



Michael J. Landguth, A.A.E.
President & CEO

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES JANUARY 16, 2025

Chair Hankins presided. Present: Hall-Roberts, Kushner, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, EVP and Chief Development Officer Sandifer, EVP and Chief ISA Officer McFall, Senior VP and CRO Freedman, SVP and COO Connell, SVP and General Counsel Locklear, Executive Assistant Rosales, and other staff members and guests.²

I. APPROVAL OF AGENDA

Motion by Szlosberg-Landis to amend the Agenda to add a closed session, at the end of the meeting following Member Comments, for the purpose of discussing a personnel matter; Second by Morgan

ADOPTED BY UNANIMOUS VOTE

Motion by Szlosberg-Landis to approve the amended Agenda; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Szlosberg-Landis noted her review of the minutes of the regular meetings of the Board, the Board committees held on December 19, 2024, and asked if any edits were needed. In the Construction Committee Work Session Minutes, item 2. PE3 EV Charger Discussion, Kushner requested these edits:

In the fourth paragraph of the PE3 EV Charger Discussion minutes, add the following sentence immediately before the last sentence: "Staff stated that they preferred a plan in which staff would not have to police or enforce whether non-electric vehicles were parking in spaces designated for EV charging."

In the last paragraph of the PE3 EV Charger Discussion minutes, add the following sentence immediately before the sentence beginning "Staff indicated . . .": "In response to Mr. Sandifer's request that staff be given direction to focus on just one location, the consensus of the Board was that staff should proceed with the EV1 concept and location."

Motion by Kushner to amend the minutes with the suggested language; Second by Szlosberg-Landis

¹ Vice Chair Hall-Roberts and Treasurer Polanco-Galdamez participated remotely via Teams.

² The meeting was live streamed at <https://www.youtube.com/live/IwDU1ZnP60s>.



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ADOPTED BY UNANIMOUS VOTE

Motion by Szlosberg-Landis to adopt the amended minutes; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hankins welcomed everyone and wished all a happy New Year.
2. Chair Hankins reviewed the airport's accomplishments in 2024 including five new airlines, eight new international destinations, and nonstop service to more than 70 cities.
3. Chair Hankins mentioned recent news about passengers trying to bring guns through airport security check points and gave a cautionary reminder that this is an unlawful activity with possible criminal charges resulting.
4. Chair Hankins remembered the 2024 Special Olympics North Carolina plane pull which raised \$130,000 and shared that registration is open for 7-person teams raising a minimum of \$1,000 to compete in the 26th annual fundraising event scheduled for April 12th.
5. Chair Hankins mentioned the recent Authority food drives held in November and December resulting in 400 pounds of food and other needed items being donated to the Food Bank of Central and Eastern North Carolina.
6. Chair Hankins reminded everyone of the upcoming two special Board meetings; one on January 21st at 9:30 a.m. and the other on January 29th at a revised start time of 4 p.m. He explained the location and purposes for each meeting. Chair Hankins noted that on January 29th the Board will hold a closed session for a personnel matter from 4 p.m. until 5 p.m. Public comments will be received starting at 5 p.m. until 7 p.m., and the goals contained in the Request for Information were recited to remind everyone what type of input the Board was seeking.

There was discussion that the January 29th meeting time had been moved in part to be responsive to citizens attending after work hours. Board members commented that the meeting should be open for the entire stated period to allow later arrivals the opportunity to express their comments. Chair Hankins noted that the public may submit comments to Board members anytime.

IV. PUBLIC COMMENT

Chair Hankins opened the Public Comment period. There were four speakers: Buddy Kelly, Dr. Jean Spooner, Jeff Shanker, and Natalie Lew.³

V. OLD BUSINESS

1. Operations Committee – Hall-Roberts reported Board members met during the Committee work session on January 16, 2025, and discussed the following:

³ Public comments are attached to these minutes.



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a. Consideration of a Reasonable Pricing Policy

Board members requested the opportunity to discuss additional information with staff, and that language be added to this draft policy to clarify “reasonable” and to provide for enforcement against an individual vendor without invoking the entire clawback provision.

Motion by Szlosberg-Landis that this matter be postponed until the regular March meeting for further Board consideration; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

2. Construction Committee – Morgan reported Board members met during the Committee work session on January 16, 2025, and discussed the following:

a. Park Economy 3 Expansion Solar Panels – Contract Change Order (CCO) 002 for GMP-02 to Balfour Beatty/Metcon, JV

Motion by Morgan for approval of Contract Change Order 002 for GMP-02 to Balfour Beatty/Metcon, JV in the amount of \$1,336,757.39; Second by Hall-Roberts

ADOPTED BY UNANIMOUS VOTE

VI. NEW BUSINESS

There were no items of New Business.

VII. GENERAL COUNSEL’S REPORT

No items were reported.

VIII. PRESIDENT AND CEO’S REPORT

Welcome

Good afternoon, Board members, Team RDU, business partners, and guests who are joining us today.

Passenger Traffic

RDU finished strong in 2024 with 1,342,283 guests traveling in the month of December, a 12.4 percent increase over Dec. 2023. RDU ended the year with 15.5 million travelers compared to 14.5 million in 2023, an increase of 6.5 percent. American Airlines had 26.6 percent of the market share at RDU in December, with Delta at 25.9 percent and Southwest at 14.6 percent.

Economic Impact

According to a new study, RDU has an annual economic impact of more than \$24 billion – that’s up from \$17 billion just two years ago. The N.C. Department of Transportation Division of Aviation recently released its 2025 State of Aviation report, detailing the economic impact North



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Carolina's 72 publicly owned airports have on the communities they serve. The report also shows RDU supports nearly 140,000 jobs and generates \$9.8 billion in personal income and \$1.3 billion in tax revenue for government agencies. The airport contributes to the economy through spending by travelers, airlines, concessionaires and rental car companies, along with construction, facilities maintenance and operational services.

The new data underscores RDU's role as an economic engine that is driving growth in the Raleigh-Durham region. The NCDOT report is produced every two years. It helps guide investment in aviation infrastructure and provides a tool for recruiting aviation industry companies and investment. We can all be proud of the part RDU plays in supporting our region's economic vitality and quality of life.

Air Service

Flights to warm weather destinations are in demand at RDU. JetBlue is adding a second daily flight to San Juan, Puerto Rico for March and April, and Spirit is adding more flights to Ft. Lauderdale. Spirit increased the frequency of its Ft. Lauderdale route from four to nine times a week in January, and from four to seven times a week in February. Avelo will launch two international routes from RDU next month with nonstop service to Montego Bay, Jamaica and Punta Cana, Dominican Republic. Both Avelo routes will fly on Wednesdays and Saturdays from mid-November through September.

National Law Enforcement Day

With National Law Enforcement Appreciation Day being celebrated this month, I would like to thank Chief Witherspoon and our entire police department for their unwavering commitment to serving and protecting our airport community. Their dedication to ensuring our safety, fostering trust, and upholding justice does not go unnoticed.

I am continually inspired by the courage and resilience our law enforcement team demonstrates daily. Because of Chief Witherspoon's leadership and the hard work of all our officers, we can live and work at an airport where people feel safe. We honor and appreciate their sacrifices to keep us safe and thank them for their selfless service.

Winter Storm Response

I would also like to thank the many members of Team RDU who assisted with preparations and response to the winter storm we experienced over the weekend, including:

- Operations
- Emergency Operations
- Maintenance
- Facilities
- Law Enforcement, including our Airport Security Officers



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- Airport Rescue and Fire Fighting
- Guest Experience
- Communications
- The Communications Center
- Information Services
- Parking and Ground Transportation
- Planning and Sustainability, and
- Procurement.

The team began monitoring the storm early last week and preparing to manage any impacts on the airport. Our winter weather crews worked around the clock to keep our roads, sidewalks, runways and taxiways safe for passengers and planes. Some staff even stayed at nearby hotels to make sure we had enough people on hand. They exemplified our core values of Team and Excellence, and I'm proud to call them part of Team RDU.

IX. MEMBER COMMENTS

Everyone was wished a happy New Year. Public speakers were thanked for sharing their comments. Director Kushner thanked fellow directors for rescheduling the start time of the January 29th meeting to accommodate attending citizens, and thanked Wake County Commissioners for reappointing him to the Authority Board for two additional years. Chair Hankins voiced his appreciation for his reappointment as well. Vice Chair Hall-Roberts thanked the Durham City Council for her reappointment, noting her commitment that the matters of RDU embrace the values of the Board. Vice Chair Hall-Roberts reflected on the values of Dr. King including embracing compassion and empathy in daily interactions and being intentional and persistent in doing for others. Vice Chair Hall-Roberts noted the opportunities to provide a welcoming atmosphere which positively impact travelers and colleagues and following Dr. King's example of being a source of light and hope. Treasurer Polanco-Galdamez voiced appreciation for the comments shared honoring Dr. King, and expressed her pride in RDU, thanking staff for their hard work and for the continued and new air services offered at RDU. Director Winters reflected on the passing of President Jimmy Carter,⁴ quoting his words "My faith demands that I do whatever I can, wherever I can, whenever I can, for as long as I can with whatever I have, to try to make a difference." Dr Winters commented on February being Black History Month and on the 117th founders' day of her sorority which was the first sorority for black women founded on Howards campus in 1908. She commented on the rich legacy of Black Americans in shaping our nation and our city, including her grandfather, Joseph B. Winters Sr., who is being honored by the City of Raleigh on February 1 at John Chavis Memorial Park. Director Winters noted her grandfather served as Raleigh's second Black police officer and as a music promoter, using his platform to unite communities and

⁴ Director Winters requested the flag be at half-mast.



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challenge segregation, with his guiding motto being, “It is never wrong to do right.” Director Winters noted that February 1 marks the 64th anniversary of the A&T four who changed the course of history with their courageous sit in at the Woolworths counter in Greensboro, North Carolina, exemplifying the power of standing up for justice, and that with these service and legacy examples in mind, Director Winters looks forward to continuing her service on the Board.

X. CLOSED SESSION

Chair Hankins explained that this closed session would be the last item prior to the meeting’s adjournment and no Board action was anticipated afterwards.

Motion by Kushner to go into closed session to discuss a personnel matter pursuant to NCGS §143-318.11(a)(1) and (6); Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

Closed session from 2:18 p.m. until 2:58 p.m.

XI. ADJOURNMENT

Motion by Szlosberg-Landis to adjourn; Second by Morgan

ADOPTED BY UNANIMOUS VOTE



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Disclaimer: These results are AI-generated which is an experimental feature and the quality of the information may be inconsistent.

Public Comments Notes for January 16, 2025:

Buddy Kelly: Thank you. I was born and raised in Durham, NC. First of all, I applaud the board for changing the hours of the future meeting. That's one of my gripes about the board. It seems like they scheduled these meetings during working hours and the public really doesn't have a chance to show up and speak their minds. I'm here because I love my community and the shared opportunities for outdoor recreation available to us here. I think maybe most of you guys are here 'cause you're getting paid a ton of money to be here. Michael Landguth, the CEO of this business incorporation whatever it is, makes 566,000 dollars, 624% higher than the average RDU salary, 624% higher than the people that make the airport work. William Sandifer that's number two here makes 473,000 dollars 505% higher than the average RDU salary. I didn't even know you could go up above 100%. These gentlemen make more than \$1,000,000 between them and it makes me wonder how is the public benefiting from these obscene salaries? And what value is the public gaining from these two gentlemen? I employ the board to find new leadership. Someone who shares the values of the general public and not just their well-connected friends. In my humble opinion, this board has a sad and sorry history of self-dealing, cronyism and taking care of its own. Just take a look at the dirty deal struck with Wake Stone turning hundreds of acres of beloved, publicly owned land into an open pit of rock ...

Chair Hankins: Mr. Kelly, start wrapping up your comments please.

Buddy Kelly: Despite the pleas of thousands of local citizens. What an outstanding lack of insight, vision, imagination and even business savvy. The insider deal with Wake Stone ... [time expired]

Chair Hankins: Thank you, Mr. Kelly, next speaker. Your time has expired, sir. Thank you. Well, your time has expired under our rules. Thank you very much. You will have, ... no..., you had two minutes and you will have future opportunities. Thank you.

Buddy Kelly: Hmm, I would like the opportunity.

Chair Hankins: Sir, thank you very much. You will have other opportunities and our portal is always open for comments. Thank you, sir. Next speaker.

Dr. Jean Spooner: Thank you. Yes, I have two packets. One was public input opportunities and the other one was the solar sustainability. On the public. Thank you for moving the meeting time. That was one of our requests. You may not know, but the listserv that our view maintains is only used from my view, when you have a board meeting, but not when you have environmental compliance workshops or any other workshop. This is a missed opportunity. You've got a listserv. Please use it for all public notices of meetings of public interest. We sign up for those notices. It'd be a good outreach and I bet you don't even realize that it's not being used. So please do that. Thank you for moving the time. The second is sustainability. I sent you all a renewed, we sent it before, of this resource, the North Carolina Clean Energy Technology



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Center. It has free workshops, free grant opportunities, can handhold you, help you with planning. Help you so you're not building conduit after the fact and paying a quarter of \$1,000,000 for unnecessary upfit. And I might also relay that it's our understanding from our research that you're not capped at 20% if you use it on site, you can use, you can generate as much energy as you can use. Also, there's a hotel and meals tax in Wake County. Have you tried to take advantage of that resource? I know it's competitive. I know it'll take a while to get into it, but it's a lot of money. You're a public resource. There's lots of money opportunities out here that you can take advantage of and then work with the public to have a more concerted master plan and taking advantage of these public opportunities and public input. Thank you very much for your time and service.

Chair Hankins: Thank you, Doctor Spooner. Next speaker.

Jeff Shanker: Good afternoon. Honorable board members of Raleigh Durham Airport Authority. My name is Jeff Shanker. I'm the Chief Strategy officer for Black Tie Transportation and Bus Charters and Blue Diamond Transportation. We are a dynamic, multifaceted, prearranged pass through ground transportation company which provides corporate, executive, personal and luxury ground transportation. Our diverse client base ranges from Fortune 5000 companies to simply a family enjoying a long overdue vacation. I come in front of you today with a perplexing situation which just thrust my industry into turmoil. In October of 2024, our industry was advised that a significant issue had been identified by the RDU ground transportation team where the common accepted practice for prearranged chauffeur car services utilizing parking facilities within RDU was a violation of established rules. During the meeting, my industry stood up and requested leniency of the rules and access to the parking facility. Your team promptly recognized the many challenges and pure benefit of permitting a properly registered RDU livery vehicle permission with a fee to continue best practices and perform a client's expected service of parking these vehicles in a pre-designated location. Entering the baggage claim area to meet and greet our mutual clients. Yes, they're a client of RDU also. Assist them with luggage and providing escort to our waiting vehicle. Clearly partnering and ensuring RDU is seen as a world class facility brought pride in customer service. We've been notified this temporary modification to the rules will be halted in a few days and will no longer be permitted to park and go inside the terminal and greet our clients. Instead, we must resume the practice of our clients obtaining their own luggage, transversing an unfamiliar location while hauling their bags and attempting to locate their chauffeur. the entire time our chauffeur must remain stationed at the vehicle and is not permitted to provide any assistance to clients. To compound matters, in my opinion, this is an infringement of the federal public law, the Real Interstate Driver's Equity Act of 2002. I humbly request this Authority allow properly registered RDU passenger ground transportation companies to continue the parking meet and greet process until permanent rules promulgated. In closing, I'd like to add in 2024, our companies paid RDU over \$40,000 in parking fees. Please let me know if you have any questions. Thank you for your time and attention to this matter.

Chair Hankins: Thank you, sir. Next speaker.

Natalie Lew: Yes. So, I'm actually really didn't have anything prepared. I wanted to mention again this whole issue of the Odd Fellows border. I'm 110% certain you are wrong and it breaks my heart that you guys don't have the courage to actually



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search for the truth. I don't know who's blocking it. Is it Erin Locklear? Ellis, I mean, who is it? I have the information I've tried to get it, some of it to you guys. I don't know, but I have the information to show. That the border is wrong and you are currently, RDU is currently clear cutting 14 acres of Umstead State Park and I see Landguth is not even looking at me. But I mean I'm broken hearted. I'm trying to find the truth. We just want our 14 acres back, so somebody please do something. you guys have the power to do it. You can go to the state, whatever. But I know I'm right. You, you, your legacy is going to be that you're taking 14 acres of Umstead State Park. Wake County, for those that are representing Wake County, you guys, the Wake County commissioners actually signed a MO... whatever, whatever it is that they wanted to preserve, Odd Fellows for the park, but at minimum we should keep the 14 acres of park that your Raleigh Airport Authority surveyor did wrong. I've looked at the map, I've got the history, the RDU Airport surveyor made a mistake. They did not measure Umstead State Park. They measured outside tracks and built everything in. It's a simple mistake. But now you guys are responsible for clear cutting 14 acres of a State Park. I mean, I don't know if you want that on your legacy. This ties into Lake Crabtree County Park because we, we, we made a great proposal back in 2017 and Landguth and Sandifer were not in the development business. Well, what do you do in Lake Crabtree Park right now? You want to develop it. We have a compromise. We know that a little bit of Lake Crabtree could be developed, but that hinges on Odd Fellows. I don't understand why you guys don't want the truth. So please remeasure the border. Wake Stone is clear cutting stuff. It's horrible. It's horrible what you're doing.

Chair Hankins: Those are all the speakers. Thank you all.



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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD OPERATIONS COMMITTEE WORK SESSION MINUTES JANUARY 16, 2025

Committee Chair Hall-Roberts presided. Present: Hankins, Kushner, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, EVP and Chief Development Officer Sandifer, EVP and Chief ISA Officer McFall, Senior VP and CRO Freedman, SVP and COO Connell, SVP and General Counsel Locklear, Executive Assistant Rosales, and other staff members and guests.²

The Committee discussed the following item:

1. Consideration of a Reasonable Pricing Policy

Presented by Kimberly Stewart, Vice President of Concessions – RDU’s Concession Program has followed a Street Pricing Policy for nearly 20 years. The policy began as Street Pricing and increased to +10% around 2009. The current policy of Street +15% was adopted in 2020 to help Concessionaires with increased expense burdens in the post-pandemic operating environment. Compliance with the Policy requires Concessionaires to select 3 comparable streetside locations, comparing same or similar menu items, beverages and merchandise. Prices are then averaged across the comparable locations with the additional percentage added thereby setting the final price for sale within shops and restaurants at RDU.

Staff requests consideration of a Reasonable Pricing Policy (Policy). The Reasonable Pricing Policy, sometimes referred to as Market Pricing, allows concessionaires to set reasonable prices for food, beverages and retail merchandise. Reasonable pricing is the price an item will sell for in an open and competitive environment where the buyer has more than one option to purchase a similar item. The current Policy absorbs a significant amount of Staff and Concessionaires time to meet the quarterly report compliance requirement. In addition, finding exact comparable items in streetside locations is difficult based on portion sizes of menu items, souvenir type merchandise and specialty items that may be in smaller packaging to support traveling conveniences.

Recent surveys of other airports reveal other airports who support Reasonable (Market) Pricing. CLT has operated under a Reasonable Pricing Policy for more than 20 years. PHX moved to Reasonable Pricing in 2019. Other airports operate under Reasonable Pricing or are shifting to new models in the coming months. These shifts are driven by the critical need to accommodate the increasing cost of doing business in airports compared to streetside businesses. Additional regulations and restrictions drive increased costs from constructions costs to employee expenses

¹ Vice Chair Hall-Roberts and Treasurer Polanco-Galdamez participated remotely via Teams.

² The meeting was live streamed at <https://www.youtube.com/live/IwDU1ZnP60s>.



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for parking and badging to delivery expenses for products to be delivered to the terminals. The cost to recruit, train, hire and retain employees is also an increasingly difficult area for concessionaires.

Airports outside of the United States (US) successfully rely on market-based pricing and competition to ensure the guests have access to reasonably priced goods. These airports consistently rank higher for passenger experience than US airports. Other industries in the US do not limit pricing such as venues, stadiums, corporate buildings, academic campuses, etc.

Staff will continue to review initial pricing prior to the opening of new shops and restaurants. Random price checks will be conducted to ensure compliance. In addition, Staff will monitor customer feedback and conduct inquiries as needed. A clawback provision will be added to the Policy should the need to revert back to Street Pricing +15% be necessary.

Vice Chair Hall-Roberts inquired about a broader perspective on concessionaires' offerings, with items from the region's Historically Black Colleges and Universities (HBCUs).³ Secretary Szlosberg-Landis asked for further explanation regarding the clawback provision and referred to scenarios of restricted vendor choices versus a free market environment. Kimberly Stewart discussed staff's monitoring of price setting, including review of customer feedback, and described how the market environment within the terminals is competitive. Treasurer Polanco-Galdamez questioned timing of pricing reviews under the proposed policy. Ms. Stewart explained the time and effort staff currently spends to conduct pricing reviews and for initial unit start-up reviews.

Director Kushner asked further questions about the clawback provision being global. Kimberly Stewart explained that with one incident, staff would deal with that particular concessionaire rather than trigger a clawback for all vendors. There was discussion about the looseness of the definition for reasonable pricing. Kimberly Stewart mentioned other airports with reasonable pricing policies. Ms. Stewart noted that pricing investigations are managed on a case-by-case basis, with staff reviewing for additional information as sometimes it is a matter of educating customers who are expecting street pricing. Director Kushner noted that the policy doesn't provide for sanctions for one offending vendor, only global clawback and asked Erin Locklear, General Counsel, if there could be a clearer defining of reasonable, with a basis to sanction one vendor. Ms. Stewart noted that in addition to the proposed policy, there were monitoring procedures for staff, and that further sanction language was contained in each vendor's Terminal Concession Lease agreement. Director Kushner asked if the extra costs to transact business post-security at the airport could be gaged and used as a baseline. Director Kushner reiterated his concern to protect consumers in the airport environment, with no mechanism except for clawback for all vendors.

³ Correction made as to commenter.



