

**MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS
OF THE INDIAN WELLS VALLEY AIRPORT DISTRICT
JULY 23rd, 2021 @ 9:00 AM (Held via Teleconference)**

1. CALL TO ORDER AND ROLL CALL

Jim Paris called the meeting to order at 9:00 AM. Present were: Directors Paul Valovich, Russ Bates, Jim Paris, Richard Bruce, Chip Holloway, Office Manager Demi Mace, Airport General Manager Scott Seymour, Airport Engineer John Smith, District Counsel Scott Nave via teleconference, AND Carolyn Bertrand as public

2. PLEDGE OF ALLEGIANCE TO THE FLAG WAS LED BY Chip Holloway

3. CONSENT CALENDAR:

- A. APPROVAL OF MINUTES OF THE REGULAR BOARD MEETING 5-28-21 AND WAIVE FURTHER READING OF MINUTES
- B. APPROVAL/RATIFICATION OF PAYMENT REGISTER FOR MAY/JUNE 2021
- C. FINANCIAL REPORTS: APRIL 2021
- D. APPROVAL/RATIFICATION: UNION CREDIT CARD STATEMENTS MAY/JUNE 2021

Motion was made by Director Bruce, Seconded by Valovich
TO APPROVE CONSENT CALENDAR ITEMS

Motion was passed by roll call vote: 5 ayes

4. BUSINESS ITEMS:

A: DISCUSSION/APPROVAL: Resolution 21-02 OF APPRECIATION FOR GEORGE BERTRAND

-A framed resolution honoring George Bertrand and his contributions to the airport and Indian Wells Valley community was presented to Carolyn Bertrand. The Airport resolves to name the airport park for George to thank him and his family for their ongoing support and love for the community.

B: DISCUSSION/APPROVAL: FY 21-22 BUDGET

Motion was made by Director Valovich, Seconded by Bates
TO APPROVE FY 21-22 BUDGET

Motion was passed by roll call vote: 5 ayes

5. COMMITTEE REPORT: FINANCE AND PERSONNEL COMMITTEE

-Jim Paris starts discussing the budget explaining that he and Chip Holloway met to discuss the budget prior to this meeting. Paul Valovich asks what the \$200,000 difference was in last years and this years budget and we explained that it was fuel. Jim Paris says that there was an increase under hangar maintenance because there are possible repairs to the big hangar in the coming year and that vehicle maintenance has also risen due to a need for a new vehicle. Advertising also had an increase because the airport wants to contribute to the flying club.

6. PUBLIC COMMENT:

7. MANAGERS REPORT: John Smith, the airport engineer gives an update on the runway project:

The project continues to experience steady progress since my last presentation to the Board May 28th. The combined Phase 1 and 2 were complete May 18th. The work of this combined phase focused on reconstruction of the southerly 2300 feet of the runway, from the southern end to north of Runway 33. During this effort, the threshold of Runway 33 was temporarily relocated to north of Runway 2-20, and then placed back at its original location at the end of the phase. Phase 3, the area from north of Runway 15-33, across and through Taxiway B, to about 800 feet from the north end, wrapped up July 8th. This phase addressed about 3,200 feet of the runway. The contractor transitioned into Phase 4 July 9th, where he is reconstructing the northerly 800 feet of Runway 2-20, along with about 600 feet of Runway 10-28.

- At present, during this Phase 4:
 - Runway 15-33 fully open.
 - Runway 2 open to 5,340 feet.
 - Runway 20 closed.
 - Runway 10-28 closed.

Each of the phases 1-4 include removal of the exiting structural section, subgrade preparation, placement of recycled material into the structural section, importing aggregate base, and constructing the hot-mix asphalt pavement surface course. In addition, each phase included removal and disposal of electrical systems and installation of new conduits, base cans, sign foundations, and the cabling, light fixtures and guidance signs included in each area. Phase 4 is tentatively scheduled to wrap up the week of August 9th. At the conclusion of this phase, Runway 2-20 will be opened to full length, and Runway 10-28 will be re-opened as well. Phase 5 follows. Consisting of two main components, Phase 5 will continue for another 30 days. Included in Phase 5:

- Pavement grooving.
- Second coat of pavement markings.

During Phase 5:

- Rwy 2-20 closed daily for grooving and pavement marking.
- Grooving on Rwy 2-20 through the intersection with Rwy 15-33 will occur nightly, for a period of time.

During the course of construction we have encountered a few items and issues that have required immediate direction to help keep progress moving forward. These items have included:

- Reconfiguration of the electrical service inside the airport electrical vault, including removal and replacement of the main panel, in order to address historical wiring and circuitry issues and several code violations.
- Construction and installation of a cast-in-place concrete conduit protection slab over top of the FAA electrical service to the radar due to its physical presence much higher in the subgrade than current construction practices would permit.
- Installation of a new electrical duct bank and accompanying pull boxes around three sides of the intersection of Runways 2-20 and 15-33, addressing a horrible circuit routing problem and issues with impassable conduits (crushed or mis-aligned) intended for re-use, the result of years and years of band-aid add-ons, temporary solutions, and possible ground shifting.
- Removal and disposal of many legacy electrical facilities that presented confusion and over-complication to maintenance personal. For example – there were three sets of Runway 28 threshold lights, in addition to the one set in service. One of these redundant sets actually had live circuit wiring passing through them.
- Adjusting to new finish grade several electrical pull boxes that were buried pre project or previously believed to be out of service.
- Installation of new AWOS electrical circuit from vault to AWOS (conduit and conductor), replacing the deteriorating, direct-buried cable.
- Expansion to the shoulder backing along the edges of Taxiways A and C in proximity to Runway 2-20, addressing excessive vertical drop-offs.
- Slight expansion to the extent of pavement removal and reconstruction on Taxiway B, taking the reconstructed section to “beyond the next major crack.”
- Replacement of a second set of runway closure crosses.

Additional work items as described are all considered grant funding eligible, and essential to the success of this project. We will be working with the contractor over the next few weeks to document and finalize costs associated with the additional work. Today, July 23, is Working Day 106 of a 260 Working-Day contract. The project continues to be very much ahead of schedule. This is credited to:

- Allowing the contractor to combine Phases 1 and 2.
- Overall contractor assertiveness in scheduling.
- The general lack of significant issues during construction.

Scott explains that the airport already has multiple military groups on the schedule all the way out to 2023 and that if all goes to plan we will procure a K-loader which will allow us to unload from C-17's. There have been multiple water leaks recently and we will be seeing some sizable expenses that are related to that. Scott will be on vacation for the first two week of August. Holloway asks why the airport doesn't purchase a k-loader if it could bring large aircraft here and be a potentially large source of income and Scott explains that the cost of a k-loader would be very high to purchase and it would ultimately be better if we can get it from government excess property at little to no cost.

8. BOARD COMMENT: Russ bates mentions that there

9. CLOSED SESSION:

A: POTENTIAL LITIGATION: ONE UNAMED PARTY

-No Action Taken

10. DISTRICT COUNSEL:

11. ADJOURNMENT: TO ADJOURN THE MEETING AT 10:17 AM

Approved at the January 21st, 2022 Regular meeting of the board of directors of the Indian Wells Valley Airport District



Board Clerk: _____