

MINUTES OF MEETING
RHODE ISLAND AIRPORT CORPORATION
BOARD OF DIRECTORS
THURSDAY, JUNE 10, 2021 AT 8:45 AM

Please note this was a virtual/online meeting. There was no public gathering location and all attendees attended virtually, from remote locations.

Documents related to the meeting were posted on our website prior to the start of the meeting, which were accessed by proceeding to the www.pvdairport.com and clicking on Board of Directors meeting button on the home screen. The best practices for virtual/online meeting experience were also be found in this folder.

Attendees joined the meeting using the link or dial in below information.

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The meeting of the Rhode Island Airport Corporation (RIAC) Board of Directors was called to order by Chair, Jon Savage at 8:45 a.m., in accordance with the notice duly posted pursuant to the Open Meetings Act (R.I.G.L. §42-46-1 et seq.).

BOARD MEMBERS PRESENT: Jonathan Savage; Deborah Thomas; Christopher Little; Gregory Pizzuti; Jeffrey Bogosian and Jonathan Roberts.

BOARD MEMBER ABSENT: Michael Traficante.

ALSO PRESENT: Iftikhar Ahmad, President and CEO, and those members listed on the attendance sheet attached hereto.

Mr. Savage stated good morning everyone. This is Jon Savage, Chair of the Rhode Island Airport Corporation Board of Directors, and I am calling this meeting of the Board of Directors to order. Due to the extraordinary circumstances we are now facing this meeting will have no physical attendance at the offices of the Corporation so we may meet the requirements to maintain adequate social distancing and will be conducted through means of computer and telephone services in accordance with Executive Orders issued by the Governor and guidance provided by the Director of the Department of Administration and the Attorney General. **Mr. Savage** noted RIAC has provided remote access to the general public by providing computer access and call in information on the agenda posted both on the Secretary of State and the RIAC website, and that the meeting will be suspended in the event of a service interruption. Document related to today's agenda items are on the RIAC website, which can be accessed, by proceeding to the www.pvdairport.com and clicking on Board of Directors meeting button on the home screen.

Mr. Savage took a Roll Call of the Directors and asked each member of the Board to individually respond:

Beginning with myself, Chairman Jonathan Savage is here.
Treasurer Deborah Thomas
Secretary Christopher Little
Board Member Gregory Pizzuti
Board Member Jeffrey Bogosian
Board Member Jonathan Roberts

Mr. Savage acknowledged the presence of a quorum. **Mr. Savage** noted that all votes today will be roll call votes and noted any board member that has a functioning camera should turn it on and remain visible during the meeting. If any Board members without a camera available are participating via audio only, please advise if you need to take a break during the meeting to let us know so that we may keep an accurate record of the meeting.

To help keep the meeting on track, **Mr. Savage** introduced Alicia Seabury, Executive Assistant to Iftikhar Ahmad, President & CEO.

Ms. Seabury stated thank you Chair and before we address the Agenda items to note we are recording the meeting for purposes of documentation. Each speaker should identify themselves before they speak in each instance. For members of the public joining us today, **Ms. Seabury** noted the same rules apply as in all our meetings, that is, there will be a limited time available for public comment at the beginning of the meeting, and participation is limited to the public comment time period. **Ms. Seabury** noted further, please if you are not speaking, mute your line to minimize feedback. We have technical support on hand, so if you are having difficulties, please call 401-691-2239 or 401-691-2303. **Ms. Seabury** turned the meeting back over to **Mr. Savage**

1. **Approval of the Minutes:**

A motion was made by **Mr. Bogosian** to approve the minutes of the Board of Director's Meeting of May 6, 2021. The motion was seconded by **Mr. Little**.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

2. **Open Forum:**

Mr. Savage asked if anyone present wanted to speak in Open Forum. **Mr. Langseth**

signed up to speak, but he was not present on the call.

3. Report from the President and CEO:

Mr. Ahmad presented the President and CEO Report and reported on the following:

- **Mr. Ahmad** stated the terminal renovations to upgrade the restroom facilities is making progress. The metal stud wall framing is 90% complete at the ground transportation level with work activities on plumbing and HVAC continuing. The installation of the electrical panel has been completed. Restroom stud walls are being enclosed. The baggage claim restrooms utility connections have also been completed.
- **Mr. Ahmad** stated another one of our large construction projects, reconstructing runway 16-34, is also making robust progress and Mr. Duc Nguyen of our team will be giving you a detailed update on it later in this meeting.
- **Mr. Ahmad** stated as a sign of operations ramping up again, P&B Bus service resumed four daily round trip service on May 14th from PVD to Hyannis, with stops in Fall River, Sagamore, and Barnstable.
- **Mr. Ahmad** stated RIDOH, in partnership with The Wellness Clinic, hosted a COVID-19 vaccination clinic on Monday, May 24th for airport employees and employees from neighboring hotels.
- **Mr. Ahmad** stated RIAC held the first session of Diversity, Equity and Inclusion training, which was hosted virtually by Community College of Rhode Island. The group engaged in productive dialogue regarding implicit bias, equality vs. equity, micro aggressions and other topics presented during this training. Feedback about this training was overwhelmingly positive. We look forward to conducting this training with the entire workforce over the coming weeks.
- **Mr. Ahmad** stated RIAC held the first meeting of its Equal Opportunity Advisory Committee (EOAC). Established by RIAC's affirmative action plan, the EOAC's purpose is to create a dialogue on issues related to equal opportunity program here at RIAC. The EOAC is comprised of a broad and diverse cross section of RIAC's workforce. The initial meeting focused on the purpose of the committee and discussion of its future plans.
- **Mr. Ahmad** stated we are glad to report that RIAC successfully completed the annual FAA Part 139 Certification inspection. No discrepancies were noted in the inspection. We thank our Operations and ARFF teams, under the leadership of Senior Vice President Dennis Greco, for this accomplishment.
- **Mr. Ahmad** stated we are happy to report that while the actual expenditures at GA airports are projected to be \$121,000 higher than the FY2021 budget, the budgeted subsidy provided for the GA users decreased from \$2,435,900 in FY2021 to \$1,654,000 in FY 2022. This is a \$781,900 decrease year over year. This decrease in subsidy was primarily driven by a \$600,000 increase in revenue at Quonset and a \$155,000 reduction in debt service at these airports. I congratulate our Operations and Finance teams on this great accomplishment.