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Chair Hankins reminisced about a delegation that assisted Bulgaria in 2002 to change from a price controlled regime to a market economy. Chair Hankins offered that a modification be made to the draft policy, noting that reversion to this 15% policy was an option if the Board saw fit. CEO Michael Landguth suggested that staff could report back to the Board in six months or so with an update if the policy is approved.

There was Board discussion on what type of language could be added perhaps as to a ceiling percentage if prices rise higher than street value which would trigger clawback provisions. David Freedman, Chief Revenue Officer, noted that airports worldwide, some with this type of policy in place for several years, haven't had the issues being considered, and none have had to remove the policy.

Committee Chair Hall-Roberts inquired if there was an urgency to this policy or could the General Counsel bring suggested language for the Board to consider at the next regular meeting. Ms. Stewart noted that with the number of new units set to open, staff would be expending effort and time under the current policy for initial pricing reviews. Mr. Landguth expressed his confidence in Kimberly Stewart and her team, who have relationships with the vendors and have been in this field, working with the vendors and looking out for the customers. Committee Chair Hall-Roberts indicated that based on her colleagues' comments, that the Board members would like additional information on this matter as well as language in the policy before moving forward on this item. Chair Hankins offered that some modification to the policy could be reviewed; however, he wasn't sure if a percentage figure would be best and it may be left to staff's professional judgment.

General Counsel, Erin Locklear, gave a brief summary regarding the use and definition of "reasonable" being a flexible standard as to what is practical in that particular context. Director Morgan commented that what is reasonable now might not be reasonable in future years and the Authority is trying to get away from price controls.

Staff requests Board approval for the President and CEO to implement the Reasonable Pricing Policy.



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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD CONSTRUCTION COMMITTEE WORK SESSION MINUTES JANUARY 16, 2025

Committee Chair Morgan presided. Present: Hall-Roberts, Hankins, Kushner, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, EVP and Chief Development Officer Sandifer, EVP and Chief ISA Officer McFall, Senior VP and CRO Freedman, SVP and COO Connell, SVP and General Counsel Locklear, Executive Assistant Rosales, and other staff members and guests.²

The Committee discussed the following item:

1. Park Economy 3 Expansion Solar Panels – Contract Change Order (CCO) 002 for GMP-02 to Balfour Beatty/Metcon, JV

Presented by France Campbell, Director of Landside Engineering – This proposed Contract Change Order (CCO) 002 for GMP-02 to Balfour Beatty/Metcon, JV Construction Phase is to provide labor, material, equipment, and supervision associated with the Park Economy 3 Expansion solar modifications captured in Bulletin 6 issued by the project engineer RS&H.

To reduce the cost and schedule impacts of Bulletin 6, portions of the work were performed under Construction Change Directives (CCD's) 001, 003, and 007. These CCD's allowed underground conduit installations to proceed ahead of cement treated base and pavement installations and released long lead electrical gear necessary to maintain the project's turnover schedule.

The costs reflected in this change order are for the procurement and installation of the turnkey solar system and the change order line items are shown below.

Change Order Line Items:

Description	Amount
CCD 001 – Conduit for Solar Canopy	\$254,030.00
CCD 003 – Eliminate Concrete Encasement for Solar Duct Bank	\$(22,040.00)
CCD 007 – Solar Electrical Additions	\$79,992.00
Solar Panels Installation	\$962,910.00
CMAR Fee (3.5%)	\$44,621.22
Misc: Insurances and Performance & Payment Bond	\$17,244.17
Grand Total	\$1,336,757.39

¹ Vice Chair Hall-Roberts and Treasurer Polanco-Galdamez participated remotely via Teams.

² The meeting was live streamed at <https://www.youtube.com/live/IwDU1ZnP60s>.



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The overall Minority and Women-Owned Small Business (MWSB) goals for GMP-02 of the Park Economy 3 Expansion are 13% Minority-owned Small Business (MB) and 9% Women-owned Small Business (WB).

After receiving bids for this work, the CMR's proposed MWSB commitments for the GMP-02 CCO 002 and overall project are shown below:

- GMP-02 CCO 002 Commitment – 72.0% MB and 0.0% WB
- CMR Commitment for Overall Project – 13.0% MB and 8.2% WB

The Authority's Small Business Program Office determined that the contractor made sufficient good faith efforts to achieve these goals.

Committee Chair Morgan asked about grants and France Campbell noted that the estimated payback period had taken into account the anticipated 30-40% grants being applied for. Chair Hankins mentioned potential grant opportunities shared by Dr. Spooner. Director Kushner questioned the potential to add solar canopies to power the EV charging area and if conduit could be laid now for later use. Mr. Campbell explained the pavement was already in that section. Secretary Szlosberg-Landis thanked staff for the solar and EV charging components now part of this project but referred to previous conversations involving timing of conduit installation and remarked that future projects should have these components embedded.

Staff requests approval of Contract Change Order 002 for GMP-02 to Balfour Beatty/Metcon, JV in the amount of \$1,336,757.39.



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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES JANUARY 21, 2025

Chair Hankins presided. Present: Hall-Roberts, Kushner, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, EVP and Chief Development Officer Sandifer, EVP and Chief ISA Officer McFall, Senior VP and CRO Freedman, SVP and COO Connell, SVP and General Counsel Locklear, VP and CFO Kapocius, Executive Assistant Rosales, and other staff members and guests.¹

Chair Hankins noted a quorum was present, thanked fellow Board members for attending, and gave opening remarks about this special meeting called to discuss the Authority's strategic, funding, and capital plans and review key projects. CEO Michael Landguth outlined the objectives for the meeting as well as upcoming dates for Board actions. Mr. Landguth recapped the strategic planning process, with the draft Strategic Plan presented to the Board in July 2024, which draft has been refined based on the Board's feedback and an update is being presented today. Mr. Landguth went over the purpose and importance of a Strategic Plan and how the plan aligns with the Business Plan and the Budget. He explained the top four priority projects which are Runway 5L/23R, the Terminal 2 landside program, improvements to John Brantley Blvd. and completion of Park Economy 3, with these projects representing 93% of the \$2.5 billion Vision 2040 Phase 1 investment.

Chief ISA Officer Chuck McFall gave introductory remarks about Stephen Van Beek, of the Steer Group, who would be giving an update on the aviation industry and some of the external factors that are considered in the Strategic Plan. Mr. McFall explained that per the Board's comments, the Authority conducted a Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis which is from an internal perspective, as well as a Political-Economic (or Environmental)-Social-Technological (PEST) analysis which considered external factors, and those outcomes would be shared later in the presentation.

Stephen Van Beek gave a state of the industry update about what is happening with changes in policy as well as industry developments which are important to the Authority's Strategic Plan. Dr. Van Beek summarized highlights in the current aviation industry and shared key economic metrics. He noted the new Trump Administration carries uncertainty about impacts to aviation from executive acts, trade policies and regulatory actions, as well as challenges from the US withdrawing from the Paris climate agreement.

Dr. Van Beek shared graphics of global airspace status and explained how conflicts impact global air service. He noted how four airlines have the majority of the U.S. seat capacity and how airlines have recovered since the pandemic. Dr. Van Beek shared that lower fare carriers have had the bulk of growth, and that despite softening of the European and English carriers, international airlines have grown in the U.S. market. Dr. Van Beek displayed how U.S. airport hub types have recovered with RDU in the top quartile with 12% since 2019. There was discussion on calculating enplanements as opposed to seat

¹ The meeting was live streamed at https://www.youtube.com/live/nE_WedL6ULY.



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capacity and that RDU reached 7.7 million enplanements in 2024 with Steer projecting an 8% increase in 2025. Dr. Van Beek indicated that with Steer's benchmarks, RDU could see 20 million customers by 2030, which is why the Strategic Plan is important and why the Authority is trying to invigorate its assets to create additional capacity for passengers.

Dr. Van Beek mentioned the Mandate for Leadership and possible priorities for the Trump Administration regarding aviation and related issues. He summarized potential administration changes with impacts government-wide, those affecting airports, and others altering aviation policies. Dr. Van Beek noted possible changes affecting the allocation and funding criteria of ACDBE programs, potential FAA ATO reform, policy changes as to airline ownership and control, as well as the possible removal of criteria of electrification from some federal grants. Dr. Van Beek indicated that Buy American and implementation of tariffs are two big issues which could impact capital projects 'costs. Dr. Van Beek indicated that there will be less reliance on federal grants and more consideration of the role of user fees, as well as increased private-sector financing. Dr. Van Beek responded to questions noting the last PFC change was 25 years go and shared that he and Michael Landguth were working on policy work as to charging alternatives for airports. Chair Hankins inquired about privatization of some public airports and Michael Landguth and Dr. Van Beek explained how many airports utilize private companies that are willing to invest for a return, while the airport maintains overall control. Dr. Van Beek answered questions about the pros and cons of public private partnership, which is the type of financing structure utilized by NC DOT for toll roads.

Chuck McFall went over the purpose of the Authority's Strategic Plan, which focuses on the Vision and Mission of the Authority and establishes direction and awareness of goals and objectives. He explained how once the Strategic Plan is in place, the Business Plan is developed with each goal and objective, and those are aligned with tactics or strategic projects which enable achievement of the overall goal. All have a line of sight back to the Vision, Mission, and Core Values of the Authority. Mr. McFall noted that all projects are tracked on the Tactical Plan showing milestones and alignment to the specific objective and ultimately back to the corresponding goal. He explained why it was time for change from the current Plan with its goals and objectives developed as the Authority recovered from operations during COVID and how a Plan should be fresh and reflective of the airport's current challenges.

Mr. McFall explained that the SWAT and PEST analyses were conducted which validated the Authority's Vision, Mission, and Core Values. He explained how multiple reviews were conducted by senior management and leadership staff. Dr. Van Beek, in his role as a facilitator, explained why the Vision and Mission were still fundamental to the Authority with the Core Values being key methods for internal and external interactions. Dr. Van Beek referred to the current Strategic Plan, developed during a time of growth uncertainty with planning focused on financial sustainability and resiliency, which has seen RDU grow year-over-year since 2019 to the top quartile, which growth is the impetus for a new Strategic Plan.

Dr. Van Beek recapped the SWOT analysis, listing some strengths, with RDU being a recognizable brand and an economic engine for the region providing strong domestic and competitive international services. He noted some of the identified weaknesses including aging and capacity-constrained infrastructures



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which require continuous improvements, as well as staff retention issues with escalation of compensation costs to remain competitive, giving understanding as to the setting of the strategic direction. The opportunities included maintaining and growing air service, reinforcing business and community partnerships, leveraging non-aeronautical revenue, utilizing technology to improve productivity and increasing talent and staff retention. Dr. Van Beek referred to the threats including striving to stay nimble in the industry as well as not veering from the strategic direction, ground transportation chokepoints on the campus, cybersecurity threats, Federal government mandates, and rising costs for labor and materials. Dr. Van Beek shared a summary of the 2024 PEST Analysis itemizing impacts from Political-Economic-Social -Technological factors.

Dr. Van Beek displayed the goals and objectives, showing changes incorporated from the Board's feedback in July. He explained the goal to grow responsibly to meet demand with objectives for prioritization of investments in airside, terminal, and ground transportation capital projects, retention of financial flexibility and resiliency, and targeting new and underserved air service markets. Dr. Van Beek went over the goal to elevate guest experiences, in the midst of the airport's growth and development, to enhance experiences at RDU with timely and seamless travel to and through the terminals. Dr. Van Beek covered the goal of empowering staff to think boldly and deliver creatively, with objectives to recruit for, develop, and reward high performance, and innovated processes and provide tools to enhance staff's effectiveness. Dr. Van Beek discussed the fourth goal of enriching the community with objectives to continue to engage and educate about RDU, while encouraging and fostering inclusion of MWSB businesses, and building on the Authority's sustainability commitments.

Dr. Van Beek invited comments and noted that the Board had time to consider this information and to provide further feedback. Director Morgan inquired infrastructure being taken out as a goal and Dr. Van Beek discussed how infrastructure is a portion of the four major goals. There was discussion about the softening of the leisure travel due to the post-pandemic "fizzle" and some revenue projections in parking and rental car showing a slight decrease. Mr. Landguth noted that with an increase in inflation, businesses have uncertainties in making investments and increasing hires but that RDU's regional market tends to be less impacted and that senior management would know more during RDU's summer peak leisure travel season. Mr. Landguth explained how the Steer Group developed a sophisticated modeling tool and how Finance has run different scenarios with assumptions to determine best case scenario. Dr. Van Beek shared that towards the end of 2024 some businesses stockpiled inventory due to the uncertainty of tariffs and the impact on costs. This increased air cargo and shipping and until this stockpiled inventory is used, this could cause a downturn in those industries.

Chuck McFall commented on the Authority's intent to grow responsibly to meet demand and that the goals have been honed from five to four with now ten objectives, shortened to be simplistic and strategic while relatable. There was discussion about the reduction in goals and Mr. McFall explained how some objectives have become very tactical which is why the Strategic Plan is being reviewed and refined.



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After a short recess was taken, Ronald Kapocius, VP and CFO, presented a preview of the draft FY25-26 budget. Mr. Kapocius noted enplanements as a main financial driver and displayed the year-over-year growth trend, with RDU holding around 2% monthly growth for the last few months in 2024. He explained the yearly growth trends for last ten years, with 18% growth in FY2024 and FY2025 forecasting 7.8 million enplanements.

Mr. Kapocius displayed the draft operating revenue, operating expenses, and operating income with the variance percentages. He explained that the next steps toward budget finalization would be to run scenarios around enplanement growth rates, charges and expenses. Mr. Kapocius discussed the capital projects ordinance, with the FY25/26 projects totaling \$2.5 billion which is an increase from FY24-25 of \$1.6 billion. Mr. Kapocius answered questions about why the RWY 5L/23R project has doubled in costs as the preliminary project total was based on 30% design and costs have escalated, as well as that the total project didn't include taking the current runway and converting it into a taxiway system. It was noted that this is the best estimate with staff being overly conservative. Mr. Kapocius noted that these figures do not include potential impacts from tariffs or other economic drivers such as inflation. Dr. Van Beek indicated that tariffs and the new administration's policies could affect different industries in various ways and any impact to airports/RDU and the material for planned projects is uncertain at this time.

Mr. Kapocius displayed the Phase I - \$2.5B Funding Program, showing the various funding sources for the capital projects. Directors inquired about the reserves being used, the bond issuance and bonding capacity, as well as what the debt service would be. Mr. Kapocius explained the factors considered when issuing bonds and the involvement of the Local Government Commission. Mr. Landguth discussed how the Authority needs to build out infrastructure in phases and answered questions about other air carriers potentially using Terminal 1. Mr. Landguth referred to other airports such as LaGuardia International with public-private partnership endeavors for projects, which is a model where the airport maintains control while still getting private investments. There was discussion on the risk of funding loss from federal grants under the new administration's directives.

Mr. Kapocius went over the budget cash flow impact. He noted the outstanding debt obligation of \$327 million. There was discussion on the approximate borrow amount of \$200 million, which will be staggered. Mr. Landguth explained other sources of revenue being explored which might have high return of investment including development of property and development of hangars, as well as the analytics on higher overall returns anticipated from the operator model. Mr. Landguth indicated that other options were recruiting more air service, and potential increase of rates and charges. Mr. Landguth noted that the Authority has no taxing authority, necessitating generation of income from operations on the airfield or from the real property of the airport. Mr. Landguth commented on aging infrastructure throughout the campus and maintenance for the current runway.

Mr. Landguth explained that this information had been presented to give preliminary information to Board members to allow time for their review, to allow time for questions, and to help prepare for the draft budget presentation scheduled on March 6th. Mr. Landguth addressed questions about how the goals and



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objectives are prioritized, noting that the top ten objectives for the organization each have one key project, and he recapped the top four capital projects in Phase I. Mr. Landguth explained how performance metrics for projects are reviewed by staff monthly to determine projects are on schedule and budget. He referred to the executive summary shared with the Board members monthly which shows the top priority projects and details performance as to scope, schedule, and budget and what is being done over the next 90 days. Chuck McFall gave further details about the metrics used by senior management as well as the tactical plan with milestones.

Secretary Szlosberg-Landis inquired about meeting the community's expectations and the possibility of a tram system/people mover, given the transportation issues. There was discussion about onsite trams at other airports, the cost of such systems, and if an airport the size of RDU needed such a system. Chair Hankins noted that beyond Phase 1, the Board could be looking at more long term ideas for the airport. Director Kushner expressed it was difficult to give feedback at this time without having knowledge of projects associated with objectives and questioned if the expansion of John Brantley Boulevard was critical. Bill Sandifer gave some background on the traffic congestion during holiday travel periods and that if new markets and new gates are added, the roadway would have to be increased for that capacity. Mr. Sandifer answered questions about the Terminal 2 landside project which would extend the existing canopy for customers' weather protection but did not include the enhanced canopy design.

Board members questioned how the January 29th meeting for hearing public comments would be handled. Erin Locklear noted the limited purpose given for the current special meeting. Based on comments from Chair Hankins, Mr. Landguth noted that a plan would be put in place for the public to sign up to speak at the upcoming meeting. Chair Hankins stated that speakers would have at least three minutes each.

Motion to adjourn by Kushner; Second by Morgan.

ADOPTED BY UNANIMOUS VOTE

Meeting adjourned at 12:20 p.m.



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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES JANUARY 29, 2025

Chair Hankins presided. Present: Hall-Roberts, Kushner, Morgan, Polanco-Galdamez¹, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, SVP and General Counsel Locklear.²

Chair Hankins noted a quorum was present, thanked fellow Board members for attending, and gave opening remarks about this special meeting called to convene a closed session to discuss a personnel matter from 4:00 to 5:00 and then to receive public comments from present, in-person attendees offering proposals to achieve the Authority's stated goals for the Lake Crabtree Park Development to: a) Create a unique and innovative entertainment destination which will be appealing to the greater Triangle Region and may include community assets such as food and beverage, retail, hospitality/boutique hotel, recreational facilities, etc.; b) Develop in a manner consistent and appropriate with the natural surroundings of the site; c) Ensure recreational users are considered in the development; and d) Increase non-aeronautical revenue to the Authority.

Motion by Szlosberg-Landis to go into closed session to discuss a personnel matter pursuant to NCGS §143-318.11(a)(1) and (6); Second by Morgan

ADOPTED BY UNANIMOUS VOTE

Closed session from 4:05 p.m. until 5:00 p.m.

Chair Hankins called the open session of the special meeting back to order, thanked the public for coming, and made opening comments about the receipt of public comments for as many proposals as possible or suggestions for the Authority's stated goals for the development. Chair Hankins: gave a description of the property being considered for development as 148-acres at the intersection of Aviation Parkway and I-40 along the access road to Lake Crabtree Park; stated the Authority does not intend to invest public funds for the development and would like to hear suggestions for amenities that are attractive to the community; stated no decisions or guarantees will be made now; described the Authority's enabling legislation that authorizes the Board to act in an administrative capacity to lease airport land and enter into contracts with broad powers to fund, improve, and operate the airport without the power to levy taxes; described current negotiations with Wake County for the lease of Lake Crabtree County Park at a level that the County can afford; shared that the Authority has worked in collaboration with Wake County; emphasized that development would be compatible with Wake County's lease for Lake Crabtree County

¹ Treasurer Polanco-Galdamez participated remotely via Teams until 7:00pm.

² The meeting was live streamed at <https://www.youtube.com/live/ewYddT0trFA>.



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Park and would not include high-rise commercial offices or warehouses; envisioned an open-air design that incorporates trails with a connection across I-40; stated FAA's requirement that the airport be self-sustaining and must receive fair market value for property leases for property that is very valuable even though it is not available for sale; relayed that Wake County has said it cannot afford to lease the tract being considered for development. Chair Hankins related that speakers on behalf of a group will have 10 minutes to speak and individual speakers will have 3 minutes and asked that speakers follow the code of conduct, maintain order and decorum without personal attacks, and keep their comments relevant to the purpose of the meeting. The Board will carefully consider comments and suggestions if the decision is to proceed forward. Chair Hankins opened the public comment period³.

Andrea Harding: My name is Andrea Harding. I moved to the Triangle area a little more than two years ago and have been a regular bike rider at Crabtree in that time. Before moving here, I lived in and travelled to many states in the US and have mountain biked on about 100 different trail systems. Across the country from these experiences I have seen firsthand how mountain biking has significantly grown in popularity. To the extent that millions of public and private dollars are being spent to build world class trail systems that are enjoyed by adults and children alike, the trend across the country is to build trail systems and not take them away. Here in the Triangle, Crabtree is a trail that packs a lot of fun into a small space. Thanks to the many volunteer trail builders over the years that have designed and built trails and created features that make riding there a lot of fun. It is the most heavily used park in Wake County due to its central location. While there are other mountain bike trails in the area, most are in farther corners and are not easily as accessible as Crabtree. In your September RFI, you stated a goal to create a unique and innovative entertainment destination. The Crabtree Trail system is a unique entertainment destination. There is passive entertainment and there is active entertainment and I believe you are referencing in your in your RFI passive entertainment. The trails at Crabtree are active entertainment. We have plenty of passive entertainment here already. The Lenovo Centre, Koka Booth. DPAC. Fenton. Other residents don't want more passive entertainment and anything similar built at Crabtree will cannibalize sales from these existing venues. If the area must be developed, there's only one viable approach. Active entertainment in the form of recreation that leverages the existing trail system and expands on it. Consider the Whitewater Center in Charlotte, an outdoor recreation center that promotes an active lifestyle through its more than 30 land and water activities. It also offers festivals, films and races. Crabtree is not wholly analogous to Whitewater with respect to size and topography, but some parallels can be drawn to consider such a center at the Crabtree site. The most recent revenue number that I could find for Whitewater was 28 million in revenue in 2023. As a resident and ardent mountain biker. I see three options. Leave Crabtree Park as it is. Honor its history as a designated recreational site and respect the wishes of the community to keep it as it is. #2 if developed, develop it in a way that promotes an active lifestyle with recreation and active entertainment. And three, the worst option in my opinion, is to develop yet another center for passive entertainment that could potentially cannibalize from other existing venues. We have plenty of that already here and don't need more. Thank you.

³ Disclaimer: These results are AI-generated which is an experimental feature and the quality of the information may be inconsistent.



