteer via email.***
- ***ACTION ITEM – Mr. Rafter to request State to perform Economic Impact Analysis.***

TWEED-NEW HAVEN AIRPORT AUTHORITY
AIRFIELD ACCOUNT
Income Statement December 31, 2023

	December		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
Revenues					
AIR CARRIER FUEL FLOWAGE FEES	20,993.07	16,549.09	134,107.98	99,294.56	198,589.12
FBO FUEL FLOWAGE FEES	3,360.00	2,139.54	14,281.08	12,837.25	25,674.50
GA LANDNG FEES	11,305.11	13,782.28	81,228.16	82,693.66	165,387.31
OTHER REVENUES	8,464.97	-	34,661.17	-	-
LESSEE AIRFIELD REIMBURSEMENT	230,906.58	307,008.14	1,129,591.45	1,842,048.79	3,684,097.59
Total Revenues	275,029.73	339,479.05	1,393,869.84	2,036,874.26	4,073,748.52
Expenses					
AIRFIELD PERSONNAL COSTS	191,486.78	226,194.88	948,692.79	1,357,169.26	2,714,338.52
ADMINISTRATION	20,280.43	35,830.00	145,132.24	214,980.00	429,960.00
FACILITY	46,713.41	45,704.17	231,796.32	274,225.00	548,450.00
MAINTENANCE	16,549.11	31,750.00	68,248.49	190,500.00	381,000.00
CONTINGENCY	-	-	-	-	-
Total Expenses	275,029.73	339,479.05	1,393,869.84	2,036,874.26	4,073,748.52
Net Income(Loss)	-	-	-	-	-

TWEED-NEW HAVEN AIRPORT AUTHORITY
AUTHORITY ADMIN ACCOUNT
Income Statement December 31, 2023

	December		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
Revenues					
BASE RENT - LESSEE	45,833.33	45,833.33	274,999.98	274,999.99	550,000.00
REVENUE SHARE - LESSEE	6,726.12	5,000.00	40,075.68	30,000.00	60,000.00
REIMBURSABLE EXPENSES	-	-	-	-	105,660.00
Total Revenues	52,559.45	50,833.33	315,075.66	304,999.99	715,660.00
Expenses					
EXECUTIVE DIRECTOR SALARY	17,692.30	18,153.85	114,999.95	118,000.24	236,000.00
EXECUTIVE DIRECTOR TAXES AND BENEFITS	1,446.91	1,815.38	12,887.98	11,799.91	23,600.00
ADMINISTRATIVE STAFF	4,441.52	4,333.33	21,555.96	25,999.66	52,000.00
RECRUITMENT COSTS	-	-	-	10,000.00	10,000.00
LEGAL, AUDIT, ACCOUNTING & OTHER SERVICES	21,406.71	23,240.00	131,609.29	109,820.00	191,020.00
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	6,327.89	9,750.00	10,409.89	64,540.00	123,040.00
OTHER ADMIN COSTS	811.76	1,250.00	6,324.81	2,500.00	5,000.00
CONTINGENCY	-	6,250.00	-	37,500.00	75,000.00
Total Expenses	52,127.09	64,792.56	297,787.88	380,159.81	715,660.00
Net Income(Loss)	432.36	(13,959.23)	17,287.78	(75,159.82)	-

TWEED-NEW HAVEN AIRPORT AUTHORITY
Income Statement December 31, 2023

	December		Year to Date		
	Airfield Account	Auth. Admin Acc.	Airfield Account	Auth. Admin Acc.	Authority Total
Revenues					
AIRPORT REVENUE	35,658.18	-	229,617.22	-	229,617.22
TRANSACTION COST REIMBURSEMENT	8,464.97	-	34,661.17	-	34,661.17
BASE RENT LESSEE	-	45,833.33	-	274,999.98	274,999.98
REVENUE SHARE LESSEE	-	6,726.12	-	40,075.68	40,075.68
LESSEE AIRFIELD REIMBURSEMENT	230,906.58	-	1,129,591.45	-	1,129,591.45
Total Revenues	275,029.73	52,559.45	1,393,869.84	315,075.66	1,708,945.50
Expenses					
AIRPORT EXPENSES	71,876.28	811.76	375,177.03	6,324.81	381,501.84
AIRPORT PAYROLL & BENEFITS	191,486.78	-	948,692.79	-	948,692.79
AUTHORITY MANAGEMENT	-	23,580.73	-	149,443.89	149,443.89
LEGAL, AUDIT & ACCOUNTING	-	21,406.71	-	131,609.29	131,609.29
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	-	6,327.89	-	10,409.89	10,409.89
Avports - MGT FEES	11,666.67	-	70,000.02	-	70,000.02
Total Expenses	275,029.73	52,127.09	1,393,869.84	297,787.88	1,691,657.72
Net Income(Loss)	-	432.36	-	17,287.78	17,287.78