- **Mr. Ahmad** stated in other good news, the legislation to change the name of the airport to Rhode Island T. F. Green International Airport was approved with the overwhelming support of the Rhode Island House (61-9) and Senate (34-2) and was signed into law by Governor McKee last week.
- **Mr. Ahmad** stated in more goods news, House bill 6067 for the Preservation of Safe Airspace was approved by a voice vote of the House Corporations committee on Tuesday night and will now move to the House floor for a vote. A vote on the Senate version of the bill has not yet been scheduled in the Senate Judiciary Committee.
- **Mr. Ahmad** stated lastly, RIAC announced Breeze Airways service on May 21st. Breeze Airways will provide nonstop service to Charleston, South Carolina; Norfolk, Virginia and Pittsburgh, Pennsylvania to begin in July. We strongly encourage our community to use this service.
- **Department Updates:**

(a) Resolution Honoring Mayor Joseph J. Solomon, Sr.

Mr. Ahmad noted, the board would like to honor late Mayor Joseph Solomon, Sr. and his son Joseph Solomon, Jr. is joining us today. It is with a saddened heart that we have put this resolution to acknowledge what he did for this community, what he did for this airport and how he brought the community together with the airport during times when we were trying to figure out a lot of things to map out our future for the next twenty years, say on the Master Plan, or while we were trying to complete some important projects here and we were trying to build robust air service here. On behalf of our team, I can say this without any doubt, that he was one of the best partners we had in this this region and we were lucky to have known him. He has left a lasting legacy here at the airport and in this City. **Mr. Ahmad** noted the resolution honoring Joseph J. Solomon, Sr. reads, Whereas, Mayor Joseph J. Solomon, Sr. dedicated the City's planning staff and shared his own personal knowledge and years of experience on City and Airport matters, which in turn informed the recent airport master planning process in areas such as City Centre Warwick, land use, roadway circulation, environment, and community outreach. Whereas, Mayor Joseph J. Solomon, Sr. supported the Rhode Island Airport Corporation's air service development efforts, and welcomed with open arms new air service destinations, connecting the nation and the world to the great State of Rhode Island and the beautiful historic City of Warwick. Whereas, Mayor Joseph J. Solomon, Sr. with great foresight and success, strengthened the relationship between the City of Warwick and the Rhode Island Airport Corporation with frequent open and honest communications, all for the benefit of the community at large. Now, therefore, it is hereby resolved as follows, that the Rhode Island Airport Corporation Board of Directors express their heartfelt gratitude to Mayor Joseph J. Solomon, Sr., his wife Cindy, and his son Joseph Jr., for their commitment to honorable public service to Rhode Island. **Representative Solomon, Jr.** noted he is honored to accept this resolution on behalf of both he and his mother. He wanted to thank RIAC so much and noted his father was always very supportive and always enjoyed his relationship with the Rhode Island Airport Corporation and Iftikhar. He always had some great things to say and thanked RIAC. **Representative Solomon, Jr.** noted it was nice to see the pictures on the slide because he had not seen the pictures, it was the first time he has seen them. It warms his heart and noted he is going to miss his father, but thanked RIAC for all the great work they do and obviously, he looks forward to continuing the partnership in the general assembly with RIAC. **Mr. Savage** thanked **Representative Solomon, Jr.** and noted his dad was a good friend of the airport and a good friend in general and we are deeply grateful.

(b) Air Service Update

Mr. Schattle noted, as you will recall, we developed a detailed forecast and sensitivity analysis based on the COVID-19 pandemic back in March of 2020. For the fiscal year through April 2021, actual enplanements were approximately 92% of our planned forecasted enplanements. The model did not include a second, third or fourth wave. We exceeded our forecasted amounts each month from May through September and ranged between 68% and 98% of our forecasted amounts between October and March. **Mr. Schattle** noted on the graph, we overlaid the daily new cases in Rhode Island and as you will see they spiked between that same period between October and February. With the rapidly decreasing numbers in daily cases, we are pleased to report that we exceeded our forecasted amounts by 14% for the month of April. We expect that the rest of the fiscal year will meet our forecasted monthly enplanements. **Mr. Schattle** noted from an activity perspective, we are also pleased to welcome Breeze Airways with the addition of three new non-stop destinations at T. F. Green Airport to Charleston, South Carolina, Norfolk, Virginia and Pittsburgh, Pennsylvania. This will be a nice addition bringing our total airlines to 11 and our non-stop routes to 25.

Mr. Schattle noted for the month of April, the daily carrier seats and daily carrier departures were up approximately 88% from the prior year and looking forward we expect to see these type of trends continuing. As we look at the month of April for the enplanements on the next slide, the enplanements were up 1,941% year on year. If you remember, April was significantly impacted by the COVID-19 pandemic one year ago. Our total passengers were up 1,785% from the prior year. **Mr. Schattle** noted those increases in April bring our total fiscal year to date, which is from the period of June 2020 through April 2021, our year to date passenger activity enplanements are down approximately 65% to the prior fiscal year. As you will recall, RIAC continues to track and monitor industry metrics including TSA checkpoint activity. For the fiscal year to date through April, T. F. Green has performed better than Boston and New England average and as you will recall the northeast was impacted greater than the rest of the country by the impacts of the pandemic.