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Wes Hall: We offer adapted sports opportunities for people with physical disability in the Triangle area. Lake Crabtree was our choice because of its vicinity to I-40. Ease of access allows us to make accessible trails there. We've spent organizational funds of about \$8000 to renovate the trail to make them accessible. We made it the first accessible trail system in the state and one of the trail systems that other trails look towards. We've got in some rehabilitation as well. We replaced ten bridges in that in that park system to allow them to be accessible for adaptive cycles. More inclusive activity allows people with disabilities enjoy the outdoors. Mountain biking, like our able-bodied peers. 110 volunteers put in approximately 570 hours of work to that trail system to create that accessible status. A model as mentioned before. Contrary to perception greenways and railways are not an alternative to mountain biking. Our community does not want either. We want possible. We want the mental and physical challenges that come with a mountain biking. Just like my able-bodied peers. The trail system allows us to have that enjoyment. Since the Adapted Sports started its official program in 2024, we have introduced 23 people who live with a disability to adaptive mountain biking. Some have never been on the trail and some had never thought they'd be on the trail again. Athletes like Nell, who got to enjoy mountain biking for the first time with her father and her brother Juan, who is a polio survivor who found new passion for adventure, and Todd, who thought he'd never ride again because he has MS is riding again. 121,000 adults, 18,000 youth who live in Triangle area with mobility impairment, Crabtree represented hope to adventure from the default easy to the mental and physical stimulating challenge that mountain biking presents, and most importantly, it created an environment of inclusion as we've been embraced by the community behind me. At the two of these six rehabilitation trails not commenced, I requested to delay construction until the facility's Old Reedy Creek and Crabtree trailhead have been improved. The current ORC area is under undersized for existing user numbers, sometimes precarious, for hikers, runners and cyclists to navigate the area as Crabtree. The 286 Trail system leased by Wake County to be eventually protected permanently for the community to use. People move to this area not only for more jobs, schools, they move the area for the green space we have existing already. Urban green space is paramount for those living with a disability. It is not as simple as throwing a bike on the rack and hopping into the car and driving off is a process. Is the location accessible? Are there ADA restrooms? Is my time in the car worth my time on the trail? I hope you share the vision. The Triangle area can be a destination for all to enjoy an active outdoor lifestyle. But more importantly, those who live with disability can join in as well. Thank you.

Natalie Lew: RDU should not develop forested land they took knowing it was planned parkland and knowing it was not needed for airport use. Lake Crabtree County Park needs to stay as because there's already entertainment and shopping nearby. Just look at this picture here and the Lenovo Center is being transformed into a major entertainment district. Also, because RDU has destroyed and or plans to destroy the remaining forested land, take a look at the gray spots. And because Lake Crabtree County Park is not a random piece of land. It's long been planned to be a park. We do not need more me too development. We need a recreation district like Crabtree as one of many lakes along Crabtree Creek. Why was it built in the early 1900s and into the 1950s? There were several significant and destructive flooding events along Crabtree Creek in the mid-1950s. The Crabtree Creek watershed work Plan was created to mitigate floods. It was publicly funded while the goal was to control flooding with a series of dams. Recreational use at



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these structures was acknowledged. This is the birth of Lake Crabtree County Park. The RDU director, staff and developer friendly Authority members knew the location of the planned lakes, as did many prominent developers and the head of the NCC&D, who was also a prominent developer and eventually a RDUAA member. The 1950s watershed work plan map shows Lake Crabtree structure 23 in the same location it is today. Note how far it is from the airport. In the 1960s you had one primary runway and two secondary runways, Runway 5-23, which is today's 5 Right 2-3 Left has emerged as the primary runway, but it's clear that a second runway was needed. Where was it built for the 1941 master plan? The new runway should be built away from both Lake Crabtree County Park and Umstead Park, but instead of following the original 1941 master plan, the developer heavy and developer friendly RDU staff and authority pursued 2 runway plans that took place from runways.

Chair Hankins: *Please focus on the project.*

Yeah, I'm getting to that. Yeah. So, but because of Plan A, put a runway, created the runway directly adjacent to State Park and Plan B created the 2nd runway next to I-40. Plan A was never possible because it took Umstead State Park and already aggressively pursued land acquisition despite objections of the fanatical savers of the park, which is how RDU described people in confidential letters. In September of 1966 RDU received an FAA grant to purchase land. Later a shell game was played to shift the money around and to allow for.

Chair Hankins: *Would you please address the project that we are here for?* This is the Crabtree land. What land did RDU go after first? Land outlined in blue were purchased starting in the 1959 to early 1960s by developer Ian Richards. A friend and colleague of future RDUAA member, who's also a major developer and the current chairman of the NCC&D. Note how remote these lands are from where the new second runway was actually built and note where I-40 and Lake Crabtree are located. This is a resulting 1967 land acquisition by RDU. It's not contiguous with the current airport and it included Lake Crabtree County Park. Again, the park had already been planned. And also again, this land acquisition was contradictory to the original 1941 layout. In RDU's 1975 master plan the final property boundary shows all of Lake Crabtree County Park and all of Odd Fellows outside of the property boundary. RDU didn't need the land in the 70s, RDU's 1975 master plan. The land use plan shows all of Lake Crabtree County Park is designated as agricultural and open space. Consistent with plans, the 1975 FAA approved property boundary for RDU again shows all of Lake Crabtree and all of Odd Fellows outside of the property boundary. But if RDU didn't need these lands for Plan B, they didn't need them for Plan C because it was just so far away. In the mid-1970s, the federally funded Upper Crabtree Watershed Sewer program acknowledged Lake Crabtree County Park. They were going to develop the land around

Chair Hankins: *May I ask, are you getting to comments about this potential project?*

Yes, because it deals with the land. So already you've been studying the current runway set up Plan C in the late 70s? Yeah, they kept taking land for B, even though Plan B was nixed in 77. The FAA again approved a boundary where Lake Crabtree County Park wasn't inside of the boundary. Wake County tried to buy the land at that time, but RDU again Willie York, the developer, was now on the Airport Authority.



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He blocked the plan. So Wake County was trying to do this. Based on plans from the 50s, RDU blocked it. And look at this 1981 proposed plan for Lake Crabtree. Look where the road is. It shows that Wake County was trying to have the park on this entire land per plan. Again, sale was blocked by the chairman of the Land Committee, who's the one that orchestrated this land. The 1985 lease for Lake Crabtree. You guys like to say you only get a dollar a year, but you fail to acknowledge that taxpayer money built the lake that makes the property valuable and Wake County actually built the water line to the Airport as part of the lease. So millions of dollars of public money are associated with Lake Crabtree County Park for this recreation district that was already planned. As you can see from the 1980s general development plan, people were already thinking Lake Crabtree County Park Recreation District. We have planned this for you. You can make money off of this if you leave it anyway. The whole region was publicly funded again. They've designated Lake Crabtree County Park as highest priority and high priority for preservation. Goes along with all the other plans. Nothing changed in 2013. The state actually classified all of Lake Crabtree County Park as conservation land. It is planned to be a park and a recreation district. FAA says that you guys are supposed to work with local planners and ensure that airport plans are consistent. The land use plan within the airport boundary should set aside buffer zones, recreation and land use is on airport property and immediately adjacent to it must be reviewed. Together, the grant obligations that you just spoke about. They say that you're supposed to be reasonably consistent with local plans. We want to work with you. But yeah, we want to work with you. Same with your grant agreement says you're supposed to coordinate with other plans. You got Wake County's open space plan. Wake County zoning carries Old Reedy Creek, the RDU. This is the land zoning. Like Crabtree, she's not even zoned for this kind of stuff. The ALP is not a zoning document. We've already got a recreation district. Lake Crabtree on the lake. Crabtree is part of Old Reedy Creek Rd. We've got a recreation district. As somebody already spoke about. This is the draw to that area. If you take Lake Crabtree County Park and develop it, it's not going to be a good district anymore, especially given that you've allowed Wake Stone to clear cut Odd fellows. So as you just saw, Lake Crabtree County Park's plan before RDU took the land and RDU kept the land even though Wake County wanted it back. As you're here tonight, Wake County Lake Crabtree Park is well loved. Very unique, highly used, highly used, irreplaceable, not just in Wake County - to the state. Our population is increasing, but our forested land is decreasing. We don't need more me too development. This is exactly what you're proposing right now. We need to keep park space, especially when long planned. Lake Crabtree has been used for decades. What you guys are doing is killing the heart of this community by taking it away. As for FAA documents, you don't have to develop it unless you cherry pick some things out. There's a compromise plan that benefits the airport and the community these precious parks. We've talked about that one before. We just say just work with us and you know, say we stop Oddfellows, stop the drill. Thank you.

David Anderson: My name is David Anderson with Triangle Off Road Cyclists. You probably know we were formed in 2005. The formation of four local mountain biking groups. We're all volunteer. Most of our focus is on trail building and maintenance. We also hold events rides. Sorry. Rides, clinics and races. And this these are most of the trails that we have agreements with to build and maintain. And you'll notice that suspicious one right there in the middle of the TORC universe. Let's take another look at it from a different perspective. This is the major greenways within the Triangle and what stands out is this Lake



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Crabtree Park and Umstead State Park. This is the hub right? This is literally the nexus, the hub of the regional greenway system. Let's take a look at it from a slightly different perspective. Here the blue shading indicates the level of cycling activity. More intense aligns the more usage that area gets. This is that same blue indicating activity levels of cycling. But just a little more zoomed in here. And let's take just keep this really brief, but to really understand the importance of this issue, you have to understand the decades and decades of massive planning and investment that have gone into making this so special. You know, it started with the federal project to create the lake, the dam, the flood control structures, federal and county money. Then the county came along and invested in the road in the water and sewer into the airport. And invested in their in the trailhead structures and the and the boat rental facilities in the road. But if you look at it, it's this is just like the perfect. If you're gonna plan a perfectly convenient, highly effective park. This is the location. I mean. It's just you don't just have it into this. This is literally decades of investment and planning. You know, it started with Town of Cary building the Black Creek Greenway. That's my pointer. No, sorry, the pointer's not working. It started with the town of Cary Black Creek Greenway, up from the South. Then, a few years later. Well, many years later. The Town of Cary built the trailhead parking, which is right adjacent with the dam controls of the dam structure. About 60 parking on any given day. Nice weather. I didn't go over there beforehand. Good chance that that was full or close to it. Heavily utilized and I heard, I believe it was you. Sorry, I was listening on the stream, but I believe it was you Chair Hankins. And as I mentioned earlier, the need for connectivity across 40 and into the park. I'd just like to note that that connectivity is already there. And in fact, it's so heavily used by the cycling community that the Town of Cary put bike paths on it, and that is that blue, you know, right? Basically, from the dam at Old Reedy Creek Rd. crossing 40, there's a very effective corridor across I-40 already, and if you'll notice from that little green, I really wish I had a pointer. Apologize. There is a trail that immediately goes into Lake Crabtree from there, and that trail bustling with activity of hikers and bikers. Trail runners. So the connectivity's there. So just to finish that quick point on the investments, right, the Town of Morrisville built the greenway. There's super dense development going on in Morrisville and they had the forethought and the foresight to say, hey we, we need to invest and build a greenway into this area. Very last comment on this. The investment continues. The I-40 bikeway is going to make this super central and accessible to even more people. Just a very, very quick comment on this trail system that we built there. We've held hundreds of events there, thousands of volunteer hours and about \$200,000 in investment in the trails between grants and TORC funds. It's just I want to make one thing that I've heard in some of the messaging from the airport. It doesn't convey, I think, the magnitude of what's being proposed here with respect to the impact on the park. Here's a closer look from Wake County. A map of the actual park and basically what the 136 acres you're proposing to lease is everything north of that road. And if you'll notice that's where all the good stuff is. That's where all the trails are. You know, there is parking. And parking to the south of that, there's a little bit. There's a little bit of a trail outside of that, but that's floodplain. And so I think it's a really fair question to ask like, what if we're say we're gonna try to not impact the park, it's hard to imagine anything that would go there in that 136 acres that would be an entertainment that qualify as an entertainment district. An ambitious project. It's hard to imagine anything there that would move the needle revenue wise, that would do anything other than just totally decimate the park, or at least the utility of the park. And I just, you know, I'm sure others will make this point. I believe I overheard someone make this point. Before you know a few miles to the east, there's



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a \$500 million entertainment. Investment that's going to go into the Lenovo Center. I think I've heard. I've heard crazy large numbers, right? So I don't think it's wise to even try to compete with that. I mean, there's something giant going on. Just the east. So it's all just to say. I know this is not what you're asking for, but I would just propose. Given how valuable this is, and it literally is irreplaceable, right? Right. You couldn't find 136 acres. Highly connected, heavily utilized, very effective for the community. If that's gone, you're not going to get it back. We are never going to be able to find anything that's centrally located and well connected again. It just doesn't exist. So I'd like to make two points, and I'll wrap. There were two, you know, one key point that I that I've heard the airport make and is a very good one, right? You have lots of layers of regulations you have to abide by and we too as an organization, we're really pressured by our members, by the community. Everybody was like, can they continue at a dollar a year? Do we really have to get fair market value? We didn't want to be arms or quarterbacks, you know, not an area where expertise in. So TORC with the best of intentions we retain Cranfill Sumner to help us. How might we interpret those regulations if we wanted to continue at a not below fair market value at a de minimus lease? And I'll submit to you later in the comment period. But we retained Robert El-Jaouhari, who is a vice chair of Cranfill Sumner. He's Vice Chair of the Administrative, Regulatory and Government Law Practice Group. So it's an area that he's quite familiar with and he's outlined a road map for what he thinks. If we chose to, what he thinks would be a clear path with the FAA, with the regional office to explain how we would justify. Continuing to oh, thank you. Thanks Erin. To continue leasing at a de minimus rate and I'll submit that to you. I don't want to. Yeah, sorry. Other than that 2 minutes last part. I really think it's a fair question for everyone to be asking. Yeah, we need a strong airport as the RTA task force said. We need a strong airport and we need a strong recreation. Do we really have to force a choice here? And more simply, what I mean by that is do we...Does this move the needle right? I get it that the airport needs a lot of money. I want a successful airport. We all need a successful airport. I think the critical question you have to ask yourself is this a rounding error. Does this really move the needle? Because it is going to cause more damage to the airport. That you've caused more damage to the airport's reputation when you need support. Right. Whether it's a tax bonds. Portion of the hotel tax. You need something that moves the needle and this isn't it. I can't imagine what you're going to put there that would move the needle. And anyway with respect, I won't say further on that because that's not my area of expertise and we haven't seen what the plans are. Thank you for the time and I'll be hanging around later. If you have any questions.

Dr. Jean Spooner: Doctor Jean Spooner, I am the chair of the Umstead Coalition, and thank you for this opportunity. I want to acknowledge the many hundreds of people that have come out and are listening today. That shows the passion of this community resource. I mean we want. We appreciate the airport. We want both. It's not an either or. It is a community. We're talking here about community. I will try to address and I'll skip over if it's been repeated something. What we consider to be the park, the natural trails are valued. The connectivity we have in this region, the zoning that we have here, the release. If you want to convert this to some entertainment district, you're going to, you're going to need all the city government owners to approve it. It's federal dollars. We're asking for a master plan, more transparency and we've got some revenue ideas. The park has many uses. The park does not consider the park as 6 tracts. They don't consider these 148 acres as something not part of the park that is enjoyed by the vast majority. Perhaps 90% of the users of Lake Crabtree County Park are using the 148 acres. It's not some



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little orphan it is a park. The connectivity I'll add one more thing to that and that is that the East Coast Greenway, the connectivity that Dave Anderson just shared is Old Reedy Creek Rd. It is a designated State Park trail as authorized by the North Carolina Legislature. Signed by the Secretary, it is an official part of the North Carolina State Park system, and it is a connectivity from Florida to Maine and also Lake Crabtree County Park to William B Umstead State Park. 286 E exists. Zoning. Is it was enabled by the Wake County at the request of the airport authority following the 160D General Statute requirements. It is currently in litigation acknowledged, but it exists. You do have an ordinance, a zoning ordinance for height and airport safety that was followed under 160D. So there are two 160D they are not in conflict but they are separate and Wake County has land use. This is zoned Hwy. district and low density residential. Just to drill in a little bit, here's the zoning map. This was public document and Hwy. district and 40 and R30 here. So this is the Wake County resolution following the one General Statute 160D. So before you rush into anything, you've got something, something happening here. We mentioned the fact that I believe that all sponsors. You and the four owners need to sign a release. Take it out of if you have an active entertainment district out of out of aeronautic use because there's federal funding. This was purchased by the airport and indeed entitled to the four local owners in 1967 and as one tract, not six tracts, one tract. That one tract has got a lake with county and federal dollars, a sewer line that serves RDU, federal and county dollars, and a water line that serves RDU. And so therefore, slicing off a little 148 acres doesn't get rid of your federal contamination and this requirement. The loss still requires that for federal funding property. Mentioned before, recreation was planned here since the 50s, it's been used for 40 years. To yank it away from recreation use is inconsistent with how it was envisioned to be used. Federal money again. And another acknowledgment of recreation here by the county commissioners. We have a lot of public investment here already. We have the lake. We have the recreation trails, flood control the forest. As you know, I'm a university retired professor and watershed management is my thing. The forest is extremely valuable for its water quality, quantity and habitat etcetera for the lake. That is a community valued structure to protect the lake. All the documents to create the lake talked about protecting the lake with the forest management and of course, we've got the whole Greenway connectivity. We're asking for a master plan. Don't look at each little parcel by itself. As a whole, we firmly believe and we've been through this exercise before, that as a whole, you can make a greater revenue as a whole than looking at the little pieces and get more community buy in and more community goodwill. And it didn't really get that scrutiny in the Vision 2040. In fact over 1000 comments were to save Lake Crabtree County Park Natural trails and no quarry. So there's a little bit of rub going on here, quite honestly. What's the secret? Why doesn't the public know what you're thinking about doing so? I mean, you've told us, thank you, Chair some ideas but there's some secret we sense in the background and so a little more transparency I think would get you a better community buy in. And we're optimistic, of course that you would, you would see the same master planning is not just our idea. Your own Research Triangle Regional Transportation Alliance through the Chamber that you asked. They said that what's needed here is to have a master plan of the land use. That was their recommendation. That's from your task force. And we're just saying the same. We don't believe it's a conflict of intent with the 90s Federal Register, the law for less than fair market value because this was a use that was already contemplated in 1950 and gone on for 40 years. So it already meets that criteria of that Federal Register for less than for market value for community's recreation. At the time it was contemplated, in the 1950s and community goodwill. Those other criteria



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you meet it. And we got a prize resource here. And plus, if you did something your revenues way down the line, right, so. Your \$1.6 billion you're looking for. You know, I don't think you're going to get that from here right away. And so let's not go in haste. Let's have a greater master plan. See how it evolves with the rest of it. Make the greater revenue for the whole, perhaps. And revenue suggestions. With a master plan of your non aeronautical use I think you'll get a greater good of the whole. You get more community buy in. Yes, we think Wake County should purchase the land. And I believe they would be willing to. And given the great public support, I think you'd also get more buy in from local governments if you had greater community buy in for the for the whole master planning as a whole. We know this to be true, that you can increase your solar panels and you can use that energy directly to offset the Duke Energy bill. You are not limited by 20%. We have found that for multiple sources, other Chattanooga airport has 100% of their power being used for solar, that is, that is an artificial limit. And so you're wasting energy on money. You're wasting time it takes to recoup your solar. There's still sustainability grants out there. You've left millions on the table. There's still more to be had. We shared with you that canopy over T2, that is a \$40 to \$80 million boondoggle. Whoops, sorry. I was told not to say boondoggle. We don't believe that is a good use of your money. I've not heard anybody complain. I travel a lot of a little sprinkle of rain on the departures at T2. I'm sure you're not going to get that much money from Lake Crabtree. There you go. There's your money right there. I do believe we do believe you're eligible for the hotels and meal tax and perhaps some other incentives such as taxes. If you got community goodwill. I think we can work together to increase the revenue, transparency, master planning and together we can have valuable resource in this community and the connectivity. And the shared vision to make a better place for our parks and our airport. Thank you very much for your time.

Jennifer Shetler: I'll keep this short because much of what my friends and neighbors have said is exactly what I would have said. My name is Jen Shetler. I represent the 1000 plus members of TUFF Run club and our sister run club, Raleigh Trail Runners, a club of over 2300. That's 3300 trail runners and hikers. While most of the trails in Lake Crabtree County Park are generally designated for a mountain bike community rather than trail running, and runners use a portion of Lake Crabtree County Park, we stand in solidarity with them today. You've obviously heard the love the citizens of Wake County have for this park. If we seem too passionate, it's because we care if we come on too strong, it's because we feel strongly and if we push too hard. It's because we feel things are not right. We want this park to remain as it stands. However, the things you've told us you need our proposals to generate revenue. So here are some ideas to keep the land intact as it is, we could allow for event hosting and offer permits for weddings. Local art shows, festivals and concerts. We can enhance the land for campsite use and primitive camp cabins, and charge for that use. Offering guided tours and educational programs. For our youth, we could rent trail equipment such as mountain bike adapted cycling equipment. We can enhance the water line and rent canoes, sailboats, paddle board or rent recreational equipment such as fish, fishing equipment, and camping gear. We could provide a safe and secure day use parking lot and charge a small fee. I think many of us in the room who use parks realize the danger some of us face parking in the lot that allow us to use the trails. They're targeted by theft and vandalism, and I think having a safe, secure parking lot would be helpful for us. A small concession stand and allow food trucks to rent space to hydrate and provide nutrition for the athletes and recreational users of the park. Create a Friends of



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Lake Crabtree program, where members donate annually in exchange for perks like free parking or event discounts. See corporate sponsors, sponsorships for trail maintenance and park improvements. Sell Lake Crabtree branded shirts, hats, stickers, and reusable water bottles in an online or pop-up shop. Offer paid youth camp focusing on ecology, biking and conservation. Introduce volunteer opportunities with optional donation-based participation. Charge for special experiences, including stargazing nights with telescope rentals or offering seasonal events like a haunted forest walk or firefly night tours. Allow individuals, organizations, and businesses to sponsor a trail or a bridge with small, tasteful plaques acknowledging their support. Offer outdoor corporate retreats, team building activities and leadership workshops, and finally organized obstacle course races, trail races and endurance biking events that attract fitness enthusiasts. And I'll be the first to offer up my services to host the very first one. And finally, I want to leave with one thing. It does reiterate a little bit about all that my friends and neighbors have said, but I think this is appropriate. This is something I wrote called We Stand Beside the Land that We Love. Beneath the trees where shadows play and whispers of the forest sway, a path is carved by foot and wheel. A sacred space that helps us heal Lake Crabtree stands have prized so rare. Which treats that sway in tranquil air. A refuge for the souls of men. A place where nature and people blend, but now a threat, misguided and grand, seeks to profit from this cherished, cherished land, ignoring the purpose, long agreed for nature's peace, not corporate greed. There are plans to clear and build and pave. It'll change the park that people crave. Our forest countries left to rot for restaurant shops and a parking lot. The rules we've cited are not set in stone. There are exceptions. Some might bemoan this park and lease for public good allows a provision as it should. For decades we have made it clear the land's purpose is already here. Forest for the enjoyment of all. Not commerce. Asphalt or concrete sprawl. We do not need another store. We have restaurants and shops galore. Sales for steel and glass, these forces must be foreseen. Must be left to last. We've chipped away at green space before and we demand no more. No more. 286 W was erased after much debate, and Odd Fellows now suffers the same fate. Crabtree Park must not fall prey to the short term gains you chase today. This land is vital at priceless gem. No dollar sign should threaten them. This land is not for developers to destroy. It's for outdoor enthusiasts to enjoy the people of Wake County have spoken loud and clear this cherished park as it is must persevere. Please leave the trails and waterside as they are. They're far more valuable to our communities than the bottom line red on your spreadsheet and the dollar signs you see in your dreams. Thank you.