TWEED-NEW HAVEN AIRPORT AUTHORITY

Balance Sheet-Governmental Fund Type and Account Groups

December 31, 2023

DRAFT - UNAUDITED

	General Fund
<i>Assets</i>	
Cash and equivalents	\$ 343,977
Account receivable, net	736,727
Due from (to) Capital Fund	33,779
Prepaid expenses and other assets	<u>4,397</u>
Total assets	<u><u>\$ 1,118,880</u></u>
 <i>Liabilities and Fund Balances</i>	
Accounts payable	\$ 138,957
Accrued Expenses and other current liabilities	743,634
Fund Balance	<u>236,290</u>
Total liabilities and fund balances	<u><u>\$ 1,118,880</u></u>



Resolution #604

APPROVAL OF FINAL FY 2023 AUDIT REPORT AND PFC AUDITS

February 21, 2024

WHEREAS, The Auditor Michael Solakian has reviewed the draft FY 2023 Audit Report and affirmed its content; and

WHEREAS, The Authority Board created the Audit and Finance Committee to review financial statements and draft Audit Reports and PFC Audits and make recommendations to the Board; and

WHEREAS, the Audit and Finance Committee has reviewed with staff the draft FY 2023 Audit Report and the PFC Audits and recommends that the Board approve them as drafted, subject to final minor revisions that the Committee may feel are necessary following Board approval; and

WHEREAS, the FY 2023 Audit Report is required to be filed with the State Office of Policy and Management and the PFC Audits are required to be filed with the FAA; and

WHEREAS, Board members may benefit from an opportunity to submit comments on the audits to the Audit and Finance Committee following this Board meeting;

NOW, THEREFORE, BE IT RESOLVED THAT, the Board, having reviewed the FY 2023 Audit Report by the Auditor and the PFC Audits, hereby approves the FY 2023 Audit Report and the PFC Audits, subject to possible revisions as may be determined necessary by the Finance and Audit Committee, and any changes to the audits before submission to the appropriate authorities shall be reported to the Board at its next meeting.

HVN Enplanement Report

Destination	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total (12-months)
MCO	8,573	7,829	6,916	7,727	11,143	8,777	6,609	7,319	9,342	8,652	5,938	6,631	7,378	94,261
FLL	4,591	5,111	5,181	5,043	6,191	4,734	3,901	3,913	4,379	4,045	3,579	3,679	4,843	54,599
PBI	3,796	4,828	4,532	4,482	6,191	5,020	4,252	4,118	4,018	3,715	2,563	3,171	4,813	51,703
TPA	4,155	4,332	4,322	4,505	6,066	4,951	3,696	3,632	3,141	2,826	3,028	3,565	4,127	48,191
RSW	3,150	3,850	4,322	5,054	6,578	5,412	3,430	3,702	3,864	3,690	3,011	3,112	3,914	49,939
SRQ	2,677	2,465	2,757	3,194	4,680	3,520	2,578	3,075	2,413	2,317	1,403	1,849	3,237	33,488
RDU	2,231	1,822	1,479	1,509	2,392	2,054	2,279	3,020	3,684	3,712	3,916	4,403	3,694	33,964
BNA	1,940	1,347	930	1,087	2,064	2,316	2,375	1,872	1,290	1,051	1,875	2,178	0	18,385
MYR	1,105	1,435	1,220	984	1,236	1,274	1,210	1,898	3,241	2,896	2,330	2,143	1,476	21,343
MDW	1,260	791	218	0	1	0	506	1,249	1,271	1,063	1,437	1,681	597	8,814
CHS	1,127	1,029	806	821	1,085	1,158	976	1,311	1,708	1,659	1,071	1,190	900	13,714
ILM	1,026	1,134	1,041	895	1,180	935	1,055	1,618	2,487	2,190	2,021	2,231	1,579	18,366
BWI	1,076	1,190	724	680	1,022	955	1,109	1,170	1,207	992	1,350	1,571	517	12,487
SAV	919	0	0	0	1,114	925	1,092	1,105	1,860	1,472	291	0	475	8,334
DAB	0	0	0	0	0	0	0	436	1,288	1,244	1,023	1,159	1,281	6,431
MLB	0	0	0	0	0	0	0	434	1,240	1,103	214	0	939	3,930
GSP	0	0	0	0	0	0	0	432	1,285	1,210	1,133	1,218	1,030	6,308
SJU	0	0	0	0	0	0	0	0	0	0	0	0	710	710
Total EPAX	37,626	37,163	34,448	35,981	50,943	42,031	35,068	40,304	47,718	43,837	36,183	39,781	41,510	484,967

November 2022 - November 2023 UP 10%
FY 2023 - FY 2024 UP 10%

	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Total (12-months)
FY 23 / 24	37,626	37,163	34,448	35,981	50,943	42,031	35,068	40,304	47,718	43,837	36,183	39,781	41,510	484,967
FY 22 / 23	7,923	13,928	14,147	15,855	18,643	18,521	23,953	33,887	43,261	39,743	32,065	36,905	37,626	328,534
% Change	375%	167%	144%	127%	173%	127%	46%	19%	10%	10%	13%	8%	10%	48%

Source: Bureau of Transportation Statistics, T-100 Domestic Segment (U.S. Carriers)