(c) Airport Financial Report Update

Mr. Schattle noted as we complete the ninth month of the fiscal year, we are continuing with our strategy based on a low CPE. Overall operating revenues are down approximately 20%, which we are choosing to do as we continue to keep low costs for the airlines that operate at T. F. Green by setting lower rates for their operations. Revenue streams such as parking and concessions will continue to fluctuate with activity levels. We will continue to monitor those revenue streams in line with our CPE strategy throughout the year and expect the deficit to diminish as activity levels continue to recover. Also \$9M is included for CARES Act funding that RIAC will be utilizing for operating expenses and debt service to help mitigate cost for the airlines. **Mr. Schattle** noted we continue to focus on managing our operating expenses. Our operating expenses year to date through April are down approximately 10%. Some highlights include advertising expenses, which are down approximately 57% year to date and reflective of RIAC's efforts to manage those expenses while maintaining an impressive presence in the market. Communications and utilities are down approximately 27% and are reflective of RIAC's efforts throughout the fiscal year to manage electrical usage based on operations and also includes the positive results from our net metering credits. Contractual services are down approximately 7% again as a result of our initiatives to manage these costs in line with operations. **Mr. Schattle** noted the federal governmental service for customs and border protection has been removed in

the current year saving approximately \$638,000. We are in the midst of our GA Strategic Business Plan to address the subsidies to airline owners, operators and users of the facilities at the general aviation airports. Our plan is focused on addressing the approximately \$6.3M budgeted subsidy to the general aviation across the airport system through recommendations from our plan and proactively marketing economic development parcels at the airports. The overall operating loss for the general aviation airports is approximately \$866,000 the year to date through March. **Mr. Schattle** noted the increase in operating expenses for the general aviation airports includes increased payroll assigned to these cost centers of approximately \$687,000 and approximately \$215,000 worth of additional legal costs. The non-operating revenues and expenses are largely driven by the timing of grants and capital projects. We are undertaking several large capital projects including our runway 16-34 and the restroom projects that are grant funded with reimbursements through the FAA. Also, the line items such as our passenger facility charges will be dependent on timing of our increased activities and changes in enplanement levels. **Mr. Schattle** noted the revenue streams for the InterLink facility are largely driven by activity levels. The facility has strong liquidity, which will help manage us through the impacts of the COVID 19 pandemic and we are continuing and will continue to keep in close contact with the rental car companies to discuss facility charges and trends in the industry moving forward.

(d) General Aviation Strategic Business Plan Update

Mr. Greco noted in March of 2020, RIAC completed Phase 1 of the General Aviation Strategic Business Plan. Phase 1 included the initial outreach with the eleven municipalities around the state airports with 41 stakeholders participating in public meetings. During Phase 1, RIAC created a dedicated webpage on it's website to provide an easy and transparent access to the general public. To date, RIAC has posted 57 documents containing meeting minutes, agendas, presentations and even a best practice sheet on participating in the public meetings via zoom. RIAC conducted 13 open zoom meetings during this phase with state officials, local leaders, community members and other stakeholders. Previously, the Board approved the hiring of three consultant to conduct assessments on pavements, facilities and obstructions at each airport. The board also approved RIAC to hire a financial consultant to identify economic opportunities and forecast of revenues and expense. **Mr. Greco** noted Phase 2 of the strategic plan was completed at the end of last month and consisted of a second round of outreach meetings with the 11 municipalities and 41 stakeholders. RIAC conducted 15 more meetings with the state local leaders including community members totaling 28 meetings between Phases 1 and 2. RIAC's dedicated webpage was updated and meeting minutes and presentations for public view, as stated previously, contains 57 documents. **Mr. Greco** noted the three infrastructure and financial assessments conducted by the consultants will provide key data to the final report at the end of Phase 3. As you see at the beginning of Phase 3, RIAC conducted a S.W.O.T. analysis. This S.W.O.T. analysis was assisted in developing other goals for the business plan. In August, we will update the board on the status of final draft and in September, present the draft of the final plan to the board. In October, RIAC will post the final draft to the website for public comment and in November post the final plan. **Mr. Greco** noted he would like the board members to know that personnel have put over hundreds of hours into this GA Strategic Business Plan to date and will continue to work diligently through Phase 3 to see the completion of this project. Based on the actions of the staff at RIAC, have no doubt that transparent planning is embedded in our DNA. **Mr. Pizzuti** complimented Mr. Greco on all the meetings that have been held and the transparency of the airport and asked what kind of comment feedback was received. **Mr. Greco** noted we received a lot of positive feedback moving forward about building out on the Capital Improvement Plan, improving those airports, but we also identified some conflicts with others about the noise, the air pollution with more activity. There are some conflicts there that we are working out and

that was part of our S.W.O.T. analysis to help develop those goals so that we find that even medium. We are working through all that and it will help us develop the final plan. **Mr. Greco** noted he wanted to take this opportunity to correct the record public comments from last month's board meeting. Last month, an aircraft owner made comments that were incorrect and misinformed. Comment, FAA entitlement funds earmarked for Block Island and Westerly. Fact, Entitlement funds are not earmarked for the sole purpose of those primary non-hub airports. FAA regulations allow the transfer of unused entitlements to another airport so that funds do not expire or carry over to future years. Use of entitlement funds are subject to the same FAA processes including proving the justification and reasonableness for each project. RIAC uses these entitlements funds across the airport system to ensure safety and security at each state airport. Comment, (airport user) has written Mr. Andrade, Mr. McCurley, Ms. Fadden and Mr. Greco to ask about this without a response. Fact, RIAC has threads of emails between this aircraft owner and the RIAC personnel identified, which have been shared with board members and elected officials. **Mr. Greco** noted Comment, Only airport in the region which only has 25 paved parking places available for up to 100 aircraft. Fact, Block Island Airport currently has a combined 67 toe-downs/parking positions on turf and ramp areas. FlightLevel has reported in public forums that they have not turned away any aircraft due to lack of space. Comment, the displacing of threshold will strand Newport placed aircraft and also prevent charter and fractural (sic) ownership aircraft from using this field. Fact, prior to displacing the threshold, RIAC contacted and received feedback from the fractional aircraft ownership company, PlaneSense, who informed RIAC that the threshold would not affect their operations. Comment, we know that you plan to restrict access to the parking area at Block Island and Westerly State Airports in order to charge parking fees. Fact, FlightLevel's owner/CEO has repeatedly stated in open forums that parking is an issue at these locations and the charging of parking fees will assist in the management of those lots while increasing revenue to help offset the subsidy to the GA airport users. **Mr. Greco** thanked the board for letting him set the record straight. **Mr. Pizzuti** thanked him for doing the last slide. He thinks it is important that the public has the right to speak out, but it is also important that everyone knows what the actual facts are and we are all on the same page. **Mr. Bogosian** asked if these meetings for the public are well intended so they can be educated and informed. **Mr. Greco** noted absolutely, we saw a good amount of people throughout the municipalities attending and even in the second round you would have the same and maybe even a few more that would attend as well. We had a robust attendance. **Mr. Bogosian** noted that is the only way they are going to be educated and informed about what is happening. **Mr. Greco** agreed and as he stated in his presentation, if they did not attend, they could always go back and look at the meeting minutes, look at the presentation and even provide feedback to us through our website. **Mr. Bogosian** asked if we posted that and how we post it for the public. **Mr. Greco** noted it is on our website. **Mr. Schattle** noted on our website, there is a dedicated page to the General Aviation Strategic Business Plan with all of these details included in it.