Elise Freed: Hi, my name is Elise Freed and I'm the team director of the Southern Way Trail Hawks Mountain Bike Team. And Lou will be speaking on our behalf. Thank you. Awesome. Thanks, Elise. First thing I wanna say is thank you guys for putting this this meeting together. I really appreciate you doing it on behalf of the NICA team. We appreciate you doing that too. You know the way that the meeting started was talking about what we can do to enhance this area and make this a better place for everyone that uses the trail system you talked about. Having things that kind of align with nature and the current situation of Lake Crabtree, and that means a lot. We really appreciate you guys putting the effort forward to engage the community. So who am I? My name is Lou Kawasaki. I've been a coach on the Southern Lake Trail Hawks for the last three years. I have spent the last 10 years biking and doing bike related tourism experiences. So, you know, I've got a family back here that are here to support, and all of them aside from my wife, she's just a cheerleader, they also are our bikers, and Lake Crabtree is where we learned to ride.



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So a few of the things that are important to us are that you know the trail system here has really become a community for us. It's where we learn about NICA, which is the, you know, the local cycling group and where we've gotten connected with a lot of friends have made a ton of friends on the trail. Some of the coolest people I know have been people that I've met on the trail. I think when it comes to the, you know the Lake Crabtree system and what we're concerned about as a whole, it's not just about recreation, it's about preserving a lifestyle and economic asset here. So what is NICA? NICA is the National Interscholastic Cycling Association, and we're a youth mountain biking lead that promotes inclusivity, skill development and character building. We have a nationwide impact, not just exclusive to North Carolina. It is something that is broadly across the United States, and this is actually the second or third largest chapter of NICA in the entire country, which is great. We get together for our practices quite often at Lake Crabtree because it's a very centrally located place. As a lot of others have mentioned, so it's really easy for us to get together at the end of the day, after people have done their schooling and are finished with their work requirements to make it out to. There's not many other places, if any, that we could go to that would allow us to get together and practice. So one of the things that that we do as an NICA team is we get together with other teams across the state during our season and we have 5 to 600 student athletes that converge on a trail system. One of the things that's been a challenge for us is at Lake Crabtree. It's a great trail system, but the infrastructure for us to get 5 or 600 student athletes together along with their parents and all of the infrastructure that goes into camping and hoteling is not something that we're currently able to take advantage of at Lake Crabtree. So you know when I heard you talk about the infrastructure that would allow for us to maybe be more effective in bringing these groups to the area and leveraging that large economic impact that we bring to these races, which is hundreds of thousands of dollars over the course of a single weekend. That is something that we would be very interested in consulting with the airport on to see, you know, a reality. The other part of that is that we do need trails to ride and given that Lake Crabtree provides us with about 8 miles of single track, that is great. But if we don't have at least 16 to 20 miles of single track, it makes it difficult for us to put on races, right? And I think it beyond just our ability to do that for NICA. There are, as some of the others have mentioned. There are other opportunities to bring tourism into this area and create opportunities for competitive athletics, whether that's adventure races, whether that's, you know, we have the lake there, water sports, but there is a real opportunity for us to create a more dynamic place to bring people into. And this really is a jewel of the area, right. So when you think about business and why does it make business sense to preserve the natural elements of Lake Crabtree? There's not many places you can go to get the kind of engagement in athleticism that you can at Lake Crabtree. So we have a scarce resource that people are willing to pay for and willing to invest in to make this this area. An economic resource, not just a natural resource. And so, you know, as a group, we got together last night and one of the things that we talked about or what were some of the other things outside of maybe being part of the plans to help develop or make this something that's used for a lot of different athletic organizations. And we talked about how important it would be to extend the trail system into Umstead State Park. We need more trails and there are currently no mountain bike trails in Umstead State Park. There are greenways, but there are no actual mountain bike trails that are in Umstead, so we would love to see more trails if the trail system does contract at Lake Crabtree, expand into Umstead State Park in a more meaningful way. The other thing that we talked about is that people are very interested in and open to in our community and this may not



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represent everyone, but having a way to pay to access these trails, if that's what it takes for us as a community to have access to them. So if we had to pay a membership fee to access the trails similar to what's done at the Whitewater Center or at Beaver Dam Park, which there is a precedent for, we would be willing to do that. And I'm sure there are others that value this trail system enough in this area enough to contribute financially to ensure that it remains available to us for the long term. So we do very much see this as a great opportunity to work with you and we do want to see this area in particular preserved for and focused on the outdoors and biking and hiking and running, swimming, sailing. All the things that you know that we have presently available there and we'd look to like to look to other places like Bentonville, AR or towards places like the Whitewater Center, as others have mentioned, as a frame of reference to see how we could make that work within the constructs we have. So thank you.

Dr. Jessica Tomkoski: My name is Dr. Jessica Tomkoski. I'm speaking as one of the organizers of North Carolina Urban Mushing, a group who meets every Thursday at Lake Crabtree County Park for dog powered trail running as a way to socialize, exercise and enrich the lives of our high energy dogs. As trail runners and bikers who participate in dog powered sports, the need for centrally located, accessible, natural surface trails is essential to our group. Currently, Lake Crabtree County Park is the only location within a 35-minute drive of most of our members that meets the requirements of runnable soft surface trails that allow wheels. As we have folks who travel from Durham, North Raleigh, Cary, Apex, and even sometimes Wendell for, you know, after work meet up, we occasionally have those who are unable to run and prefer to bike jog with the group. The flowing trails of Lake Crabtree County Park, especially those made more accessible by NC Adaptive Sports are some of the only single track trails in the Triangle that are safe for bike drawing as there are no other appropriate trails centrally located for our sport at this time. The loss of such trails would mean we would lose our weekly meet up and on a more personal note, I would lose any reason to patronize the businesses in that part of town because I don't come to this part of town except for our meet ups. Lake Crabtree County Park is a gem in the middle of the urban Triangle, and it serves residents of Wake and Durham counties as an access point to nature. Losing these trails to development would be an irreparable loss to the area. Thank you.

Mary McNamara: Good evening. Thank you for allowing us this opportunity. I come here today as a medical provider, as a mother and a grandmother, and I just want to emphasize how important green spaces are to our community. The ongoing effects of COVID and isolation on our young people has just been devastating to have a green space where they can gather and be active and get away from their screens is just tremendous. And I would really hate to have that taken away. And if I can just end with one - If I can just share something with you, it is a song from the Counting Crows, and it goes that they paved paradise and they built a parking lot. Let me just get it if I can give me just a moment. It's from a song called Yellow Taxi. Oh, I had it, but I'm afraid I don't have it now. But the gist of it is, is that once you take away, you know, once you pave it over, it's never coming back. Thank you so much for your time.

Lauren Wilkins: My name is Lauren Wilkins. I've been a Raleigh resident since 1994, when I was 14 years old. The first time I used Lake Crabtree trails was in 2011 as a runner trail runner at the time and



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also some biking. Shortly after during my career, I would commute from Durham to Raleigh, and sometimes I'd be stuck in traffic for 45 minutes an hour. I'm sure we're all familiar with that around here, and I would sometimes hop off of I-40 and I would go run or bike at Lake Crabtree. So that just emphasizes how central of a location this is for outdoor recreation and that we do not want to lose our single track dirt trails. We don't want paved greenway track to replace it. Then also I worked at your RDU center development just down the road on Aviation. In 2019, I would see groups and mountain bikers gathering in the parking lot to ride to the trails at Lake Crabtree during their lunch breaks before and after work. During COVID, I was sent to work, I became remote. I also started really getting into mountain biking and the very first trail that I started mountain biking was Lake Crabtree. Back in 2011, I was riding my old cyclocross bike and somehow not crashing. So I ramped up my mountain biking. Lake Crabtree trails were the best place to start as a beginner rider learning to mountain bike. Mountain biking is not easy. It's challenging. It's not the same as riding a Greenway or Umstead or ATT. So I just want to emphasize the current situation we have is a wonderful location for the community. And for commuters, for visitors. And let's see, I want to say that I'm a single mother of three now and I taught my kids to ride there because it is the go-to trail for families and young children to learn mountain biking. I brought them to Lake Crabtree to teach them the mountain biking by myself as a single mother, which is not easy. I don't believe I could do that at another trail system in this essential location, and I can entice them with the playground afterwards. And I'm urging the board to seek a solution that will benefit both the airport and your community and not further upset us, to be frank. Let's leave a legacy of working with the community instead of a legacy of deforestation and taking the trails away. Thank you.

Betsy Beals: Good evening. I'm an adjacent landowner to Raleigh-Durham's 5100 acres of land that nobody pays taxes on. Why does the airport use the statement that they have to have a fair value when we are not able to get any tax money out of 5100 acres including Lake Crabtree? I know the FAA may have been saying that but there are lots of other ways that revenues can be done. I think we should keep it as the park since it's been there. I've lived in this area 58 years. Raised my family here. Was a public school teacher. I love to see the families come along the trails. They are always loving. And seeing them learn how to ride a bike or to walk with their dogs or to be with their mom or dad, especially during COVID. It's an important fact, too, that Lake Crabtree helped the flooding in downtown Raleigh and Crabtree Valley and over on where Thompson Cadillac is and how much we had to do to get them to make sure L23 Dam was built to block all of that Ward Transformers PCBs. Now I know that the lake has all those same PCBs still, but we do have trees and it hadn't killed the trees yet. But when you cut more, it's going to kill the trees. And then we're going to have more pollution. I already hear your Economy 3 now. We've cut all of those acres to rebuild Economy 3. And when you cut all those trees for the parking lot. I know that the public amenities are gone for me because I don't get the benefit of the birds anymore. I don't have the deer anymore. I don't have running cedar. I don't have the things that when we moved there 58 years ago, a beautiful home a way to love our and have animals and be together. I hope you will consider leaving it as it is as a park. It's a wonderful park. It also has an Indigenous Cemetery. It also has slaves who have been found on that section of land and on my land. Thank you.



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Celia Lechtman: Hi there. My name is Celia Lechtman. I am a natural resource professional for the City of Raleigh. I'm covered in dirt because I spent the day with volunteers planting 1000 tree saplings. I am here to thank you. I'm here just to voice my opposition to the proposed development of Lake Crabtree Park. I'm going to speak for the trees. I'm not a cool mountain biker. According to the recently released Wake County Tree Canopy Survey, Wake County has lost over 11,000 acres of forest. From 2010 to 2020, that is an area twice the size of Umsted State Park in 10 years. Forests provide us indispensable ecological services like mitigating heat islands, improving water quality, and acting as carbon sinks. As we continue to clear cut and pollute our waterways of sediment, which is a current, well documented and ongoing issue with the development of Economy 3, we prioritize capital and growth over human flourishing, and we ignore authentic community engagement and needs. We are catapulting ourselves into more generational problems that are already taking people like me generations and billions of dollars to solve. The idea of the proposed development being consistent with the natural environment is a lovely idea. I have yet to see precedent for anything like that in Wake County. It would be incredible if that were true. So I'm asking the Authority to reconsider responsible development like the previously proposed Forest Village concept that was proposed by the Umstead Coalition and a bunch of other community organizations in 2017. It's already been done. It already exists. I'm sure they'd happy to talk to you about it. The need for more entertainment a few miles away from the Lenovo Centre is something to be considered, and my previous career as an educator and in my current career in Land Management I have seen the same refrain. We are consistently offered opportunities to do better and rarely do we take them so seriously. Please take it. Thank you.

Neil Chawla: It's nice to meet you guys and appreciate the few minutes. I'll try to be fairly quick. I'm speaking really as myself as a local citizen here who uses the trails a lot and thought my son was coming up too. So not only a local citizen, a dad, a mountain bike coach and a physician in the area, I'll try to make four points, but really I just want to advocate. My passion that you've already heard here for these trails and our hopes to be able to keep them in some fashion. The four points I want to make are one health, two family, three community and local business, and for the environment. So one is health. Obviously having trails providing active recreation is great for our entire community where we can all be healthier and prevent heart disease. #2 family. I've taught two of my kids to ride bikes on Lake Crabtree. As others said, it's a great place for beginner and novice riders and even as you get beyond novice to more advanced, there's still a lot of fun and exercise and challenge that you can have there and obviously extraordinary, that it is conveniently located. I've got one more kid that I wanna teach and I hope I can teach him to ride there too. He's my last one. My son behind me, he's also part of one of the teams - you heard from the Southern Lake Trail Hawks - I'm part of the North Lake Trail Hawks. I won't repeat a lot of what he said about NICO, which is absolutely true, except that I'll say that what it does for our youth is incredible, and teaching them confidence, resilience gets them off screens and you know, the more they're able to. Conquer challenges and obstacles. It does make them stronger in more ways than just athletics. It does give them a strong mind too, and that's important for youth. He's also a Boy Scout and he has pondered often doing his Eagle Scout project at one of our trails. #3 I'll talk about is the community. Many folks have met each other riding either solo rides, group rides, evening rides. Or lunch rides, team rides or supporting the local businesses before or after a ride, where you'll often hear conversations about



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other folks riding. And we've met many people that way as well. It's a wonderful community. Lastly, obviously the environment beyond biking, hiking, photography, wildlife, water, activities much more. It's a great place. It's a real gem in the Triangle, and we know you're under certain rules, but we do hope that you know when you said you wanted to keep and maybe expand bike trails. We hope you all work towards doing that. Appreciate you. Thank you.

Jeff Rezeli: I've been a resident of Wake County since 1991. I'm an architect, avid mountain biker and a director for the Backwoods Orienteering Club, compelled to make an emotional plea about how vital the Lake Crabtree trails are to myself and the outdoor communities that use the park. But others are handling that well here. I understand there's a mandate from the FAA to maximize the financial potential of this land and this board is simply trying to execute on that directive, however I would like to make an argument that the mandate is flawed and the highest and best use of the land at Lake Crabtree is the current use. Deforesting this land, increasing impervious surfaces in proximity to the lake and trucking vast resources to create yet another bloated and under-utilized entertainment district is counterproductive in every way. This area in its natural state, wooded and crisscrossed by trails, serves as an entertainment district already for before work, lunch hour, after work and weekend outdoor recreation outlet for many thousands of hard-working people from RTP Wake, Durham and Orange counties and beyond. If proper funding in the park is required to meet the FAA's criteria, let's have that discussion. The mandate is indeed flawed. And let's work together to address this unique location with the FAA. You will be hard pressed, however, no matter how many resources you expend to create a destination as popular and of equal value to the community as the current park. For years I've said if the land at Lake Crabtree is developed, that is my cue to move out of the Triangle. Is it all become something other than the region I fell in love with? If this is the future and I've enjoyed my time here, goodbye. Thank you.

Nick Westphal: I won't take too much time. I think most people have said it better than I can. I am a new father of a one-year-old. I was hoping to be able to teach her how to ride there as well as to take her on rides with me. So hopefully that can remain possible. I think really the only point that I want to, I guess, ask is this something that as we look at the lease moving forward, is it something that could be similar to what you all did with 286 where maybe there's another potential of a lease within the airport's existing land that you could lease that out and have it be a consideration that they offset the fair market value of Lake Crabtree so that the other remaining and the existing trails could stay there. That's all. Thank you.

Reeves Peeler: Thank you. So my name is Reeves Peeler, Raleigh native. I served on the Raleigh Planning Commission. I'm here tonight to speak in support of the preservation of the public trails the Lake Crabtree County Park and advocate for the improvement and expansion of this park. This park and its trail system is not only a centerpiece of the cycling community across Wake and Durham Counties. Also, vital element of public health, public recreation, tree cover and clean air, and our communities across the Triangle. The RDU Airport Board and elected officials of both municipal and county level across Wake County, I believe owe it to the public to break the historic cycle of destroying public green spaces, whether that be in the name of unsustainable and sprawling corporate, commercial and residential development that we've



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seen across the triangle historically in recent years. New parking lots or for mineral extraction in this area, a great opportunity to break the cycle of putting corporate profits high above the interest of public health, recreation and community in Raleigh and Wake County. I asked this board to refuse the development of the entertainment center that's being proposed over the public park and trails at Lake Crabtree. I also want to point out how Lake Crabtree Park could be improved by adding small scale and local businesses that provide food, drink and camaraderie. And even small private event spaces which could fill that need that we're often filling here with large corporate event spaces, much like we're seeing at the Lenovo Centre that's coming soon. I'll get to that shortly. This will maintain one of the few public bike trails in this county, stimulate local economic activity. Like I mentioned, help foster a possible hub for more regional cycling transit across our county, which we badly badly need and help build better public, communal spaces, something we're in dire need of across our county. There are funds available for this in Wake County that can help achieve this through our hospitality tax funds paid to the county through hotel, food and beverage taxes, which could be used to help develop world class public recreational spaces and preserve the public park that our community desires. I'll finish by pointing out that a corporate entertainment center would be quite redundant at this location. I feel tomorrow evening Raleigh Planning Commission will hear a case to rezone land around the Lenovo Center and Carter Finley Stadium to create yet another corporate car access-only entertainment center. Just a few miles from here at Lake Crabtree. Not only would corporate development on this site be car access only like I mentioned, but it would also not be likely be able to compete with the Lenovo Center and what they're going to develop there. Wake County needs more public green spaces that are low impact, have full tree cover and are free access for anyone to go without spending a lot of money. We have the opportunity to improve what is already a great public park. Let's not make a mistake of ruining more of the assets that make the Triangle such a great place to live. Thank you.

Sarah Culton: I am Sarah Culton, the executive director of the Youth Cycling Initiative and the head coach of the local North Wake County Trail Hawks. I'm also the head coach of the National Interscholastic Cycling Association's cross country mountain biking. Our organizations believe that cycling is more than just a sport. It's a tool for empowerment. Our mission is to foster physical fitness, critical thinking, and social emotional growth in young people through the experience of cycling. Biking can help young people develop not just physical strength but also mental resilience and teamwork, helping to shape the leaders of tomorrow. The YCI and NICA are capturing elementary school through high school aged students in Wake County who may not find their place in traditional school sports or performing or a visual arts club. Our programs support the Wake County public School System strategic plan priority aim 8 and 9 which are: 8. Expand access to high quality instructional programming, enrichment and co-curricular activities to provide a point of connection for every student. Aim 9: provide safe, inclusive learning environment that is responsive to all students' behavioral health needs and promotes a sense of belonging. We not only foster community for these students through their common joy of mountain biking, but find bikes, bring families together and get them outside. Our coaches are parents which you will find at any given practice a three to one ratio. Students are becoming healthier and more physically fit, but so are adults. Year after year, parents share a similar story. Not only are their children getting healthier, but parent coaches are also reaping the health benefits of cycling. Mountain biking creates community for children who haven't found a good fit into traditional sports. It fosters generational relationships and creates a physically and mentally



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healthy environment for them. We are proud that our organizations helped fight the increasing obesity epidemic and create a healthier community for both adults and children. My goal in writing this to you is to impress upon the importance of Lake Crabtree County Park trails' system to our youth and our community. Please review the attached map of Wake County marked with Wake County public schools and existing Greenway systems. I've added magenta markings to indicate parks with mountain bike trails. This information was pulled from the TORCNC.org website. The way the county public school system strategic plan priority #2 stresses the importance of expanding access to co-curricular activities for our young people. The current plan for Lake Crabtree's redevelopment may cause loss of access to beginner-friendly trail system. You can see in the map the proximity of Wake County public schools and the appropriate mountain bike trails. You'll see Lake Crabtree is the closest to what's available, and Green Hills Park to the north. South Lake Trail Hawks practice on a daily basis. Well, twice a week after school at Lake Crabtree Park. Lake Crabtree, as it stands is a highly desirable property, centrally located and important to the community. We feel strongly Lake Crabtree can be of even more benefit to the community. Any commercial redevelopment could embrace emphasize and include promotion of outdoor enthusiasts. A West Virginia University study on economic impacts of mountain biking and bike trail events and festivals in West Virginia states that in the US an estimated 50 million people mountain bike. The most recent membership statistics from the IMBA show that the riders are young professionals, well educated, and affluent, with a median household income of \$100,000. We asked you to consider a bike friendly environment similar that to that of Bentonville, Arkansas's 8th St. Gateway Park, consisting of 6 miles of beginner friendly mountain bike trails and asphalt pump track, balanced bike course, skate park and flexible space for food, trucks and special events. The University of Arkansas News states the Center for Business and Economic Research. So Sam M Walton College of Business recently analyzed the economic and health benefits of biking in Northwest Arkansas and found that the bicycling industry generated \$159 million in total economic impact from cycling related jobs, tourism revenue and taxes in Northwest Arkansas in 2022. Other successful venues include Stowe, Vt and Katie Hill Forest and Park City Mountain in Park City, UT. These parks serve as proof that mountain bikers and commercial development can not only coexist, but can increase visibility and tourism by providing opportunity for regional and national interest. By way of examples, the Town of Cary could incorporate expansion opportunities at the 286 trailhead. And the redevelopment? Keeping trails at Lake Crabtree may host regional and national cycling events. We hope that we can come together respecting each other's needs and embracing the needs of the community. We can reimagine this redevelopment at our beloved Lake Crabtree, helping it to reach fuller potential. Please let our community help you succeed successfully. Reimagine and launch redevelopment that benefits our community, the Triangle and our commercial investors in planning a community focused redevelopment for Lake Crabtree County Park. Thank you.

Samuel Schoenberg: My name is Sam Schoenberg, president of the Herpetology Club at North Carolina State. Tonight I will be speaking on behalf of our club and its members. We are undergraduate and graduate students invested in the research and conservation of reptiles and amphibians with the mission of educating the public on their environmental significance. I've also lived in Raleigh my entire life, 22 years, and I've seen first-hand areas around me to be developed at the expense of wildlife and water quality. The Herpetology Club frequently visits Lake Crabtree County Park for educational purposes as it is home



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to at least 22 species of reptiles and 10 species of amphibians and a great diversity of plants, mammals and birds. This includes our state salamander, the marbled salamander, a salamander we now proudly display on our new North Carolina driver's licenses. And yet, despite all these beautiful things, the park offers to us, this beloved natural area is at risk. We are all gathered here this evening to discuss a trade, a trade that I and many others oppose. The pines and the hardwoods of this park create habitat for wildlife, and there are miles of recreational trails for generations of families to enjoy. These benefits are not worth trading for something so impermanent as concrete structures, hotels and businesses that will dilapidate and wither away. We have so few natural spaces left in Wake County reducing them does not just displace the reptiles and amphibians living there. Better natural areas are vital to our mental and physical health, and urban sprawl is rapidly cutting us off from them. A world in which our children and future generations do not get to enjoy the same county park. The Herpetology Club and numerous others would have a world that has not been changed for the better I know. This board knows the difference between right and wrong. I urge, and I plead with you all to preserve Lake Crabtree County Park. Thank you for your time.

Stacey Barbour: I'm Stacey Barbour. I'm a retired city planner, a Wake County resident and an avid bird watcher who enjoys this park. You heard much about the benefits of the forest area and the open space, and I want to talk a little bit about a different subject related to the potential for development. While I would beseech you to find every avenue you can to preserve the entirety of the park that exists today. If you do find yourselves contemplating development, I would say that you have the opportunity as the owners and the governing authority to set some minimum development standards that would help guide how the character of this place falls in line with your state of goal of creating a unique destination that's consistent with natural surroundings. And so I have a few suggestions of how that might be done to create what might be called a green development. You definitely have to have the tools at your disposal for this green development, something to guide how it is graded and so first, I would encourage you to adopt some standards to protect water quality. Minimum standards such as limiting impervious surfaces to 40% and restricting development on steep hillsides. At minimum, set aside a 50 foot stream buffer on each side of the USGS Blue line streams that are running through the site. Protect existing trees. We all value the trees. Development does require cutting some down, but commit to present preserving some minimum, say 10% or more of the existing wooded site. Specifically, setting aside forested buffers along Interstate 40 and Aviation Parkway, that's in keeping with what a lot of the adjacent municipalities have done over the years with development along I-40. I would say to look for opportunities to harmoniously bend blend development with the remaining park sites, such as providing a landscape buffer along the main driveway. Promote high quality character development, such as lessening the visual impact by setting height limits. You know, six stories may seem extreme. Maybe there's a better answer, but some maximum height and has the nighttime atmosphere by limiting light pole heights to 25 feet with 30, with full cut off fixtures. Lastly, adopt a landscaping code for the parking lots. It's in keeping with the adjacent municipalities and make sure that at least 75% of the plants used are of native species to benefit wildlife. Lastly, as a birder, I would say to create bird friendly buildings and ensure that window treatments are done to reduce bird collisions. This site of the park is home to the greatest number of birds recorded in Wake County. 252 different species of birds have been found at this park, more than any other site in Wake County. In



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summary, I'd say thank you for this opportunity for public engagement and please look to establishing some baseline standards for development that gives the public some idea of what to expect here, how the developer might utilize the site if it's going to be developed. So thank you.

Samantha Krop: I appreciate the opportunity to speak again. I'm speaking on behalf of the nonprofit Sound Rivers. We're a water quality nonprofit and I'm sharing this comment in my role as the Neuse River Keeper. And so in that role, my job is to monitor and protect waterways throughout the entire new space, and which includes Lake Crabtree and the tributaries that run into Lake Crabtree, which include the tributaries that run through this forested park that we're considering for development today. And I do want to go on record saying that I am concerned about the conversion of 136 acres of forested public land into what would be a sprawling development with potentially big impacts in terms of added impervious surfaces for this area. I'm concerned from the angle of impacting water quality also from impacting aquatic habitat and impacting community members who currently enjoy this forested park and the river and the aquatic resources that it offers. And I will say that a major reason that I am concerned is because since the summer of this year, I've been actively monitoring ongoing pollution of Lake Crabtree by an ongoing RDU development. So right now the Park Economy 3 expansion is polluting tributaries that flow into Lake Crabtree with sediment runoff from that development site. This is contributing water quality harm. I've seen this on the ground. I've also flown over this area in the aerial monitoring flights that we conduct as an organization and I've documented how this sediment pollution is also impacting the lake itself. And so I'm concerned that converting more forested area in this in the same vicinity around the lake to impervious surface would contribute more sediment pollution to this waterway. As we know, sediment is the number one water quality pollution concern for the state of North Carolina. It has a major impact for water resources. And I think that that should be considered in the cost benefit analysis of destroying this forest. I'm also concerned about the impacts of the lake itself. Considering the history of impairment, it is as probably you all know, listed on the federal list of impaired waterways for PCB contamination due to an accident that happened many years ago at the Ward Transformer Station, which contributed legacy toxins to Little Reedy Creek and to Lake Crabtree. We do know that Lake Crabtree, the soils at the bottom of Lake Crabtree do have legacy PCBs. And that's a concern, in my opinion, for developing upstream of there you create more impervious surface, you create more storm water, you create more storm water volume and velocity and that flows into the lake downstream. And my concern is that that could churn up some of these legacy toxins that are there. And again this is a human health concern. I know that it's not legal for folks to eat the fish out of the lake, but the de facto reality is that people do. And you're not supposed to swim in the lake, but people paddle in the lake. People splash around in the lake. People get and interact with the water and I know that you're not supposed to, but again, that's what people do. And so if you're considering, you know, a cost benefit analysis, please consider that the lake and the forest resources are valuable as is for the myriad ecosystem benefits that they provide, not just in recreational value, but in cleaning water resources and preventing flooding downstream. And in keeping those. Legacy toxins in the ground and that there are there are costs associated with having degraded landscapes. Polluted water quality. Used recreational value and those should be considered as well. The last thing that I want to say is that I think the Airport Authority should work hand in hand with our municipal governments to explore other funding options that can allow us to protect this park's natural resources rather than destroy



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it. I think thankfully, there are a lot of beautiful visions that others have articulated here tonight. I absolutely support those visions that center and elevate and enhance the natural value of this area rather than degrade it. So thank you very much for your time.

Brittany Richards: My name is Brittany Richards and I'm just an individual citizen. I'm here tonight to emphatically plead with Airport Authority board to seek any remedy that will preserve this tract of land. Has the Board exhausted all other options? Sought funding from other levels of government or conservation? Nonprofits? Considered buyers who will not develop the land in this way? Explored ways to monetize the existing trails? I'm the mother of four young children. My two oldest daughters are here to see democracy in action, and they spent their summers at camp blazing trails at Lake Crabtree, hiking, bike riding, watching bald eagles and this development plan robbed them and the rest of our community of an invaluable local resource. We do not need more entertainment centers, more shopping classes. We have plenty. These are not amenities the citizenry is asking for. This land is not fallow. It is not unutilized. It is not underutilized. It is already providing essential services satisfying essential needs for our community. Natural beauty, outdoor recreation, animal habitat, tree canopy. I moved to the Triangle from Central Florida somewhere that is congested, crowded concrete. So many of us are transplants who relocated to this beautiful corner of the world for the same reason. For the green spaces, for the quality of life. I understand we need our area to continue to grow and to expand our tax base, but we want to be an attractive place to live, to remain desirable. So we can't grow and develop in a way that undermines the very reasons that people want to live here in the first place. People move here to enjoy spaces precisely like Lake Crabtree. And then we're going to destroy it. The areas like the one in my family left became overdeveloped and undesirable because local leaders lacked the foresight and vision to preserve the amenities and spaces people actually value. Please, please, please don't be those leaders. Please rise to the occasion. Please be leaders who are conscientious, who listen to this public outcry, who care about the legacy they are leaving for future generations. My children do not want to inherit an entertainment center. They deserve to have a park. They deserve to have a park with trees and trails where they can someday bring their own children. Please do not deprive them of that future. Thank you so much.

Joshua Branch: First, I'd like to recognize and express appreciation for your openness to hear your community, the community which enables your continued success. I recognize the challenge of funding the infrastructure improvements to support the increased traffic and popularity of RDU. The proposed track for development has a long list of hurdles and challenges to overcome. The community has come to this special board meeting in full force for you to listen to their concerns, their interests and their ideas. As an individual working in one of the nearby business centers, I'm aware of the draw of Crabtree Park, but I'm confident that significant development will not translate into ready revenue. One of the foremost challenges to significant development is the passionate public resistance which you have heard today. The physical, mental and emotional benefits of the park cannot be overstated. I myself had a profound moment when a barred owl swept in front of my path only a few feet from me. Few places in the triangle can provide such close experiences with nature and her beauty. One important consideration to any robust development is the traffic flow and how that would impact the revenues generated. It's an easily missed detail, but as a commuter who passes the park five days a week, the intersection in front of the park cannot



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sustain a large flow of traffic. On top of the existing need, without additional investment from the county, investment that is unlikely to receive public support beyond the stated obstacles and many previously stated by others, this development must ask the question what makes North Carolina such an attractive destination, and, by extension, funds RDU's continued operations. The answer is our natural spaces. The Blue Ridge Parkway is one of the highest revenue generating parks in the United States. The nearby Nantahala Outdoor Center has developed a low impact business model which has sustained for over 50 years and generates an annual revenue of \$90 million. I draw your attention to these facts to encourage you to continue to engage with the individuals who have the experience needed to help you preserve the natural spaces and still generate fair market revenue. As stated before, low impact development such as village outdoor activity rentals, food truck spaces and a modest event space for small local organizations can fulfill the mandate through community partnership. Taking a new path that rejects the common trend takes bravery. We are in the midst of a tension of values which will cause call us all to brave action as community and business leaders, I urge you to find the courage to take that new path and leverage the passion and expertise for natural spaces that have demonstrated its power before you today. Hundreds of individuals have come to speak to what they care for in your comments.

Chair Hankins: *Please start including your comments. You're out of time.* OK, last comment. Match their care by listening and working tirelessly to make sustainable development, which maintains one of the most important aspects of North Carolina's culture - our natural spaces. Thank you.

Mark Stohlman: So first of all, thank you very much, Mr. Chairman and the Authority Board for opening up your doors to the public tonight. It's, you know, it's a lot of work on your behalf and your staff's behalf, but I do appreciate, I know that the public also appreciates it. First of all, a compliment for RDU. I flew out of RDU on Saturday, parked in the big garage like I always do. And I was met with these beautiful red and green lights on every aisle showing where the parking was available. I found my green space parked there and I didn't have to do the loopy-loo for about an hour to find parking. So thank you for providing that service. My name is Mark Stollman. I'm the former mayor of Morrisville, NC. Been very involved in as an elected official, with everything going on there, a lot of connections to this park that Morrisville adopted. They had some trail systems. Cary also put in that nice parking area as a trailhead. So you do have a lot of interest outside of the four owners, and I do have to clarify something a lot of people have said that RDU is the owner of this property. You guys are the managers. These are the owners, the property owners here, so. I'd just like to say as an authority, just because you have the power to do something, it's not always your obligation to do that. You have the right to look at other alternatives. I hope that you can come up with a win win. For this, this really is a dilemma that you have. You have this beautiful asset sitting here. You guys want to monetize it, but I think there are some answers. I'm glad that you're opening up for proposals. I'd like you guys to dust off the old RDU Forest Village concept plan that was floated a couple years ago. You can have an epic ride center on this property feeding into 286 in Umstead Park. And you can monetize that. There are ways that you could make money, you know, with that development and we see the prior speaker talked about the Nantahala Outdoor Center and the amount of money that that raises. You guys have the power. You have an asset that is unique that you can turn



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into something glorious. So I hope that you take this opportunity really once in a lifetime opportunity to maximize what the millionaires and all the residents of Durham County know as one of the nicest parks in this area. Please don't pave it over. Take what you have and enhance it. Think of the Forest Village option and thank you very much for your time. Do the right thing now at the end of the day, thank you very much.

Sandy Durso: I'll just let you know my name is Sandy Durso. I've lived here for 30 years. I own a house. I raised my sons here. We moved here when they were three and six from New York. They're both wildlife biologists now, and I'll have to say I'm still Mom. Lake Crabtree probably helped form that. I'm a licensed wildlife rehabber a certified inventor to environmental educator and an Executive Council of the Herpetological Society and I'm a mom, most importantly. A lot of the things I wanted to say were already spoken about, so I'll try to pass them by. I am in opposition of this development, which I'll call destruction. I'm not in agreement with that at all for many reasons. I imagine that this recreational area will have pristine paved greenways which are not wooded hiking trails, so that does not become a recreational area. And I'm glad that you pointed out that that RDU does not own the land. It is leased by the cities of Durham and Raleigh and the counties of Durham and Wake and you only manage the land and it's not being done very well. If I manage this land, I'd be protecting it for the future. Was supposed to be moving forward. Habitat fragmentation. I don't know if anyone talked about that. There's been a lot of people, science people here, that talked about that. When you take an area and you break it up a little bit of forest here, a little bit of forest here, a little bit of forest there, it doesn't work. It doesn't work to maintain our wildlife, which is crucial for us as humans to continue to live here as well. Most of this was already said. You have other options over by National Guard Drive. It looks like a lot of area there. My dad was an architect and a builder. And when you build closer to things that are already existing, you're your utilities, your roads, your parking, it's less money, less development. Lake Crabtree is wooded. It's hilly. It floods. I don't know why anyone in their right mind would ever say, oh, this is the perfect place to clear cut and level and put a building. It's going to be too much work. Work with an area if you have to build, which I don't want you to do, that's closer to where things already exist. I think that would be a really good compromise. I moved to Raleigh again because I came from New York, so it was. Just like the other, the other mom said. The open spaces. The cost of living. The beautiful place to raise my family. The excellent schools and hospitals, that's what attracted me. Out of curiosity I tried not to focus on things that I knew other people would talk about, so I did a search on social media. Anyone that tagged Lake Crabtree or Umsted Park and I found so many people across the world who have been through our city. And travelers from one from India, even I will read you what she said. She said "Heaven on earth. Just when you when your own phone does justice to the nature shots. But what? My eyes saw was something more than this. The nature was dancing during a group torch in North Carolina, USA Lake Crabtree County Park." I have lists and lists and lists of what travel companies, professional photographers, nonprofits, universities, photo contest people, real estate people, travel companies who are promoting us from all over the world that are saying come to Raleigh to see the beautiful nature here. This lady obviously lives here and moved, OK, she said "living in Arizona desert is wonderful, but boy, have we missed the forest. We came back to North Carolina for Christmas. The first thing we did was hike." I just want to point out that there is a lot of value here to keep it as it is. And there's a lot of options. Thanks.



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Cameron Zamot: So my name is Cameron Zamot. Thanks you all for being here. I I've been to many City Council meetings at the City of Raleigh. I used to work there and so I empathize with you all. I just wanted to share maybe a concept that might fit with what you're trying to do. This is. That's actually me on the bike there. These photos were taken by Dave Anderson. Thanks, Dave. For the last minute hook up here, this is a shipping container that I converted into a bike shop. It's on NC State Centennial campus. I don't pay anything for the land itself. There's no additional impermeable surface there, and in seven months, working only on the weekends with a skeleton crew of folks, I made about \$30,000 and I'm currently in the process of opening up a retail store front. So it did really well. Let me see if I can go to the next one. This is the front end of it. Again, like those are some guys from my team. Inside the shop, there's a full workbench. There's a retail area. There's a whole bunch of other cool stuff going on. That's a space heater 'cause we do it through all of the months. What else? We have 3 mechanic stand there's a 16 year old kid that comes by and he's been learning how to work on bikes and I also have two full time employees. So the really cool thing there and a big shout out to the folks at NC State Centennial for taking that leap of faith with me and and just letting you try this out. Really cool folks. So this is another one of those cool photos off to the left. There is a space just like the gravel patch that I built my business on. That would be probably a really good candidate for something like this. And of course much larger because we have a lot more room. I'm in a 20 foot trailer, 20 foot shipping container we could do a 40 foot high cube with multiple doors and even do it as a custom container with windows. Out of it whole 9 yards there would be much more civilized than what I have been prototyping at the lake. This is kind of another view off to the right there. There's my grassy area and everybody who's familiar with it, but that would be something I think that could work with this with more than just my business credit card. I imagine that it could be a lot more successful than what I have done. So look, I have my hands kind of full right now with expanding into the storefront, but I would be happy to consult with you on how I did it and and be a part of that effort in anyway. I did not give you my info, but my e-mail is cameron@thebikelibrary.com.

Richard Ferguson: I'd like to thank you for the opportunity to speak to you tonight. I'm here to say that Lake Crabtree and its shoreline are important to the Raleigh-Durham sailing community and to ask you to take this into consideration when you evaluate your development proposals. Organized sailing benefits the community as well as the sailors. In addition to providing recreation for park visitors, regattas attract overnight visitors from throughout the region. When my club hosted the Victoria National Championship at Lake Crabtree, there were 40 entries from 7 States and Canada and most of them spent three nights here. My club is the Triangle Model Yacht Club. I included a link to our website on my online comments to the board. We have 56 members as of this morning. We meet to race radio-controlled sailboats on Lake Crabtree every Saturday morning, March through November. Anyone can do it regardless of age or athletic ability. It's affordable for virtually anyone. Radio controlled sailing makes no sound. It's environmentally friendly and it's a valuable amenity for the park and the region. I've organized regattas at more than a dozen venues and Lake Crabtree County Park is the best for our purpose due to the accessibility of the lake, adequate parking and facilities, and not least, the uplifting environment. I'm here to ask you to consider these things as you evaluate proposals for development to preserve and hopefully enhance this desirable activity. Thank you.



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John Degele: Hello, my name is John Degele. I relocated to Raleigh-Durham from the concrete jungle of Metro Detroit in 1933. I feel that a big part of the triangle's magic sauce is public green space. This is evident to anyone attempting to park at Umstead's Harrison parking lot or Cary's Old Reedy Creek trailhead on a Saturday morning. Seriously, it is more difficult to secure a parking spot there than driving I-40 during rush hour. Green spaces are a huge draw for Triangle residents. My son learned to mountain bike at Lake Crabtree County Park and I sketched there during architecture school. A typical mountain bike trail requires 100 acres. Developing the 140 acres would require preserving stream buffers and the NCDOT tree overlay along I-40. Which does not leave much land for a 100-acre mountain bike trail. I challenge all leaders of the triangle to make green spaces like Lake Crabtree and 286 permanent green spaces and knit them together with other green spaces. I love RDU, but I do not support developing Lake Crabtree other than a park. The US National Whitewater Center in Charlotte is an excellent precedent to look at. Thank you.

Rebecca Williams: On December 4th 2023, 350 residents in neighboring Person County showed up to a public hearing to protest the rezoning of 485 forested acres into a heavy industrial natural gas plant. Despite the number of attendees, a petition with over a thousand signatures and two hours of pleas and despite emphasis on the 117 environmental infractions incurred by the Canadian company Enbridge in the amount of \$285 million since 2020. Despite the company's assurances to protect quality of life, the commissioners took 20 seconds to vote for approval of the rezoning. I bring no illusion here about the ability to halt the runaway, train of bureaucracy, following a single administrative mandate will not stop us all from going to the safety of our homes this evening and sleeping through the night. But rest assured, we the millions of residents residing in Wake County, Durham County, and even Person County, are acutely aware of the compounding effects of each individual administrative call to continue to diminish our quality of life. We feel it in our runs to Food, Lion, Publix, even. We feel it in the stagnation of medical and emergency services when we're unable to schedule our appointments for months and months. If we're able to find a provider taking new patients at all, and when calls to 911 go unanswered. We feel that when the school bus drivers are on strike and we notice our child is less emotionally and mentally resilient than when we were at their age. We notice it when we respond to others with less patience, because we're justified in the lack of patience being demonstrated to us. We feel it in our nervous system that's never really at rest anymore, from increasingly louder and incessant noise and traffic and from the intentional flood of over 200 executive orders exemplifying a purposeful wielding of chaos.

Chair Hankins: *Would you please use the rest of your time about this potential project?*

At the end of this sentence. Is that all right to enact so many radical changes until our cognitive limits are pushed too far to effectively democratically resist? We do suffer the consequences if we don't choose a decision that prioritizes North Carolina's natural spaces that have already lost so much in your decision-making tonight. I ask that you please consider that today's public engagement should not be one more ignored space that positions us into a place that faces another natural disaster. It feels like it puts us in a position where we are not heard and it feels makes us feel disenfranchised and ignored every time we feel like our voice is worthless, our money is worthless and our quality of life is worthless. We all have a direct



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hand in the creation of an environment of people who feel they have nothing left to lose. So do please prioritize the natural spaces. North Carolina has already lost so much. Thank you.