(e) System Wide Obstruction Removal Update

Mr. Porter noted as **Mr. Greco** had mentioned in his presentation, RIAC, as part of the GA Strategic Business Plan, conducted a System Wide Airspace Obstruction Analysis. This was the first time RIAC took a system wide all-inclusive approach to identifying obstructions, which in turn will inform the Strategic Business Plan on cost and a phased approach to remove the obstructions. This effort was accomplished through an aerial survey process and delivered mapping, example shown on the slide, and near obstructions meaning within fifteen feet of the approach, which is represented in the legend to the right by the white, the blue and green colors. Also, the penetrating obstructions represented by the yellow and red colors. **Mr. Porter** noted the legend translates to the color dots on the map. The process also quantified the near and penetrating obstructions

located on the airport and off-airport property. For the first time in RIAC's history, the survey found 1,816 data points system wide as shown in the provided table and broken out accordingly. Last, as a result of the identified off-airport obstructions, 76 aviation easements will be required to gain access to the properties and remove the obstructions. **Mr. Porter** noted now it is time to act. The system wide program to mitigate the obstructions is utilizing industry experts following a phased approach based upon FAA approved funding, which is an integral step in the process to obtain the approved plan and funding from the FAA. As you are aware, due to the ongoing litigation related to the aviation easements at Westerly and the pending clarification via the Safe Airspace Bill, RIAC is unable to obtain all required easements at this time resulting in a phased approach that we can obtain currently. **Mr. Porter** noted, where RIAC and the FAA have agreement on for funding and can move forward are runways with no risk of acquiring easements and runway ends with no off-airport obstructions that require easements. Therefore, we are moving forward with Article A of the professional services contract with Stantec to perform the environmental assessments for the GA airports with an FY22 grant reimbursement request. FAA will fund and reimburse the EA's as it is the essential first step in obtaining the easements. Additionally, we are moving forward with Article B of the program, aviation easements acquisition for five non-residential easements at Quonset runway 16. These will get reimbursed through an FY22 FAA grant. Finally, we will move forward with Article C, clearing design, permitting and construction that will clear 579 of the 1,816 data points or 32%. This effort has been approved for funding by the FAA for the FY22 grant for Quonset runway 15, North Central runways 15 and 33, Westerly runways 25 and 32 and Block Island runway 28. We will seek the board's approval in August for this work and submit an FY22 grant for design reimbursement and obstruction removal costs. We are estimated this phase of the program to be approximately \$1.5M. **Mr. Roberts** asked what the status is of Newport and noted that was one where we have had to displace the threshold. **Mr. Porter** noted as you know we had to displace the runway 4 end approximately two weeks ago. We do know that there is one resident that is a hold out for us to acquire the easements. Therefore it was prudent, based on that knowledge, to displace the threshold until we are able to obtain the easements through either condemnation or voluntary process. We are not expecting any more displacements at Newport at this time because the FAA had advised that we are making progress with moving forward with Phase 1 so we are not expecting any more displacements at this time for Newport.

(f) Marketing Update

Ms. Wright noted T. F. Green Airport is highlighting a new service from Breeze Airways and we are ready for takeoff. We have developed a comprehensive multi-platform campaign that will build and sustain awareness of the new service and highlight the benefits of traveling through T. F. Green Airport, which ultimately built infinity for future travel. **Mr. Ahmad** noted he continues to receive calls where people have seen our advertisements or heard them on radio or saw them on the computer digitally, which is great to see that actual people are seeing them. That is a good check on our investment. **Mr. Pizzuti** noted he mentioned to Iftikhar last week, he has been seeing a lot of the breeze ads on his twitter feed and on facebook and he has bought a ticket to Charleston. What a difference between a few years ago the digital advertisements and marketing. It has been tremendous and Ms. Wright and her team are doing a fantastic job. **Ms. Wright** noted she truly appreciated the compliment and thanked him. Our comprehensive multi-platform campaign will utilize different avenues of traditional and non-traditional marketing. The campaign includes radio to build the immediate awareness in key markets Providence, Boston and New London. The campaign includes billboards with the purpose to provide sustained awareness in key markets in airport adjacent and outer ranks. Additional efforts include email blast communications, print, digital advertising and paid organic social media, which efficiently engages

the target audiences across the full geography. As far as the bookings go, it is a little early, but we definitely have heard reports that Breeze is initially pleased with what they are seeing. We are very fortunate for that.

(g) Website Redevelopment Update

Ms. Wright noted as part of RIAC's ongoing efforts to position itself for growth and stay competitive and secure in today's digital economy, RIAC is seeking the opportunity to redevelop our website which will bring easier navigation, clean, custom and clearer organization of information in an intuitive way for superior experience to better represent our brand. RIAC did a public solicitation and selected Aviatrix Communications. We received eight proposals that met submission criteria. From the eight proposals we narrowed it down to five proposals. The selection committee interviewed five firms and selected Aviatrix Communications for their proven track record and expertise in the airline industry. They work exclusively with airports and have a strong history of developing websites that comply with federal accessibility standards and will provide a lens to the outside world that conveys our operations excellence, expertise and company culture. **Ms. Wright** noted the project is to kick off this July 2021 with a slated completion date of March 2022. Aviatrix Communications will provide website redevelopment, hosting and maintenance for five years for \$98,905. The following deliverables found on the slide will be inside the fully functional and tested website. **Mr. Pizzuti** asked what other major airports they do the website for. **Ms. Wright** noted they have done Greenville-Spartanburg, MidAmerica St. Louis Airport, they have worked with Idaho Falls Regional Airport, San Diego International Airport. There is a long list of airports that they have done work with that she can share.