Joshua Grassel: Many others have stated what I would, but a lot more eloquently, so I'm just going to share a short anecdote. Recently, my sister was interested in visiting here from Washington State and she asked what we would do and without hesitation, the first thing I said is we'd get a bike ride and come home. And I would likely include a tour through Lake Crabtree. I don't think it can be overstated the joy of having such a beautiful green space so centrally located and easy to access. I can bike from my front door all the way there. So with that being said, I think any development that would chip away at this green space would diminish its value. And any development that would increase accessibility to it, especially by bike or by foot, because right now there's only the one crossing across I-40 would be greatly appreciated by me and many others. If it was developed into some sort of entertainment district, just like there are countless other around Raleigh, I would likely never have a reason to go there or bring my family. Greatly appreciate your time. Thank you.

John Poehlman: I'm a 21-year resident of the Triangle region. I am, you know, a lifetime mountain biker and you know, had kind of fallen out of doing it. But I have to say that when COVID started, I picked it up again and it was in some ways a lifesaver for me. Got me out. Got me active again and I really appreciated that. Since then, I have a son who is starting mountain biking. Lake Crabtree was the 1st place I took him mountain biking and last three years he's been participating in the Durham and DSA NICA mountain bike teams, and it's been a great outlet for him and I've really seen him grow through his participation. I also have a daughter with cerebral palsy. This last year, she got to go mountain biking for the first time through NC Adaptive and was able to ride on the trails in Lake Crabtree. I'd just like to share that this sort of personal story, because to me, you know, Lake Crabtree is 20 minutes from my house. Some place that I can take all my kids to go mountain biking is invaluable to me. Thank you.

Lea Woodard: Speaking on behalf of the Trek Bicycle Corporation. I would like to highlight three topics today, #1 being the economic impact to the transportation impact and lastly, the legacy we leave as RDU citizens. Speaking to the economic impact, as a business proprietor, we employ over 50 different families and sustain their livelihood in the Triangle. We serve thousands of community members in the Triangle, including NICA. The Trail Hawks that were here, and many other cycling teams that are very active and use this public space currently. This would have a direct economic impact, not just our businesses, but how we support these ongoing community organizations. I know this is a great economic value and potential development opportunity for RDU for the fair market value of this land. It has a lasting impact into the future as well. I ask for more transparency on the longitudinal impact and its studies have been done in this regard. I also am curious about the transportation impact in the long-term alternative transportation impacts. It may have many other speakers have also brought up the map and how integral the Old Reedy Creek corridor is to connecting not just the Wake County greenways but Durham greenways and Cary greenways. I ask that if any development is considered that there not be any disruption between these systems, as these are very very well utilized and integral to the livelihood of the people that partake off the greenway system. Lastly, I'm going to want to ask about the legacy we want to leave behind



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in the decision you have to make. I do not envy your decision. I understand that it is your fiscal responsibility to think of the business of the RDU Airport, but I also want you to think of the long-term effects this decision may have on RDU development as a whole. I'm advocating for the development that is in line with the natural resource preservation and does not compromise current community use. You've been presented with many case examples that have done this right. I don't think I would have ever gone to Bentonville, AR had it not been for their major attraction and the amazing trails in that area. And guess what? I took an airplane to go there. I want to urge you to think about the opportunity versus the obligation. You are not obligated to. Indulge a lot of active cyclists and nature lovers that are crazy about using this land. But there is a lot of business opportunity here as well. I urge you to consult with the viable alternatives that have been presented to you as solutions and consider the fair market value over time of the returns that some of these solutions can be to your success of your organization. Thank you for my time.

Eric Schneider: Just want to start off by thanking you all for staying past eight to five normal working hours. Greatly appreciate it. My name is Eric. I'm just a local guy to the area. I don't speak for any organization and I'm concerned about the developments of the area that would meaningfully detract from the unique and rugged charm of the green space at Lake Crabtree County Park. As we've heard tonight, a lovely space for the nature and all the people in the area, rustic in appearance. Open air establishments where possible, preserving as many of the existing trees as possible and preserving trails. Were your words, Mr. Hankins, and I really like those words reported in the Raleigh Observer, and I think that they create a vision very worth keeping in mind. An establishment in Charlotte comes to mind. The Charlotte Nature Museum near Freedom Park in Mecklenburg County. It's a place where conservation efforts can be made. Documented, preserved and upheld for the community, especially young students like I was years and years ago, it could prove beneficial for the market value, especially if it were able to host small get together events for patrons. Seeking an authentic local and unique experience in the heart of the Triangle, but that would be the very upper limit of what I maybe like to see here. There are responsible low impact smart developments out there that could be designed, funded and realized. There have been loads of wonderful ideas tonight, ones that respect our human interests and those of the wild flora and fauna that live there too. While I'm just a local guy and like I said, I don't speak for any group and I only manage to talk to a handful of friends and coming out tonight. I hope that my words count for something when I say I'd like it. I think it'd be in all of our interests if this RFI were that we're making that could lead to a kind of community requirement specification so that whatever ends up being on this park there are smart, considerate guidelines on it so that any winning developments seriously and meaningfully connect to the inputs and interest of all these people. I ask that you all keep the line open for all of us, and please show us that these peoples' feedback is documented and really matters to the path ahead with a well-made community requirement spec. Whatever it is, the way this is going to go, it can go in as in the many local communities, conservation groups, athletes, hobbyists and last but not least, nature's own interests at play with this park. Thank you much.

Janine Atoji: I'm a resident of the Raleigh-Durham area for the past 24 years. I would like to say that I think that the Board may be dealing with plans that were perceived before the pandemic, which is to crowd



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things into spaces. I would like to say how much of a respite I found Crabtree Park to be during the COVID pandemic. I have used Lake Crabtree for picnicking as well as walking with my dog. I would like to propose that you keep it wild as it is intact with wildlife and the trails we have so few nature areas around here. I hear of people building parks that have 10 playgrounds, 2 ball fields, nowhere to walk at all, nowhere to enjoy nature, to watch the deer, the blue herons. I would ask that you ask the counties Wake and Durham or the state to take it over as a state or county park. I would like to keep it as that. I would like to propose that you find another parcel of the same value and substitute that trade with someone. Keep the park as it is. I see that Tim Sweeney with Epic games has not decided to go ahead with the headquarters in Cary at this time. Perhaps he would be willing to trade some of his parcel for the current ones that you're thinking of developing into retail. We need less retail. We need more open space. We should not have to go to Asheville or to the beach to get wild areas. We need something in Wake County and Durham counties. Thank you. Members of the board.

Melanie Walker: My name is Melanie Walker. I am in opposition to this development. We've lived in Cary for 31 years and we first visited Lake Crabtree 31 years ago with my parents from the UK when our daughter was born here. The song the lady referenced earlier is Big Yellow Taxi and the line is "Paved paradise and put up a parking lot" which I think is pretty relevant here. Our daughter and her friends cancelled dinner and yoga to be here tonight to speak in opposition. They could not get in along with, I'm guessing, hundreds of others. I've heard ideas this evening that Wake County might be willing to buy the land, or that revenue could be raised in many other ways without destroying the land. Maybe an entrance fee knowing that. And given the level of public opposition, would you have a clear conscience if you developed this land and did not put up a fight to preserve it? How would you justify this to your children, to your parents, to your brothers and sisters? Do you not want your children and grandchildren to have recreational opportunities and to see wildlife? Or do you want them surrounded by concrete and glass? My husband sent me a quote. He would like to read. He couldn't get in either. If you really think that the environment is less important than the economy, try holding your breath while you count your money. I noticed we have not had a single vote in favor of this development. Lake Crabtree is unique and irreplaceable. Shopping malls are everywhere. Once destroyed, Lake Crabtree and its wildlife can never be replaced. Do you really want that to be your legacy?

Mike Kirlauski: Hi there. My name is Mike Kirlauski and I'd like to start by telling you that first and foremost, I am a mountain biker, but also like to take my family on hikes and appreciate the work life balance the Triangle has always offered us here. It's my opinion, first and foremost, the Lake Crabtree trails should be left as is, if at all possible. I think everyone that has spoken tonight has made it really evident that the lifeblood of why this is even an opportunity being explored is because of how many people are visiting. I know you're seeing those bodies coming. They're coming because of the trails. So if you remove all the trails, you necessarily are sort of shooting yourselves in the foot. Also, as a member of the public, I would like clarification in time to be made, if possible, pertaining to the obtaining of the fair market value is dictated by the FAA. I did some looking online in order to prepare for this week just a little. There are several hundred page documents, but I looked through FAA order 5190.6B compliance guidelines CGL 20180. Three USC orders 47101a 47107b and c as well as CFR 203.11 and looking



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through those documents I did not see that that little fun symbol, that section symbol that dictates legislation. I also didn't see orders pertaining to the necessity to obtain fair market value. I did see like you already mentioned tonight, that there's certain things you can and cannot do with airport revenue that you collect. I saw that there are rules regarding the acquisition or disposal of land and those are mandated, but nowhere did I see orders explicit to fair market value. So I would just like to have that information sent out if possible. One thing at the top of the 2018 I saw it said this letter is intended as internal guidance and does not constitute final agency policy or regulation and is not legally binding in its own right. That's the document that mainly talks about FMV. This is not a I got you moment. It's just a request for transparency. I do appreciate what you're going through here and what you've done. I appreciate the lease that was already done with the 286 property. I ride there a lot and and thank you for working with people to come up with a solution. I think we have a really interesting opportunity here, right? Former board members who are now probably retired are no longer with us at the foresight to make this moment possible for all of us here, they set aside land for public use and through taxpayer dollars, it got turned into a destination. It already is a destination. It still technically meets the FAA requirements of keeping land compatible with future use. The value of the Triangle is only going to continue to grow. The use here is only going to continue to go up. What I what I would like to ask you to do is will you have the foresight to not change this land right now for a short term gain, right? When we're beginning some of our biggest growth, I think a board in the future may be more restricted than you could possibly be and have greater demands to possibly have to make harder compromises. They would probably appreciate being given the same gift that you were today. Thank you for your time.

Connor Purks: Hi, I'm Connor Purks. And thank you all for your time today. These trails are very, very special to me because last year I left 40 pounds of my own sweat and tears on those trails, riding four times a day. And days that those trails were closed, I had to resort to riding on these greenways and I saw so many other families. But very much of those greenways are not safe. On multiple rides on Sundays post church I would come across more than five people using illicit drugs, not the kinds that are legal in other states. Constantly I would multiple times a week report these crimes to the police. These trails have not got safer and so one of the reasons why we come to this trail constantly is because we feel safe. But let's talk a little about these emotional reasons for keeping these trails. Let's talk about some money. See pink bike, one of the most popular mountain bike organizations and publishers, they compiled data and found that in North Carolina, this Crabtree Park is the fifth most popular trail system in all of North Carolina. That is not including 286. That's not including Umstead. It is Crabtree Park, the fifth most popular. Also in 2001 an organization - Let me get their name. - The Outdoor Alliance did a study and found that it was mountain bikers, not skiers, not hikers, not bird watchers. No other outdoor activity brings as much money to an area as mountain biking, so you have the demand. You have the spending money. I just ask that you please look into developers that want to develop the land to lean into this demand. You already have the money that you are already getting to instead of taking that away. Thank you.

Anna Edwards: Good evening, ladies and gentlemen. I know it's been a long day if you need to get up and stretch, I won't take offense, but thank you for your time. I'm one of the very few people that has



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moved up here to Raleigh versus down here. I come from Beaufort, SC, Beaufort County, Hilton Head very controlled growth which makes it very lovely. And one of the reasons I fell in love with Raleigh. Very controlled growth, beautiful area. Love being outside. I moved up here in 2012 for work. I sit at a desk all day Monday through Friday to keep my dog Lily, a yellow lab in the lifestyle she's accustomed to, but on the weekends I look a little different. I am an expedition racer. So what is an expedition racer? Well, it's like an adventure racer, but more dumb. And the reason I say that is because adventure racing is 3 days or less. Expedition racing is 4 days or more. My sweet spot is five to seven days and the reason I say five to seven because any race less than five days, it's not worth me shipping my bike. Anything more than seven days. This is not fun anymore. I'm over it so. But no matter if you're smart and do the adventure racing part, or if you're a dumb dumb like me and do the expedition racing part, the common thread is that the race director will have 3 disciplines and those disciplines are trekking. So it means you're out in the woods with the compass and the map. You're not allowed electronics, so no Google Maps, OK? So you're out in the woods. We've all heard the term forest feting. The 2nd discipline is mountain biking. You're familiar with that. And the third discipline is kayaking or canoeing. So you're on the water, you're on the land and you're messing around in the woods. So gentleman earlier mentioned safety as a female being out in the woods by myself, I feel very safe at Crabtree. I don't have any other alternative. I can't go anywhere else. A gentleman mentioned the whitewater center. Great area. I love the Whitewater Center, but it's 2 1/2 hours one way. I can't. Even if I pack my gear and head there directly after work, you know, I might not make it. 2 weekends ago I spent in Danville, VA. Another lovely area. Two hours away. So even if I pack my bike - the Trek lady earlier, I wish I'd talked to her because my I raced the Trek Super Caliber 9.7. Shout out to Trek. So even if I packed my stuff and headed directly to Danville, VA, I'm not going to make it before dark. So I just came here tonight to plead with you to not take that away from me. I don't have alternatives. I can't go somewhere else to train like Lake Crabtree. And the reason I'm able to secure my spot on a racing team in a male dominated sport is because I have Lake Crabtree. So thank you for listening.

Liz Adams: Riding on Crabtree Creek Greenway to the bike trails on Lake Crabtree from my home in Cary. It feels exhilarating. It is my way, my relief valve overhead. Planes take people to their destination. I imagine vacationers flying far away to relax and rejuvenate. Down below I am pedaling hard. Grinding down my anxieties, my worries, my fears. Seeking the calm serenity that comes from flying down the hills that I just climbed on my bike. The trails within Lake Crabtree County Park are a refuge easily traversed. No flight or fee required. People from all over share these paths through the forest. Walkers, runners, bikers. We go at different speeds and have different needs, but the trails are accessible to all. Seeing a wildflower. Hearing an owl screech. Watching the forest lean and sway reminds me that life within our urban oasis is vibrant and exciting and full of possibilities. Incomprehensively, our park is under threat by your demand to lease this parkland at market value under an unknown rule supposedly set by the FAA. Isn't there also a rule that land no longer needed for aeronautical purposes be returned to the local municipalities? This plan to develop Lake Crabtree feels similarly, tone deaf and harmful to Umstead State Park and our connected greenways. This will expose us to more PM 2.5. That's harmful to our lungs. This forest acts as a buffer and reduces the aircraft noise, the highway noise, and makes the park the sliver of land that may leave you more protected. The forest protects us from the pollution from the airport. I



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feel like your decisions to continue to clear cut land that's managed by you is harming our community. Thank you.

Kat Dale: This is our this is my main airport. We have a little one, but I drive to RDU for all my flights pretty much. Because our airport only has two flights a day, just go to Charlotte. So my name's Kat Dale. I live in Greenville, NC and I'm a frequent visitor to the Triangle because my partner actually lives here and I'll probably move here within the next few months. In Pitt County, I'm a full time marine biologist. I'm also the Safe Routes to School Coordinator for the town of Winterville, which is just off of Greenville. I'm a board member on two different nonprofits that deal with greenways and cycling advocacy. I'm the vice chair for our city's multimodal transportation commission. And I'm a coach for our youth mountain biking team, Pitt County Composite, which is a part of that national nonprofit NICA that you've heard from a few times tonight. And I'm here to tell you about a cautionary tale from Greenville that I will hope dissuade you from developing Lake Crabtree. So almost exactly one year ago to the day, a 30 year old beloved 10 mile trail system on private land in Greenville suddenly closed to recreation. This is despite working with the landowner in harmony for a really, really long period of time. Those trails were maintained by really dedicated team of local volunteers and it really just came down to the land manager deciding that they didn't want to allow free public access and it wasn't in their interest anymore. Does that sound familiar at all to you today? So I will tell you these were the best trails in eastern North Carolina. They were the primary reason I was willing to relocate to Greenville from a very bike friendly part of the West Coast. Greenville is incredibly auto centric. Even more than Raleigh or Durham or Chapel Hill are here. And it was so heartbreaking to see them close, and it had a really noticeable effect on Greenville being a destination for people biking and hiking and visiting our community and our businesses in our community. And I have seen this first hand impact on our young people as well. Our newest riders are finishing last in their categories at our NICA. They just don't have the spaces to gain skills and strength and technical expertise anymore. And we've had a really hard time recruiting because of this loss of this really important trail resource. And especially in this time when we need to be cultivating a community of action availability, especially in our young people, the closure has been like just really hard on Greenville and Pitt County in general. So I'm one of those people that everyone keeps mentioning about. Oh, people come to Raleigh for these trails. I am one of those visitors. I come specifically to bike Lake Crabtree and 286. Sometimes, even before my flight, and since I moved to North Carolina, I thought it was so cool that I could bike at Lake Crabtree, stretch my legs and then got on a flight to wherever I'm going, like 15 minutes later. I always thought that was so cool. I can tell you that these this is a really important natural area to preserve for your community and all of North Carolina. They're incredibly popular and I will say Lake Crabtree is one of our primary destinations for our adventure weekends with my team. So this is one place we bring our student athletes specifically. So you have the opportunity to help your community and me as a visitor and our kids avoid a similar fate as Greenville, I implore you to consider preserving the land, the trees and the trails by considering it as a community resource under the FAA guidelines. And if you are dead set on development, please complete a full environmental report. Consider storm water management a priority in your development plans and prioritize dense development that maintains as much tree canopy and trail coverage as possible. And as others have said, there are examples of communities that have created developments and resources that celebrate trails and natural



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resources rather than destroying them. So I really, really urge you to not consider things like corporate parks or auto centric businesses or convention centers. That's another lesson learned from Greenville. We just constantly build car washes and gas stations and bait shops. So please don't do that here either, OK, with our lakefront trails. So learn from our experiences in Greenville and Pitt County. You can save this community resource and gain major points with the broader region for doing so, and that includes us over in the eastern part of the state. Thank you so much.

Shannon Schlater: I hate public speaking. I really don't want to do this. I hate talking in front of people, but I come from the generation of the Lorax and I have to speak for the trees, so I also would like to use Salt Lake City as a warning example. I just moved here in June from Salt Lake and I can tell you I moved there for the beautiful trees in the canyons and I have lots of friends who are skiers, snowboarders, mountain bikers, very similar to those that enjoy the recreation here. But my friends have become begun fleeing Salt Lake City, as did myself. They have started just cutting down all of the trees. It is such an industrial area. It's Gray. It's polluted. It's gross. Like it couldn't live there anymore. And I send my friends videos and I say look how beautiful this place is and I have this lake right here and I just enjoy the wildlife and the clean air and the clean water. And I don't have to hide inside from the bad air quality ever. I can just walk every day among the beautiful trees and I just really, really urge you to protect this area and learn from Salt Lake. Thank you.

Karen Bronson: I never thought I'd get called, so I have nothing prepared. I just have a few things to say. Everyone has been very eloquent in the in the 100 reasons why we should preserve this green space. My reason is for pure public health. We need every green space we possibly have left in our country and in our city in our counties. Here, with the amount of anxiety. Depression, sleeplessness. Overbearing stress that people are feeling in the last few years in the last few decades. It is so important and green spaces like Lake Crabtree are the only thing that can keep people grounded and keep people healing. We need these spaces to heal and to preserve our dignity, our health and I just implore all of you to consider your health and the health of our citizens. Thank you.

Thomas Gwyn: So my name is Thomas Gwyn. I'm here today on behalf of not only myself and my family, but mainly my son Isaac, who learned to ride his bike here. As you can see at Lake Crabtree, I'm here to strongly oppose the development of these trails. I hope that you'll keep them in their natural state. Like I think one of the previous speakers said I'm introverted. It really takes a lot for me to get up here. I'm someone who's probably spoken publicly once over the last decade, and I hate every second of it, but at the end of the day, I want to be able to go home and tell my son that I did everything I can to preserve a space that we cherish. So I want to give you my unique perspective. I think as others have alluded to, I moved here from Florida about a year and a half ago. In Florida we watched essentially the natural beauty just destroyed by over development and I just I would hate for the same thing to happen. Our lives were filled with just driving around and going to stores. And you know, that was all we had on the weekend. There was nothing to do once we had a child, we realized we want to change. And so the Triangle area was on the top of our list. And Lake Crabtree has always been the place that we bring our family. This is, you know, as soon as they visit. That's the first place to go. Myself and my wife had never been on a



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mountain bike before we moved here. We discovered mountain biking through a neighbor, and we've had our very first ride here at Lake Crabtree. After a year and a half, we're in the best shape of our lives and my son also been able to join in on the fun. As you can see. And he's already riding a bike. A full pedal bike without training wheels due to the experience that he's gained. Here we've got many cherished memories at these trails and I truly want you to understand the benefit the trails give the community before you commit to their destruction. And it's the previous speaker said - at a time when teenagers are struggling with mental health issues, never before seen rates of obesity in our country are the highest they've ever been. Then we need places like Lake Crabtree more than ever. I think collectively we as a society have decided that more stores and roadways are preferable to natural spaces where people can exercise and enjoy the outdoors. Profit unfortunately always seems to take precedence over the well-being of the community. Our family's solution is simple. We go outside and we enjoy the outdoors whenever we can. Lake Crabtree provided one of the best outlets for exercise that we found in the area. You have the ability to preserve or take away something of vital importance to the Triangle community. The question always gets posed why don't children play outside anymore? This is the reason this is. This is this is my fear. That what my son is going to inherit and what his generation is going to inherit is less and less spaces like these to enjoy themselves in. So that's why I'm in front of you today. I realized my remarks may not make much difference, but I just want to be able to look my son square in the eye and told him I did everything I could to preserve the space and I hope that you'll feel the same and can look at your child the same way. Thank you.

Michael Sharp: I appreciate you guys hearing me this evening. I appreciate everyone else that stuck around for the end. Just like Thomas and a few of the other people said, my heart's racing right now. I don't know why I'm so nervous. But I think one of the things that makes this so difficult from the public standpoint is that you guys are soliciting solutions for unstated problems. We want to increase non aeronautical revenue but by how much? County can't satisfy that. The state can't satisfy that. Apparently there are conversations. But to what end? We really don't know. So again, this isn't - like someone else stated earlier an I got you a moment, but - if we're soliciting ideas and solutions like, let's find the problem and try and get there together. Yeah. All gathered by sitting here from the beginning. But you guys have a nice evening. Thank you.

Brent Harsh: I think everyone has hit most of my most of my points. I'm Brent Harsh. I live about two miles down the Black Creek Greenway in Cary, and of course that's my interest. But one thing that I've you know, agree with all of the points are there. Obviously I'm in favor of keeping the trails natural. Keeping what they are. But if you think of the communities down, the greenways out that way. And you're looking at economic value. There are many families, mine included, that bought specifically because we were 1000 feet from the Greenway connecting to Crabtree in particular. My daughter's ridden there like lots of the other kids and this is this is the perfect place. We have lots of curated parks, lots of nice spaces like downtown Cary Park. That's an example of a very developed, useless park. I don't ever want to go there. It's just crazy. No, I like these trails and that sort of thing. So it's just another point. But if you think it look at the Harrison point, straight down, all of that neighborhood country, I know that I ride with my neighbors. We head out. We go up there and that's just one point that I hadn't heard of in talking about the



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community and all of the users around the area. Like you've got a lot of people that don't need to drive and these are the riding trails that we can get to without firing up the cars, going to someplace else and taking a time out of our day to go do it. 5-minute lunch break, run and you're there. So please keep that in mind. Thanks.

Chair Hankins thanked the speakers.

Motion to adjourn by Szlosberg-Landis; Second by Kushner.

ADOPTED BY UNANIMOUS VOTE

Meeting adjourned at 8:35 p.m.



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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES FEBRUARY 20, 2025

Chair Hankins presided. Present: Hall-Roberts, Hannah, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.²

I. APPROVAL OF AGENDA

Chair Hankins commented that as the notice for the meeting stated and as appears on the Agenda, the Board will meet in a closed session near the end of the meeting and that the Board would not be taking any action after coming out of that closed session.

Motion by Morgan to approve the Agenda; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Szlosberg-Landis noted her review of the minutes of the regular meetings of the Board, the Board committees held on January 16, 2025, and of the special meetings of the Board held on January 21 and January 29, 2025, and asked if any edits were needed. General Counsel, Erin Locklear, noted a correction to the January 16, 2025 Operations Committee Work Session Minutes, on page 2 in the third full paragraph to attribute to Vice Chair Hall-Roberts a statement about concessionaires' offerings from HBCUs.

Motion by Szlosberg-Landis to adopt the minutes with the one noted correction to the minutes for January 16, 2025; Second by Morgan

ADOPTED BY UNANIMOUS VOTE

Director Morgan commented that the public comments made during the January 16 and January 29 meetings were included in minutes and could be viewed by the public once posted. There was discussion on full transcription versus a summarization of the comments.

III. CHAIR COMMENTS

1. Chair Hankins welcomed everyone. Chair Hankins remarked on his time spent at RDU during the recent snow event with staff as they worked to keep the runways open and he thanked staff for what they do to keep the airport safe and operational.
2. Chair Hankins celebrated Black History Month by highlighting these pioneering Black aviators with ties to the Triangle:

¹ Chair Hankins attended in person and the other directors participated remotely via Teams. Most staff and guests joined the meeting remotely due to weather conditions.

² The meeting was live streamed at <https://www.youtube.com/live/nThgr3ztMj4>.



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- a. Captain Warren Wheeler at the age of 22 was the first Black pilot to fly for Piedmont Airlines and he went on to found Wheeler Flying Service which became Wheeler Airlines.
- b. Leroy Walker, Jr., a Durham native and trained pilot was the former President of the Heart of Carolina Chapter of the Tuskegee Airmen, dedicating his time to educating students about aviation.
- c. Captain Lindsey Jefferies-Jones, a Raleigh native and UNC-Chapel Hill graduate served in the National Guard for 17 years, with nine of those as a pilot and she was the first Black woman to fly a Black Hawk helicopter for the National Guard.
- d. Phil Freelon was a renowned architect instrumental in developing RDU's Terminal 1, the central parking deck and former Terminal C.

Chair Hankins referenced Elizabeth City State University, a NC Historically Black University, which through its Aviation Science Bachelor of Science Program is shaping tomorrow's leaders for aviation-related careers.

3. Chair Hankins mentioned the special Board meeting held January 29th to hear the public's proposals for developing 136 acres of airport property next to Lake Crabtree. He thanked attendees and the more than 40 presenters, as well as commenters who submitted remarks online. Chair Hankins recapped the goals for the proposed development of this tract, noting the nearly 6,000 acres of recreational land nearby including Umstead State Park, as well as 151 acres leased by Wake County, with an opportunity to lease 75 acres more for Lake Crabtree Park. Chair Hankins reiterated the Authority's need to be self-sustaining and to fund infrastructure improvements.
4. Chair Hankins noted how the Airport Authority was established by the General Assembly and the inter-governmental cooperative work with state government partners and other state agencies as well as the Federal government and members of the Congressional delegation to continue to enhance safety and the desirability of air travel.

IV. OLD BUSINESS

1. Construction Committee – Morgan reported Board members met during the Committee work session on February 20, 2025, and discussed the following:
 - a. FY25/26 Staff Augmentation Amendments

For approval to amend the Master Services Agreements with Parsons, STV, AECOM, Jacobs, and WSP to provide a maximum payment for the period April 1, 2025 – March 31, 2026, as follows: Parsons: \$15,456,264; STV: \$3,500,000; AECOM: \$1,500,000; Jacobs: \$500,000; and WSP: \$1,500,000

- b. Park Economy 3 Expansion Design and Construction Administration Services Amendment – Amendment 12 to Task Order 2

For approval of Amendment 12 to Task Order 2 with RS&H in the amount of \$413,487.00



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- c. Terminal 2 Landside Expansion: Balfour Beatty/Metcon JV Contract for Construction: Capital Project No.: 331000

For approval and authorization of the Contract for Construction for Balfour Beatty/Metcon JV for Terminal 2: Landside Expansion GMP-01 in the amount of \$4,412,177.00

Motion by Morgan for approval of above items a. - c.; Second Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

2. Operations Committee – Hall-Roberts reported Board members met during the Committee work session on February 20, 2025, and discussed the following:

- a. Request for Approval – Task Order #5 -- Walk West, Inc.

For approval for Task Order #5 for an amount not-to-exceed \$1,438,500; and authority for the President and Chief Executive Officer to execute the agreement

- b. Amendment 5 with Waste Industries, LLC dba GFL Environmental

For approval of Amendment 5 with Waste Industries, LLC dba GFL Environmental to increase the contract ceiling and adjust unit prices for trash and recycling, environmental disposal fee and haul rate increases in the amount of \$630,000.00 and authorization for the President and CEO to execute the agreement

- c. Request for Approval, Task Order 2, Thorn Run Partners, LLC

For approval of Task Order #2 for Thorn Run Partners, granting a one-year extension of federal government consulting services from March 1, 2025, through Feb. 28, 2026, in the amount of \$192,000, plus reimbursement for extraordinary expenses or long-distance travel as pre-approved by the Authority, and authorization for the President and CEO to execute the agreement.

Motion by Hall-Roberts for approval of above items a. – c.; Second Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

VI. NEW BUSINESS

1. Consent Agenda

- a. Consideration of Capital Project Ordinance Amendment #3

Motion by Morgan for approval of the consent agenda items; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE



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VII. GENERAL COUNSEL’S REPORT

No items were reported.

VIII. PRESIDENT AND CEO’S REPORT

Welcome

Good afternoon, Board members, Team RDU, business partners, and guests who are joining us today.

Passenger Traffic

Passenger traffic took the expected post-holiday dip in January, with 1,038,897 travelers flying through RDU during the month. Passenger traffic outpaced January of 2024 by 7.4 percent, but was down 22.5 percent over December of 2024, the last month of the busy holiday season. The average number of daily departures is also up compared to this time last year. 201 aircraft took off from RDU in January – an increase of 8.5 percent over the same month in 2024.

Delta Air Lines and American Airlines continue to compete for market share. Delta had 27.4 percent of the market at RDU in January, with American at 27.2 percent and Southwest at 13 percent.

Air Service

RDU welcomed another new international destination on Wednesday when Avelo’s first flight from Montego Bay, Jamaica, landed at Terminal 2. Avelo will also begin service to Punta Cana, Dominican Republic, this Saturday. With the addition of Montego Bay and Punta Cana to RDU’s route map, the airport now serves a record 14 international cities and one U.S. territory. The Montego Bay and Punta Cana launches kick off a new era for Avelo as they offer international service from RDU for the first time and give Triangle-area travelers more opportunities for an island getaway.

Avelo’s commitment to RDU extends beyond adding new routes to creating jobs in our community. They began service at RDU in 2022 with a single route and opened a base at the airport the following year. Avelo now serves seven destinations from RDU and has two Boeing Next-Generation 737s and nearly 100 employees stationed at the airport.

Breeze Airways is also expanding at RDU. Beginning in April, they will launch five new nonstop routes – including two new destinations, Pensacola and Memphis. Twice-weekly service to Pensacola begins in late April, followed by Memphis, Rochester and Orlando in May and Albany in June. Memphis was previously our largest unserved market. Breeze began service at RDU in 2023 with eight routes and now serves 26 cities.

Winter Weather

I would like to thank Team RDU for keeping the airport safe during the winter weather that hit



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the Triangle yesterday. Preparations began last week, with our team monitoring weather conditions and the potential impact on airport operations. The response involved Airport Authority staff from:

- Emergency Operations
- Operations
- Maintenance
- Facilities
- Guest Experience
- Airport Rescue and Fire Fighting
- Law Enforcement, including our Airport Security Officers
- Information Services
- Communications
- The Communications Center
- Parking and Ground Transportation
- Planning and Sustainability
- Procurement

Our winter weather crews worked around the clock to keep our roads, sidewalks, runways and taxiways safe for passengers and planes, while other staff made sure the airport stayed up and running. Our team put in long hours, with some even staying at nearby hotels to ensure we had enough staffing. Severe weather isn't unusual for us, but it is gratifying every time to see the team pull together on behalf of RDU and our guests. Thank you.

IX. MEMBER COMMENTS

Vice Chair Hall-Roberts thanked Chair Hankins for the comments on Black History Month. Chair Emeritus Hannah thanked the staff for their hard work during the storm event. Secretary Szlosberg-Landis thanked staff as well and acknowledged recent cuts to the Federal work force affecting vital functions to the country, noting it is Congress' responsibility to fully fund the government and expressing hope that the vital economic role of airports will be acknowledged with funding not impacted, keeping the safety of the flying public a priority. Director Winters stated that Black History is American History and gave honor to the Tuskegee Airmen and John Winters Sr., who reshaped history. Director Winters remarked on the Tuskegee Airmen's courage in World War II in completing 15000 missions while shattering racial barriers and paving the way for integration, and especially mentioned Tuskegee Airman, the late Harold Webb, who was also a Wake County commissioner from 2003-2010. Director Winters' great uncle, John Winters Sr., began as a skycap at RDU and went on to build successful businesses and to become the first Black man elected to Raleigh City Council and also the North Carolina General Assembly, with induction into the Raleigh Hall of Fame in 2007. Director Winters celebrated their brilliance, bravery, and leadership, ensuring their legacy continues to uplift future generations and their perseverance reminding us that excellence knows no bounds. Director Winters extended her gratitude to the many faces and people we will never know but who contributed to the success of RDU. Treasurer Polanco-Galdamez echoed her constituents' comments and expressed appreciation to fellow Board members and staff for the work that they do for the airport. Director Morgan expressed appreciation for fellow Board members' perspectives and interests and the synergy of the Board. Director Morgan thanked staff for their work on establishing new air service and destinations for



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RDU, as well as staff's consideration of the traveling public while planning construction projects to mitigate travel disruptions.

X. CLOSED SESSION

1. Closed Session for attorney-client privileged communication

Motion by Hall-Roberts to go into closed session to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143-318.11(a)(1) and (3); Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Closed session from 1:30 p.m. until 2:58 p.m.

2. Closed Session for personnel matter

Motion by Polanco-Galdamez to go into closed session to discuss a personnel matter pursuant to NCGS §143-318.11(a)(1) and (6); Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

Closed session from 3:00 p.m. until 3:11 p.m.

XI. ADJOURNMENT

Motion by Winters to adjourn; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE



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RALEIGH-DURHAM AIRPORT AUTHORITY ACTIONS BY CONSENT FEBRUARY 20, 2025

The Board approved the following item on the Consent Agenda:

a) Consideration of Capital Project Ordinance Amendment #3

Memorandum by Sharyar Ahmed, Director of Financial Planning & Analysis – This item is to provide a staff recommendation to approve the Capital Project Ordinance Amendment #3 increase of \$3,000,000 for the following existing project:

- Capital Project 331000, “Terminal 2 Landside Expansion Program”, the current budget is \$40,000,000. The purpose of this project is to enhance landside facilities to accommodate projected passenger growth outlined in the 2040 Master Plan. This item seeks approval for the Contract for Construction with Balfour Beatty/Metcon JV for the Terminal 2 Landside Expansion Program – GMP-01. This initial construction package includes the temporary relocation of Customs and Border Protection (CBP) and RDUAA Guest Experience offices within the facility to facilitate larger construction phases later this year. The scope of work includes installing new and relocated walls, flooring, ceilings, and adjustments to power, data, fire alarm, and HVAC systems. Expected to be completed within six months, these relocations are essential to ensuring uninterrupted operations during the expansion. The Authority requires additional funding of \$3,000,000 bringing the project total to \$43,000,000.

Staff anticipates no additional cash spend is needed at this time for the 2024-2025 Budget Ordinance for this capital project.

Staff requests approval of Amendment #3 to increase the Capital Project Ordinance by \$3,000,000.



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RALEIGH-DURHAM AIRPORT AUTHORITY
2024-2025 CAPITAL PROJECT ORDINANCE AMENDMENT #2

BE IT ORDAINED by the Raleigh-Durham Airport Authority, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted:

Section 1. The following amount is appropriated for the projects:

\$ 875,627,263

Section 2. The following funds are anticipated to be available for the projects; total project amount will be funded through net revenues or appropriate financing:

Transfer Cash from Operating	\$ 784,412,299
Total Grant Funds	\$ 91,214,964

Section 3. The projects authorized are as follows and funded by Raleigh-Durham Airport Authority funds on hand in operations:

New 24/25 Projects					
	Original ¹	Change ¹ 06/4/2024	Change ² 11/21/2024	Change ³ 2/20/2025	Amended
211250 NCDOT Apron Rehabilitation	\$ 3,000,000				\$ 3,000,000
211260 Midfield Taxiway C&D Redevelopment	1,000,000				1,000,000
211240 Taxiway J Rehabilitation	22,000,000				22,000,000
331090 T2 Flooring Replacement	1,200,000				1,200,000
331100 T2 Assessment and Upgrades	3,850,000				3,850,000
321030 T1 Restroom Addition	1,200,000				1,200,000
621060 Rental Car Storage Lot	10,250,000				10,250,000
489002 Vehicles and Equipment - FY24	20,127,263				20,127,263
489100 Airstairs for Aircraft Emergencies	200,000				200,000
	\$ 62,827,263	\$ -	\$ -	\$ -	\$ 62,827,263

Amended Projects					
	Original ¹	Change ¹ 06/4/2024	Change ² 11/21/2024	Change ³ 2/20/2025	Amended
211220 Runway SL/23R & Taxiway B Preservation Program	\$ 25,000,000				\$ 25,000,000
211140 Enhanced Security Perimeter Gates (TSA)	5,000,000				5,000,000
211170 North Cargo Apron Reconstruction	37,000,000				37,000,000
321004 Building Management System upgrade	1,000,000				1,000,000
321010 T1 Generator Replacement	725,000				725,000
321020 T1 Chiller Replacement	1,075,000				1,075,000
331040 Terminal 1 & 2 Service Animal Relief Area (SARA)	1,121,000				1,121,000
331060 PC Air Units Replacement for Terminal 2	6,400,000				6,400,000
331080 T2 Airside Restroom Refresh/Prototype	20,177,000				20,177,000
677003 T1 Expansion Program - Planning Strategy and PDD	8,800,000				8,800,000
080799 Expanded Park Economy 3	140,007,000		23,993,000		164,000,000
881450 Rental Car Road, Trade Drive & Admin Parking Lot Rehabilitation	4,200,000				4,200,000
341001 CEP Boiler Burner and Expansion Tank Replacement	600,000				600,000
381000 GA Area Pavement Rehabilitation	4,200,000				4,200,000
441000 Fuel Farm Facility Improvement Plan	11,100,000				11,100,000
453000 Maintenance Building Parking Lot Rehabilitation	4,950,000				4,950,000
881260 Maintenance Facility HVAC Replacement	1,050,000				1,050,000
881380 AOC 5th Floor Buildout	5,000,000				5,000,000
	\$ 277,405,000	\$ -	\$ 23,993,000	\$ -	\$ 301,398,000



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Ongoing Projects		Original ¹	Change ¹	Change ²	Change ³	Amended
			05/4/2024	11/21/2024	2/20/2025	
080879	Runway 5L/23R and Taxiway B Replacement Program	\$ 372,300,000				\$ 372,300,000
211200	Taxiway E Rehabilitation	15,000,000				15,000,000
331000	T2 Landside Expansion Program	40,000,000			3,000,000	43,000,000
331030	T2 Concessions Development Program Phase 1	9,500,000				9,500,000
331050	Ramp Information Display System - Planning	4,600,000				4,600,000
331070	T2 Concessions Development Program Phase 2	22,752,000	6,400,000			29,152,000
331071	CBP Biometrics	750,000				750,000
621020	Parking Guidance System	7,000,000				7,000,000
621040	Parking Garage Rehabilitation - Phase 3	4,000,000				4,000,000
621050	Parking garage Replacement and Ground Transportation Center	10,000,000				10,000,000
881430	Aviation Parkway/National Guard Drive Interchange - Design	2,300,000		1,200,000		3,500,000
881440	John Brantley Blvd Extension Design	10,000,000				10,000,000
454001	(AOC) Air Cooled Chiller Replacement	250,000				250,000
454002	Modular Unit Furniture building	850,000				850,000
454003	AOC 1st/4th Floor Work	200,000				200,000
456000	Aircraft Rescue and Fire Fighting (ARFF) Facility and Airport Integrated Operations Center	1,000,000				1,000,000
881180	Consolidated Trash Facility Concrete Dumpster Slabs	300,000				300,000
		\$ 500,802,000	\$ 6,400,000	\$ 1,200,000	\$ 3,000,000	\$ 511,402,000
		\$ 841,034,263	\$ 6,400,000	\$ 25,193,000	\$ 3,000,000	\$ 875,627,263

Section 4. This Capital Project Ordinance includes all amended, new and ongoing projects and replaces all previous capital project ordinances.

Section 5. Subject to approval and acceptance of bids by the Raleigh-Durham Airport Authority, the appropriate officers of the Raleigh-Durham Airport Authority are hereby authorized and empowered to enter into contracts and to carry out the necessary work for the completion of the above listed projects within the funds appropriated herein.

Section 6. The Finance Officer is hereby directed to report quarterly on the financial status of the aforesaid projects. The Finance Officer shall also keep the Authority informed at each regular meeting of any unusual occurrences.

This Capital Project Ordinance shall be entered in the minutes of the Raleigh-Durham Airport Authority and within five (5) days after its adoption, copies shall be filed with the Finance Officer, The Budget Officer and the Secretary of the Raleigh-Durham Airport Authority, who, for the purposes of this ordinance, is designated as the Clerk to the Raleigh-Durham Airport Authority as described in G.S. 159-13.2.

Amended this 20th day of February 2025

Notes:

¹ Original-budget ordinance adopted March 17, 2024



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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD CONSTRUCTION COMMITTEE WORK SESSION MINUTES FEBRUARY 20, 2025

Committee Chair Morgan presided. Present: Hall-Roberts, Hankins, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.²

The Committee discussed the following items:

1. FY25/26 Staff Augmentation Amendments

Presented by Kenny Perry, A.A.E., Vice President of Project Management and Strategy – This item provides a staff recommendation on contract amendments for five consultant firms currently providing Staff Augmentation services to the Authority.

Staff Augmentation is a phrase used to describe experienced and capable third-party consultants working alongside Authority staff to fill key roles on projects and programs. Staff Augmentation consultants currently play an important role on the Authority's projects and programs, and they are an integral part of the Authority's strategy to implement projects and programs in the years ahead.

During the February 2022 monthly Board meeting, the Authority's Board approved separate five-year Master Services Agreements (MSAs) with the following firms to provide Staff Augmentation services to the Authority: STV, AECOM, Jacobs, and WSP. A multi-year agreement with Parsons had been previously approved by the Board

In addition to the approval of MSAs, the Board authorized funding under each agreement for FY22/23 only (e.g., year one term), and this was repeated in February 2023 for FY23/24 funding (e.g., year two term) and in February 2024 for FY24/25 funding (e.g., year three term). Accordingly, funding for years four through five were to be brought back to the Board on an annual basis for consideration, which is the purpose of this staff recommendation.

Following a period of negotiation, cost analysis, and projections for additional staff next fiscal year, staff determined an appropriate recommended maximum payment for each firm based on projected Staff Augmentation expenditures by firm during FY25/26. The specific maximum payment recommendations for FY25/26 are as follows:

¹ Chair Hankins attended in person and the other directors participated remotely via Teams. Most staff and guests joined the meeting remotely due to weather conditions.

² The meeting was live streamed at <https://www.youtube.com/live/nThgr3ztMj4>.



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- Parsons: \$15,456,264
- STV: \$3,500,000
- AECOM: \$1,500,000
- Jacobs: \$500,000
- WSP: \$1,500,000

The FY25/26 maximum payment amount will be codified in a contract amendment for each firm that will be applicable for the period of April 1, 2025 – March 31, 2026 (e.g., year four term).