Mr. Roberts noted he had a question for Brian. Brian went so fast he could not get his question in. It is good to see the passenger traffic up in April. Do you have any idea how that compares to 2019, April of 2019, which is more of a normalized base time. **Mr. Schattle** noted if we go back to slide number five, what we have incorporated into this presentation, this graph, is the baseline year of 2019 with 100%, the black dotted line across the top, and the purple line represents our actual enplanements through the period. As you can see here, for April, our forecasted levels were reflected in the green and we crossed that and we are heading towards upper 50% as compared to the baseline. **Mr. Schattle** noted the left axis is compared to the baseline. We are headed towards 60% of the baseline in 2019 for the month of April. **Mr. Roberts** noted substantial improvement that is good to see. **Mr. Schattle** noted April was a good month.

4. Finance and Audit Committee Update.

(a) Approval of the Fiscal Year 2022 budget package.

Ms. Thomas noted earlier this morning the Finance and Audit Committee of the Rhode Island Airport Corporation met to review the Fiscal Year 2022 budget. The budget was prepared based on what we are seeing to date. As **Mr. Schattle** just talked about, enplanements are increasing and starting to improve and are actually exceeding a bit of the green bar that we had looked at, which was the optimistic scenario, which is how the Fiscal Year 2021 budget was set. For Fiscal 2022, as a reminder, our year runs from July to June so we are entering into Fiscal 2022, the team has budgeted enplanements of 863,000, which is a significant decline from 2019, but it is an improvement over the budget for 2021. It is actually a significant growth over where we see the forecast coming in as well because the improvement is happening now. **Ms. Thomas** noted overall, that results in airline revenues budgeted at \$14.9M compared to a forecast that is probably right around that same level and non-airline revenues of about \$31M, which is slightly

higher than where we think the year is going to come in and it is higher than a budget from a year ago. If we think about budgeting for 2021, a lot of the assumptions are the same in that the airport was not overly aggressive in looking at enplanements, they were not overly conservative in looking at enplanements, but they were appropriately conservative and they have built the expense base along with that. **Ms. Thomas** noted operating expenses and expenses as were mentioned earlier for general aviation, the net operating loss that was subsidized by the airport for the general aviation airports has declined significantly from a budget of a year ago because of the new revenue that has been brought in and also work to reduce expenses at the airport. **Ms. Thomas** noted she agrees with President Ahmad when he said the team has done a great job to really work on looking at the costs of the airport, the debt service for the GA airport network and increasing revenue. Overall, this will result in net operating income before marketing of about \$16M for the budget for the airport. After marketing and non-operating expense and of course funding the InterLink facility, the net income for RIAC for the budget is proposed at \$9.354M for the year. That does include, as I mentioned, the general aviation airports and the subsidies decreasing significantly. **Ms. Thomas** noted we had a robust discussion at the meeting with respect to costs and items that were detailed line items in the budget. It also includes debt service of approximately \$22.5M and pledged PFC revenues against that, so a net revenue bond debt service of \$15.3M. We also addressed this year's capital budget, which for Fiscal 2022 is for full year projects that are starting in Fiscal 2022 are detailed in your budget plan. With that, the finance and audit committee makes a recommendation to the board that we approve the Fiscal 2022 budget.

A motion was made by **Ms. Thomas** and seconded by **Mr. Bogosian** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

5. Action Items:

- (a) **Approval to execute a construction contract with GB Hastie Fence Co, Inc. in the amount of \$984,495 to install new wildlife fence and repair or replace parts of the existing fence at North Central State Airport.**

Ms. White noted this construction contract award includes the new safety fence upgrades and replacement necessary to prevent wildlife on the airfield. The image shown on the slide illustrates the extent of the existing perimeter that this project has evaluated and will remedy. The project design team is Hoyle Tanner and they will continue on with construction administrative services. The construction scope includes approximately 10,000 linear feet of new fence, grubbing and clearing work where necessary, repair and replacement of existing fence and

installation of a wildlife skirt. Several secure access gates will also be installed. **Ms. White** noted the invitation for bid of construction services was issued April 5, 2021 and three contractor bids were opened on April 21 of this year. The lowest responsive bid was GB Hastie Fence Co. from Massachusetts for \$984,495. Pending FAA grant funding and board approval of this contract, notice to proceed will be August 2021 and completed in November of this year. **Mr. Little** thanked Ms. White for the presentation and noted if we look at the engineer's estimate, it was about double what the bid from Hastie came in. Hastie's bid is also significantly lower than the next two bids, which seemed to be within the realm of what you would expect in bidding. Have you done anything to evaluate to make sure that Hastie has correctly bid this job or there aren't some potential issues in terms of the validity of Hastie's bid. **Ms. White** noted yes we have. There has been a thorough review of the bid and walk thru with the contractor. The design company has also worked with them in the past and can vouch for their track record on this type of work. The engineer's bid was also, and when we spoke with Hoyle Tanner, they explained that they perhaps overestimated on the cost estimate because in a previous job, because of COVID, the actual materials were considerably more expensive. It was their intent to simply brace us for that potential reality, and therefore increased their estimate. That is why we feel confident that this is going to do the job.

A motion was made by **Mr. Little** and seconded by **Mr. Bogosian** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

- (b) **Approval to execute a construction contract with Design Communications, Ltd. in the amount of \$170,950 to manufacture new exterior wayfinding signage and replace the existing signage, along with manufacturing and installing one freestanding informational kiosk and one freestanding pay station surround at T. F. Green Airport.**

Ms. White noted this award is for the construction of the PVD curbside signage replacement project to improve wayfinding for passengers looking for directions to ground transportation options. Gordon Archibald is the architect of record through their on call agreement and will also perform construction administrative services. Scope includes the manufacturing of 44 exterior aluminum signs with a wood grain pattern illustrated in the top right image on the slide, plus one interior free standing prepay parking kiosk shown on the lower right of the slides and the removal of existing signs and installation of the new signs. **Ms. White** noted the invitation for bid was advertised April 12, 2021 with bids opened on April 23rd. Four contractors submitted in this case. We recommend proceeding with the lowest compliant bidder, Design Communications, Ltd. In the amount of \$170,950. Pending FAA grant funding and board approval of this contract,

the notice to proceed would be June 2021 with a substantial completion three months after.

A motion was made by **Mr. Bogosian** and seconded by **Ms. Thomas** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

- (c) **Approval to execute a construction contract with Siemens, Inc. in the amount of \$618,133 to complete the Phase 1 implementation of server and storage elements for the Video Surveillance System upgrade project at T. F. Green Airport and to execute the Phase 2 VSS Camera Design Services with Faith Group, LLC in the amount of \$161,220.56 as a separate Professional Services Agreement for reimbursement with an FY2022 grant application to be submitted next year.**

Ms. White noted this is in two parts. The first part is the surveillance system upgrade project includes the request to approve the Phase 1 construction of the server that hosts the video surveillance system and the information storage nodes and servers to support the camera system. It is the piece of equipment shown on the slide. The request for proposals was advertised April 13, 2021 and three companies submitted proposals on April 23rd. Given the nature of this system, RIAC chose the RFP method of procurement and our specialist consultant reviewed redacted proposals to determine full compliance with specifications. Our recommendation is to proceed with the lowest compliant bidder, Siemens in the amount of \$618,133. Pending FAA grant funding and board approval of this contract, the construction notice to proceed is expected this August.

Ms. White noted the next action item includes a request to approve the Phase 2 design service fees for the security camera and video network components of this system. The scope includes a design assessment report followed by construction documents in November of this year. Faith Group, LLC was selected for both Phase 1 and Phase 2 design services as part of the original building system projects back in November of 2020, when this work was split into two consecutive year grant applications, which is why we have separated them. Phase 1 of the surveillance server and storage upgrade project design and construction scope was contracted as part of this year's grant. Phase 2 design fee reimbursement contract and construction funding of the surveillance video and camera upgrades will be part of the FY22 grant process. Our recommendation is to approve the Faith Group, LLC contract to perform this design work in the amount of \$161,220.

Mr. Pizzuti noted he is not familiar with Genetec, are they in many airports. **Ms. White** noted yes they are in many airports. **Mr. Roberts** asked if this storage and servers is hosted on-site or is this up in the cloud. Trying to understand how we thought about that because anytime you continue to host on site, you end up having to replace, at some point, three to five years usually is what my experience is. **Ms. White** noted it is on site, a physical component. The life span of

this system is over ten years. In fact, we are in our twelfth or fourteenth year of our existing system. This is still the state of the art for this kind of work and she thinks, she is not certain of this and is happy to investigate, she is pretty confident because of the security nature of the system, there is a requirement to have a physical piece of equipment. **Mr. Pizzuti** asked who has access to the video, is it just Siemens or other local airport police and anybody else. **Ms. White** confirmed yes, there will be some permissions granted as part of RIAC's authorization to do so, but Siemens will be the primary caretaker of this information. **Ms. Greco** noted that is our security staff that has access to that, dispatch and TSA will have certain aspects of that as well.

A motion was made by **Mr. Pizzuti** and seconded by **Ms. Thomas** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

(d) Approval to bind the annual insurance programs renewing on June 30, 2021.

Mr. Schattle noted as you know every year we have our renewals for insurance premiums. Last year we actually had a few that we renewed back in September. We did short periods for those so we could have an aligned insurance renewal program for us at the Rhode Island Airport Corporation. We have engage Willis Towers Watson as our professional insurance broker. We started the insurance renewal program with Willis back in February. Heading into a hard market, we knew that it was important to very specifically go through this and start a good marketing program with Willis as we head into this year. Willis did provide estimates and expectations and we also benchmark ourselves against other airports and to see how the region is doing as well. At this meeting is also Nancy Rogers, who is our broker from Willis. As you will see here, coming into the year, we were actually expecting a hard market and increases across the board. **Mr. Schattle** noted the line items included in this chart have specific information by type of policy everything from our property to aviation liability to our workers comp and other types of items. We are pleased to see that our overall program is coming in with an increase of 1.47% and he will get into a few of those details in a minute. As we benchmarked of to what to expect with other regional airports, while they are all still going through their insurance renewal programs, the expectations that were shared were between 5% and 30% for insurance renewals over this period. **Mr. Schattle** noted overall as we are looking at this program, we are pleased to see a program that came in with a 1.47% increase over our expiring premiums. One highlight he would like to share with everyone, is a reduction in the worker's compensation insurance. We are in our second year with a provider named Starr. We have good experience with Starr and actually, that experience and how we are actively managing our workers comp activities and our human resources department has helped from a risk perspective and our experience ratings. You will see that reflected in the upcoming premiums as well as we are going into the year. Also across the board

we did actively market all the different programs which resulted in the overall 1.47% increase. We are continuing to see hard markets, as I am sure you are all seeing in your industries as well, especially around areas such as property and some other types of insurance for example cyber risk insurance, property with the wind exposures in New England as well. We are continuing to focus on that and we did an extensive program and marketing with Willis from February through now to result in this presentation and we are pleased to present an overall 1.47% increase. **Mr. Bogosian** noted on the slide previously on workers comp, did we just have less claims and we fell into a different tier group in that particular year, is that why the decrease of that percentage. **Mr. Schattle** noted it will continue based on the premiums being quoted and also our experience, which is called the MOD factor. That has benefited us over the last couple of years so that is the experience in claims that we experience and also the shear marketing and discounts that are able to be provided to the program as well. Our experience and their comfort with us as a client resulted in those premiums being presented. **Mr. Bogosian** noted on the cyber, do we feel or have an analysis on that increase. **Mr. Schattle** noted we are seeing cyber as a hot topic across the world right now. On all of these projects, especially going into this next year knowing that these hard markets and these premiums are going to be an issue, especially on lines such as cyber, we are going to continue to focus on them, not just on the renewal basis, but also throughout the year with our broker. **Mr. Schattle** noted we specially identified cyber as one to continue to focus on as we go forward. We do expect that those types of premiums and costs, both from a cost perspective and an availability perspective, will continue to be an issue with all entities going forward. **Mr. Pizzuti** noted he liked how RIAC put the industry expectations in here and asked the next time we do one of these, is there an industry benchmark associated with the renewal premiums. It would be nice to compare what these premiums are versus something else. **Mr. Schattle** noted that is where those expectations are important. We work with Willis and they provide those expectations as far as rate adjustments. The actual premiums from the industry will be dependent on the types of coverage and the limits and everything else. From a benchmarking perspective, we found it important to put the expectations of what the market is seeing, but based on the type of insurance incurred and the limits and details around it, the actual premiums may vary throughout the industry as well. **Mr. Roberts** noted it appears that some line items have large increases, and asked if we ever target certain areas to go out and bid. He was surprised on some of the increases. **Mr. Schattle** noted Nancy, who is on the line, can expand on this as well. Utilizing the brokerage, they do actually go out to markets, what you are seeing for example in the property line, that locked in renewal quote and renewal premium is significantly lower than other quotes and indications that our broker was able to get by competitively marketing. They do competitively market the entire program and a lot of the quotes that you see on the slide are reflective of the low recommendations by Willis. **Mr. Ahmad** noted he would like to make one comment. There was a lot of work that Assistant Vice President Shahzad Sadozai put in it with Mr. Schattle and he wanted to recognize his work on the insurance action item

A motion was made by **Mr. Little** and seconded by **Mr. Bogosian** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

- (e) **Approval to execute a Purchase and Sale Agreement with S. Palumbo Realty Corporation in the amount of \$310,000 for the purchase of 541 Main Avenue, Warwick, Rhode Island including an unconditional right of first refusal for adjacent parcels, in substantially the form presented.**

Mr. Cloutier noted over several years, RIAC has had ongoing discussions with the owner of Airport Nursery located at 541 Main Avenue in Warwick. The property is strategically abutting T. F. Green Airport's fence line as depicted on the graphic shown on the slide. Our discussions with the owner have resulted in a letter of intent to purchase a property which is an approximately .5 acre lot improved with a residential home for \$310,000. A right of first refusal for the purchase of an additional 4 lots totaling 3.5 acres of adjacent land is included. The purchase of this property and the right of first refusal will serve to protect the airport surroundings by precluding the potential purchase and development of the parcel by third parties. **Mr. Cloutier** noted the P&S execution will be followed by a 60 day due diligence period followed by a subsequent closing 30 days thereafter. An important note is the purchase price of this property will be eligible for reimbursement through FAA's Airport Improvement Program under a future project.

A motion was made by **Ms. Thomas** and seconded by **Mr. Bogosian** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

- (f) **Approval to execute a First Amendment to the Concession Agreement between RIAC and Grove Bay Concessions, LLC to add additional premises to the agreement to accommodate mid-term passenger traffic, in substantially the form presented.**

Mr. Cloutier noted RIAC procured Grove Bay Concessions as our food and beverage concessionaire through an RFP issued in July of 2020. The agreement had an initial term of one year through November 3, 2021 and has been extended per the terms of the agreement through November 3, 2022. With increasing levels of passenger traffic associated with expanding airline schedules and reduction of COVID-19 activity, additional food and beverage capacity is warranted in meeting increased in passenger needs in the midterm concessions program. **Mr. Cloutier** noted the current Wolfgang Puck and Providence Provisions locations operated by Grove Bay are

casual dining concepts, meaning that passengers are served by a wait staff and seated at tables, which takes a little bit longer to serve passengers. The expansion of operations into the food court by adding additional space to the current lease with Grove Bay will offer quick serve options to our passengers and also additional price points in the diversity of menu options. The benefits of moving forward with the quick service, again are additional capacity, broader product options, quick serve versus casual and bridging the gap as we are hitting midterm levels of passengers. As Senior Vice President Schattle mentioned, about 60% of our 2019 baseline traffic was realized in April. **Mr. Cloutier** noted the new concessions are warranted in offering new options to our passengers as we work toward implementing a long term RFP in the fall. Percentage rent and all other terms of the agreement will remain unchanged under the first amendment.

A motion was made by **Mr. Bogosian** and seconded by **Mr. Pizzuti** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

(g) **Approval to execute a single-year or multi-year extension to the Signatory Airline Agreement or establish Rates by Resolution effective July 1, 2021.**

Mr. Schattle noted as you will recall last year we extended the current signatory agreement for a one year period through June 30 of this year. RIAC is continuing to work with the airlines on lease agreements. The term of the current one with it coming up and being through June 30, 2021, we are heading towards another decision point. As you will recall, we have basically three options. It would be extending the current agreement for another one year period, extending the current agreement for a longer period of time, possibly through five years, or also the concept called rates by resolution, which RIAC has the ability to do in the absence of a signatory agreement. **Mr. Schattle** noted due to the impacts of the COVID-19 pandemic and the continued fluidity over the past year, the term length and potential adjustments to the assigned premises are being reviewed. Based on our discussions with the airlines, the expectation is to sign a one year extension. From the perspective from airports, airports have more flexibility with a rates by resolution and airlines prefer the comfort of an agreement. As we are going into this period over the next year, again working with the airlines and looking at the fluidity that has been experienced over the last year, our recommendation included on the next slide is similar to last year. **Mr. Pizzuti** asked Mr. Schattle to remind everyone what the difference is between the signatory and non-signatory. **Mr. Schattle** noted the signatory airlines sign on to the entire agreement including the term length and it also includes covenants such as extraordinary debt service coverage covenants. A non-signatory agreement has less requirements as far as space required to be leased and it also does not include the term length that would be included in the signatory agreement.

A motion was made by **Ms. Thomas** and seconded by **Mr. Little** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

(h) **Approval to enter into task orders with Fuselideas up to the amount included in the fiscal years' budgets to provide marketing, creative services, media buying, advertising services, and other support services to RIAC.**

Ms. Wright noted Fuselideas was selected and approved by the Board of Directors at the November 2019 Board of Director's Meeting to provide marketing, creative services, media buying, advertising services and other support services to RIAC and were part of the selection committee. We recommend continuing the marketing support and enter into task orders with Fuselideas up to the amount included in the Fiscal years budgets. This would enable RIAC to provide impactful marketing and advertising services to support T. F. Green Airport highlighted brand and services. **Mr. Pizzuti** noted as you know, he has been very positive about all the marketing and advertising. A few years ago it was kind of stale and we had an RFP and we selected Fuselideas for great ideas and I think they have been a great partner. He is curious, in **Ms. Wright's** experience, at what point do we want to do an RFP again. Sometimes an incumbent, just gets a little, he doesn't want to say lazy, but sometimes you want fresh ideas. And asked when she thinks we want to be at a point where we would do another RFP to get a perspective of other vendors in the industry. **Ms. Wright** noted we are planning to go out with another RFP in the spring of next year and look. Our contract ends with them in October 2022. We will be looking at submitting another RFP.

A motion was made by **Mr. Pizzuti** and seconded by **Mr. Bogosian** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

6. Executive Session:

At approximately 10:09 a.m., a motion was made by **Mr. Little** and seconded **Ms. Thomas** to go into Executive Session for the purpose of discussing the following items:

The Board will seek to go into Executive Session for the following stated purposes:

- (a) **Motion to approve the minutes of the Executive Session held on May 6, 2021 § 42-46-5(a)(2); and**
- (b) **Investment of public funds where premature disclosure would be detrimental to the public interest (Air Service Development and Marketing) § 42-46-5(a)(7); and**
- (c) **Discussion and consideration related to the disposition of publicly held property wherein advanced public information would be detrimental to the public interest (disposition of 2119 Post Rd., Warwick, RI) § 42-46-5(a)(5); and**
- (d) **Discussion and update pertaining to current collective bargaining § 42-46-5(a)(2); and**
- (e) **Discussion related to the lease of real property for public purposes and the disposition of public property wherein advanced public information would be detrimental to the interest of the public, discussion of lease (one non-public potential lease agreement at PVD) § 42-46-5(a)(5); and**
- (f) **Motion to return to open session.**

At approximately 11:52 a.m., a motion was made by **Ms. Thomas** and seconded by **Mr. Little** to return to Open Session.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

7. Post Executive Session Actions and Announcements:

- (a) **Motion to seal the minutes of the Executive Session held on June 10, 2021.**

A motion was made by **Mr. Little** and seconded by **Ms. Thomas** to seal the minutes of the Executive Session in accordance with R.I.G.L. § 42-46-7.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

(b) Report on actions taken in Executive Session.

During the Executive Session, a motion was made by **Ms. Thomas** and seconded by **Mr. Little** to approve the sealed minutes of the Executive Session held on May 6, 2021.

By the following roll call vote, the motion was passed unanimously.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

(c) Approval to execute a Purchase and Sale Agreement with W SPH Investments, LLC in the amount of \$3,575,000 for the sale of 2119 Post Road, Warwick, Rhode Island, in substantially the form presented.

A motion was made by **Mr. Bogosian** and seconded by **Mr. Little** to approve the recommendation.

By the following roll call vote, the motion was passed unanimously.

YEAS: Deb Thomas
Chris Little
Jeffrey Bogosian
Jonathan Roberts

NAYS: Greg Pizzuti

ABSTAIN: Jon Savage*

***Mr. Savage** noted after the roll call that his vote should reflect a recusal from the vote and not an abstention.

8. Future Meetings:

The next meeting is scheduled for Thursday, July 8, 2021 at 8:30 a.m., in the Mary Brennan Board Room, T. F. Green Airport, Warwick, Rhode Island.

9. Adjournment:

Mr. Little moved to adjourn at approximately 11:56 a.m. **Ms. Thomas** seconded the motion.

YEAS: Jon Savage
Deb Thomas
Chris Little
Greg Pizzuti
Jeffrey Bogosian
Jonathan Roberts

NAYS: None

ABSTAIN: None

Respectfully submitted,

Jon Savage, Chair
Rhode Island Airport Corporation

PUBLIC ATTENDANCE SHEET
RHODE ISLAND AIRPORT CORPORATION
MEETING OF THE BOARD OF DIRECTORS
THURSDAY, JUNE 10, 2021

<u>NAME</u>	<u>AFFILIATION</u>
Brian Schattle	RIAC
Alicia Seabury	RIAC
Donna Melone	RIAC
Dennis Greco	RIAC
Brittany Pagliarini	RIAC
Don Stubbs	RIAC
Stephen Hurst	RIAC
Wilmott Wil	RIAC
Paul Johnson	RIAC
Steve Weston	RIAC
John Goodman	RIAC
Marion White	RIAC
Jaye Del Rosario	RIAC
Kellie Wright	RIAC
David Cloutier	RIAC
Dan Porter	RIAC
Nicole Williams	RIAC
Shahzad Sadozai	RIAC
Steven Parent	RIAC
Brent Semple	RIAC
Jeff Wiggin	RIAC

PUBLIC ATTENDANCE SHEET
RHODE ISLAND AIRPORT CORPORATION
MEETING OF THE BOARD OF DIRECTORS
THURSDAY, JUNE 10, 2021

<u>NAME</u>	<u>AFFILIATION</u>
Joseph Rodio, Jr.	Rodio & Ursillo
Kevin Sawyer	Providence Friars
Sarah Kennedy	New Harbor Group
Abdulluah Kazi	Clover Health
Nancy Rogers	Willis Towers Watson
Dave Lucas	FlightLevel
Peter Eichleay	FlightLevel
Guillaume de Ramel	Newport Hangars, LLC
John Gorham	Jacobs
Joseph Solomon, Jr.	Representative
Richard Langseth	Constituent

The minutes of the Executive Session of the Board Meeting on June 10, 2021 have been sealed in accordance with R.I.G.L. § 42-46-7(c).