The Minority and Women-Owned Small Business (MWSB) participation goals on the Staff Augmentation program are 11% for minority-owned firms and 10% for women-owned firms. Across the entire Staff Augmentation program, there are nearly 40 minority or women-owned firms on the teams of the five prime firms mentioned above, providing the Authority with an opportunity to source needed professionals from a rich pool of talent to utilize on its critical projects.

During the February 2022 Board meeting, the Authority's Board approved the staff recommendation to track MWSB participation in the aggregate across the five Staff Augmentation firms, thereby reflecting MWSB participation across the entire Staff Augmentation program. Staff have followed this approach since FY22/23 and have provided the Board with a quarterly report detailing this participation. Staff projects overall MWSB participation in FY25/26 to be 11.0% Minority-owned, and 10.5% Woman-owned small businesses.

Kenny Perry addressed Director Morgan's questions about this proposed \$4-5M increase over last year's authorized amount, and that staff augmentation predominantly provides construction support but can be utilized in other areas such as finance and grants. CEO Michael Landguth confirmed that these contract amendments are in the proposed FY25-26 budget. CFO Ronald Kapocius addressed Secretary Szlosberg-Landis' questions about staff augmentation compensation (which includes overhead and benefits) being about 40% compared to total labor compensation.

Staff requests approval to amend the Master Services Agreements with Parsons, STV, AECOM, Jacobs, and WSP to provide a maximum payment for the period April 1, 2025 – March 31, 2026, as defined above.

2. Park Economy 3 Expansion Design and Construction Administration Services Amendment – Amendment 12 to Task Order 2



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Presented by France Campbell, Director of Landside Engineering – This proposed Amendment 12 to Task Order 2 with RS&H for the PE3 Expansion Project authorizes design and construction administration services for the following items:

- Design and Construction Administration services for the public and employees, Level 1 Electric Vehicle (EV) charging units within the ongoing Park Economy 3 expansion project.
- Design modifications and implementation of site related changes to accommodate the EV charging changes including demolition, geometric, grading, and marking changes.
- Construction administration services for the EV charging implementation

Total compensation under this proposed Amendment is a not-to-exceed amount of \$413,487.00. Labor (\$412,061.00) will be billed at established hourly rates, and expenses (\$1,426.00) will be billed at direct cost.

The overall Minority and Women-owned Small Business (MWSB) goals for the existing Master Agreement are 10% for Minority-owned Small Businesses (MB) and 5% for Women-owned Small Businesses (WB). The proposed amendment includes commitments of 37.4% for MB and 0% WB. With this amendment, total commitments for the PE3 Expansion project will be 24.5% for MB and 10.8% for WB. The Authority's Director of Small Business Program Office concurs with this commitment.

Secretary Szlosberg-Landis thanked staff to their work on this project. Chair Hankins mentioned recent discussions with staff, specialists in the solar enhancement field, as well as Duke Energy management, regarding the ongoing long-term challenge of meeting the Authority's electric power needs, including the possibility of significant outlay of capital.

Staff requests approval of Amendment 12 to Task Order 2 with RS&H in the amount of \$413,487.00.

3. Terminal 2 Landside Expansion: Balfour Beatty/Metcon JV Contract for Construction: Capital Project No.: 331000

Presented by Jaymes Carter, Vice President, Buildings and Building Systems – The purpose of this item is to provide a staff recommendation for the approval of the Contract for Construction with Balfour Beatty/Metcon JV for the Terminal 2 Landside Expansion Program – GMP-01. The scope for this initial project construction package includes temporary relocation of Customs and Border Protection (CBP) and RDUAA Guest Experience offices, within the facility, to accommodate the larger phases of construction that will begin later this year. These minor modifications to the building will include new and relocated walls, new flooring and ceilings, relocated power, data, fire alarm, and HVAC systems. This work is expected to occur within six months. These relocations are necessary to maintain operations during construction of the expanded building.



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The Minority and Women Owned Small Business (MWSB) goals for the contract are 12.0% for Minority Small Owned Businesses (MB) and 10.0% for Women Small Owned Businesses (WB). MB and WB participation included in the contract are 6.9% for MB and 9.6% for WB. The Small Business Program Office has received and reviewed the MWSB commitment and determined that Balfour Beatty/Metcon JV has documented good faith efforts as required by the program.

The Authority will compensate Balfour Beatty Construction for services rendered in the amount not to exceed \$4,412,177.00.

CFO Ronald Kapocius confirmed that the corresponding capital project ordinance amendment was for the FY 24-25 budget. Jaymes Carter answered Board members' questions about the scope of this expansion and that this particular project phase would not include John Brantley Blvd. Mr. Carter explained how limited impact to customers was planned during this construction. Chair Hankins thanked staff as well as consultants and outside firms for what they area and will be doing in this project. Chair Hankins clarified that the budget amendment was a Consent Agenda item and it was for the capital project ordinance which crosses different fiscal years. Secretary Szlosberg-Landis remarked this type of construction project had a huge communications aspect to assist the traveling public in understanding what to expect and asked that the Board be informed on the long-term communication strategies. CEO Michael Landguth agreed that it was a priority to keep the public informed and excited about the airport's growth and noted that staff was working on that communications plan and that a date would be planned for presentation to the Board.

Staff requests approval and authorization of the Contract for Construction for Balfour Beatty/Metcon JV for Terminal 2: Landside Expansion GMP-01 in the amount of \$4,412,177.00.



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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD OPERATIONS COMMITTEE WORK SESSION MINUTES FEBRUARY 20, 2025

Committee Chair Hall-Roberts presided. Present: Hankins, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.²

The Committee discussed the following items:

1. Request for Approval – Task Order #5 -- Walk West, Inc.

Presented by Dan Miller, Vice President of Marketing – The Marketing team continues to work diligently to enhance the guest experience and generate revenue, while effectively positioning the Raleigh-Durham International Airport in the consumer travel market. The Authority is working with its marketing agency, Walk West, under a 3-year Master Services Agreement. This request is for approval of Task Order # 5 and will authorize Walk West to provide vital services needed to support promotion of the Authority's, air service, parking, and concessions programs, products and services. Scope includes Media Buying, Strategy Development, Creative Services, Video Production, Event and Consulting Support, and Account Management. Costs for Task Order # 5 are summarized below. NOTE: Costs for this Task Order are split evenly between two funding sources: 1) the Authority's FY 25-26 Operating Budget (52%), and 2) the Concessions Marketing Fund (48%).

Total (Not to Exceed):	\$1,438,500
Consulting Support: (Est. 40 Hrs/Mo @ \$175/Hr)	\$ 84,000
Other Promotional Costs:	\$ 115,000
Event Planning Services:	\$ 50,000
Media Spend:	\$1,014,450
Agency Commission:	\$ 175,050

Media Spend represents 71% of the total Task Order dollars. ASIP Media Spend represents 52% of total Media Spend.

Approval of this task order provides the critical agency resources necessary to support the Authority's prioritized business needs. The MWSB goals for the Master Services Agreement are 4.7% MB and 2.8% WB. MWSB commitments for Task Order #5 are: 4.0% MB and 2.4% WB. The Small Business Program Office concurs with the commitments.

¹ Chair Hankins attended in person and the other directors participated remotely via Teams. Most staff and guests joined the meeting remotely due to weather conditions.

² The meeting was live streamed at <https://www.youtube.com/live/nThgr3ztMj4>.



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In response to Secretary Szlosberg-Landis' questions, Dan Miller explained the types of media buys that Walk West provides for the Authority, noting that in addition to digital there are some radio ads as well as some connected TV video ads. Mr. Miller gave further information about how influencers will come and experience a restaurant, giving a review to their followers. Secretary Szlosberg-Landis asked about performance metrics for the media buys and Dan Miller explained how media buy impressions and click-through rates are reviewed in monthly reports and that campaigns are adjusted if not performing as expected. Vice Chair Hall-Roberts asked if the Authority utilizes minority serving outlets to ensure a variety of patrons are served and Dan Miller confirmed that the media is provided to the Authority's diverse catchment area.

Staff requests approval for Task Order #5 for an amount not-to-exceed \$1,438,500; and authority for the President and Chief Executive Officer to execute the agreement.

2. Amendment 5 with Waste Industries, LLC dba GFL Environmental

Presented by Steven Yanni, Director of Contract Facilities Maintenance – Staff is requesting Board approval for Amendment 5 to the contract with Waste Industries, LLC, doing business as GFL Environmental (GFL), to adjust unit prices and increase the contract ceiling. This amendment is necessary to accommodate increases in the environmental disposal fee, administration fee, and haul rate as well as the increase levels of enplanements which drives more volume.

As stipulated in the contract, GFL is authorized to request adjustments to their contract amount for haul charges, disposal fees, and administrative fees in the years 2019, 2021, 2023, and 2025.

The transfer station and the City of Durham, where our trash and recycling are processed, have raised their disposal fee to \$59 per ton, reflecting a \$5.00 increase. Additionally, the haul rate has risen to \$186.11, an increase of \$17.45, and the administration fee has increased to \$64.25, up by \$6.01. These adjustments in haul and administrative fees are based on the Consumer Price Index from September 2022 to August 2024.

Due to this being a unit price contract (vendor invoices based on actual tonnage), and the exact tonnage for removal cannot be predicted, it is projected that approximately \$100,000 will remain in the contract by the end of RDU Fiscal Year 2024-2025. Given modest expected passenger increases in the coming years, the team estimates that an additional \$630,000 will be expended to fully complete the contract.

In response to Vice Chair Hall-Roberts' questions, Steven Yanni noted that the contract was initially executed in 2017 and that under the contract's terms annual CPI increases were allowed.



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Staff requests approval of Amendment 5 with Waste Industries, LLC dba GFL Environmental to increase the contract ceiling and adjust unit prices for trash and recycling, environmental disposal fee and haul rate increases in the amount of \$630,000.00 and authorization for the President and CEO to execute the agreement.

3. Request for Approval, Task Order 2, Thorn Run Partners, LLC

Presented by Kerry McComber, Interim Vice President of Communications, Government and Community Affairs – The Raleigh-Durham Airport Authority (Authority) is seeking approval of a one-year extension (Task Order #2) with Thorn Run Partners, LLC (TRP) to continue providing the Authority with federal government consulting services. After a competitive bidding process, the Authority entered into an agreement with TRP in January 2024 for a term of one-year with the option for up to four one-year extensions.

TRP is a bipartisan government affairs firm that is partnering with JTR Strategies, a woman-owned lobbying and crisis communications firm, to represent the Authority's policy, regulatory and funding interests before Congress and the Administration

The cost of the one-year extension will not exceed \$192,000 except for reimbursement for extraordinary expenses or long-distance travel to North Carolina that is pre-approved by the Authority

The Minority and Women-Owned Small Business (MWSB) participation goals for this contract are 0% MB and 50% WB. The Small Business Program has reviewed and determined that it meets the MWSB program requirements.

Secretary Szlosberg-Landis noted that with the dramatically different political policies and landscape, she would like to see an analysis by Thorn Run of what could be expected in Washington so that the Authority could take responsive action. CEO Michael Landguth explained how Thorn Run has provided overviews and summaries of recent Executive Orders, and recently assisted the Authority by providing clarification to the FAA to enable RDU to qualify for one of the five airport slots for alternative delivery (CMAR) methods. Mr. Landguth remarked that even Federal agencies are not receiving guidance. Chair Hankins noted the opportunity all Board members have to represent RDU when interacting with elected officials and representatives.

Staff requests approval of Task Order #2 for Thorn Run Partners, granting a one-year extension of federal government consulting services from March 1, 2025, through Feb. 28, 2026, in the amount of \$192,000, plus reimbursement for extraordinary expenses or long-distance travel as pre-approved by the Authority, and authorization for the President and CEO to execute the agreement.



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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD SPECIAL MEETING MINUTES MARCH 6, 2025

Chair Hankins presided. Present: Hall-Roberts,¹ Hannah, Kushner, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, EVP and Chief Development Officer Sandifer, EVP and Chief ISA Officer McFall, Senior VP and CRO Freedman, SVP and COO Connell, SVP and General Counsel Locklear, VP and CFO Kapocius, and other staff members and guests.²

Chair Hankins noted a quorum was present, thanked fellow Board members for attending, and that this special meeting was called for the Board's budget work session to review and discuss the Authority's proposed Annual Operating and Capital Budgets for Fiscal Year 2025-2026. Chair Hankins stated that the Public Hearing on the proposed budget would occur later in the meeting, and that at the end of the meeting, a closed session for the stated reasons would be held.

CEO Michael Landguth remarked that Chuck McFall came to the Authority twelve years ago and in April will transition out of his duties. The initial Strategic Plan was Mr. McFall's brainchild, under Chair Emeritus Hannah's leadership. Mr. Landguth thanked Mr. McFall for his phenomenal job on this current Strategic Plan, with Kenny Perry's assistance.

Mr. McFall briefly outlined what would be presented. He recapped the groundwork started twelve months ago, the validation process and the drafting of new goals and objectives, as well as discussions facilitated by Dr. van Beek, and the constructive feedback from the Board. Chuck McFall read the four strategic goals and their corresponding objectives. He referred to the "wagon wheel" which displays how these goals support the Authority's mission to deliver excellent airport facilities, services and guest experiences, and that the Authority's business plan and budgets are driven by these four goals. Mr. McFall mentioned the "line of sight" or alignment of the strategic plan as the driving document to the annual business plan and budget, and how each strategic tactic (or project) in the business plan is aligned to a specific goal and objective.

Mr. McFall took a deeper dive into the 14 strategic tactics (or projects), beginning with the red goal, "Grow Responsibly to Meet Demand" with its three objectives, and he discussed the key tactics for those objectives. Next, Mr. McFall described the blue goal, "Elevate Guest Experiences" with its two objectives and the key tactic associated with each objective. The green goal, "Empower our People to Think Boldly and Deliver Creatively" with its two objectives and the key tactic associated with each of those was detailed by Mr. McFall. There were questions from Board members about the examples given not being transformational or creative (example of elimination of analog phone line versus monorail from PE3). Mr. McFall indicated that this was meant to enable a continuing transformational business

¹ Vice Chair Hall-Roberts joined the meeting remotely via Teams at 2:24 p.m.

² The meeting was live streamed at https://www.youtube.com/live/Wxjh0aN5_7E.



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process mindset which can lead to other improvements. The yellow goal, “Enrich the Community” with its three objectives and the four key tactics was covered by Mr. McFall. There were questions from the Board as to the Energy Management Plan key tactic and Abhi Bathula, Energy Manager, explained what the energy consult has done and what scopes of work are planned for phases 2 and three, with the plan finalizing in approximately 1-1/2 years. There was further discussion by Board members as to the GHG zero emissions date of 2050 while some airports have designated 2040.

CFO Ronald Kapocius expressed thanks to the Authority staff for focusing on the right priorities when drafting departmental budgets and he thanked the Finance team for their efforts to develop this draft budget. Mr. Kapocius described the budget approach and the key elements for the budget framework. He detailed historical enplanement numbers and shared the FY 24/25 forecast of 7.8M enplanements.

Sharyar Ahmed, Director of Financial Planning and Analysis, noted that budgeted revenue is to increase by \$10.6M which is a 4.2% increase, and he detailed the year-over-year comparison of revenue categories from FY 24-25 to FY 25-26. Mr. Ahmed did a further breakdown of the revenue comparisons, giving factors contributing to the increase or decrease in numbers. Mr. Ahmed answered Director Winters’ questions about international travel and he explained the graphic displaying the airport’s revenue by source. Mr. Ahmed answered questions about appropriated funds referring to the Authority’s reserves. He gave the summary of proposed FY25-26 rates and charges noting the increases proposed.

Sharyar Ahmed transitioned to budgeted expenses with an increase of \$11.4M which is 8.5% more than last fiscal year. Mr. Ahmed went over a breakdown of the expense comparisons, giving reasons contributing to the budgeted increase or decrease in numbers. Mr. Ahmed shared the Phase I capital program information and the capital projects ordinance, with the budgeted cash spend in FY25-26 for the key projects. COO John Connell answered questions about the bag buddy system. Sharyar Ahmed described the Customer Facility Charge Capital Projects spend.

CFO Ronald Kapocius continued the presentation and discussed the budgeted cash flow with the decrease of \$104M in fund reserves and \$500M left in reserves consistent with the strategic plan. Mr. Kapocius displayed the \$2.5B funding program and discussed the potential timeline for new bonds. There were questions from the Board about impacts to the bond market from a possible recession and Mr. Kapocius indicated that key KPIs would be monitored. Mr. Kapocius discussed that in some scenarios, lowered borrowing rates might be anticipated. He again noted that the Authority was cautious in estimating enplanement growth and that the Authority’s financial advisors would provide guidance as the Authority considers bond issuance. Mr. Kapocius mentioned that the Local Government Commission would only allow debt predicated on the timing of when the project was ready. Mr. Kapocius addressed other Board members’ questions about tariffs not being taken into account in expenses but, that course adjustments would be taken when/if necessary.

Chair Hankins commented that there are always unknowns and that the Authority has a long list of capital needs and that the Board will move with deliberate speed and action and when the time is right, bonds



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will be issued if possible. President and CEO Landguth commended Ron Kapocius on the financial model. Mr. Landguth noted that the Authority's leadership team reviews factors and metrics every month to see if any areas are showing signs of the economy softening. Mr. Landguth indicated that continuing with the capital projects and building the infrastructure needed at the airport is the right thing to do for the airport's future and to keep up with the growing community.

CFO Kapocius outlined the next steps for the budget including the matters that would come before the Board on March 20 for approval. Director Winters thanked staff for the clear presentation of the budget materials and for the metrics and steps that leadership takes to monitor the economy. Director Winters also expressed appreciation that the Authority has previously weathered financially through COVID, including modifying its budget due to the economic environment at that time. Chair Hankins asked for other Board members comments. Chair Emeritus Hannah celebrated Chuck McFall's accomplishments at the Authority and thanked him for his incredible work and wished him the best. Secretary Szlosberg-Landis clarified with Ron Kapocius the FY25-26 Business Plan, the FY25-26 Budget Ordinance, and the FY25-26 Capital Project Ordinance which Board members would consider for approval on March 20. Secretary Szlosberg-Landis thanked staff for their work on and presentment of the draft budget which she felt was a solid budget and she challenged the community to think bigger and with more innovation as to revenue streams for the airport.

Sharyar Ahmed answered Director Kushner's questions about the first time adjustment made on page 2 to reflect the realignment of PFC collections. Mr. Ahmed discussed the adjustment decreasing parking revenue on page 4, noting that the FY24-25 estimate was a little aggressive. President and CEO Landguth explained that travelers are having shorter parking stays and that the post-pandemic fizzle has returned slightly. Mr. Ahmed addressed Director Kushner's questions on page 5 about the drivers causing increased parking expenses while decreases in revenue. As to there being no line items for maintenance for solar canopies or EV chargers on page 47, Ron Kapocius explained that these items should still be under warranty for this budget period. CRO David Freedman answered Director Kushner's questions about the building to be potentially acquired this fiscal year to provide space for the Authority's growing staffing needs. Chair Hankins thanked staff for giving the details on the budget and answering questions.

Chair Hankins announced it was time for the Public Hearing on the proposed budget.

Motion to open the Public Hearing by Szlosberg-Landis; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Public Hearing opened at 2:23 p.m. A transcript of the public's comments is attached to these minutes.

At the end of the last public speaker, in response to Secretary Szlosberg-Landis' question, President and CEO Landguth noted that the two cities and the two counties each pay a total sum of only \$12,500 annually



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to the Authority. Mr. Landguth reiterated that the Authority can't rely on taxing and must self-generate its own revenue for the airport.

Motion to close the Public Hearing by Szlosberg-Landis; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

The Public Hearing was closed at 2:36 p.m.

At Chair Hankins' request, General Counsel Erin Locklear read the purposes for why the Board was going into a closed session.

Motion by Kushner for the Board to go into closed session to i) consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143.318.11(a)(1) and (3), and ii) to discuss a personnel matter pursuant to NCGS §143.318.11(a)(1) and (6); Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Closed session from 2:41 p.m. until 5:00 p.m.³

Motion to adjourn by Winters; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

³ Secretary Szlosberg-Landis left the meeting at 3:24 p.m.



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Disclaimer: These results are AI-generated which is an experimental feature and the quality of the information may be inconsistent.

Public Hearing Comments Notes for March 6, 2025:

Dr. Jean Spooner

Good afternoon. A land use master plan should be a priority for your budget. I don't see it in there, but I have some ideas of where you can get your money from in the budget. And I don't mean a process for thousands of citizen comments are ignored. I ask you to be a better steward than the previous board, which signed a mineral lease against thousands of public comments which now has effectively zero buffer to the East Coast Greenway and an encroachment in a park. How's that working out? In your operating budget, \$100,000 doesn't go very long too far for your terminal, for your runway, for your other enhancements. The benefits for a true reimagination of the land use master plan would be consistent with your goal to reach the community and serve as a regional economic leader, reflect your community, be a steward of the airport and think big. To improve community goodwill. Comprehensive and strategic and cohesive land use planning can increase net revenue for the airport instead of one piece of land at a time. Support by the local government could increase the community goodwill and actually lead to reliable revenues stream where the local governments actually can implement a bond by a vote. Sales tax. And so many good reasons for a stable, a stable plan. Your legal fees, project 71130, \$450,000. Instead of fighting the community, which I'm sure some of this is for, hurting community goodwill instead of paying lawyers to prevent duly enacted zoning by Wake County that was requested by the RDU Authority that followed general statute 160 for local planning and development, which had public notice, public meeting, planning Boards, appeal board, and vote by the request by the Raleigh-Durham Airport Authority and vote by the Wake County commissioners. Shame on you for paying lawyers to try to disengage and prevent duly elected county zoning. Those funds for that purpose should be diverted to the land use planning. Rental car storage. It's too soon to put that money in there. You should instead have a master land use master plan to assist with a sighting of this facility. Your T2 upgrades Projects 331000. I would recommend you eliminate the roof cover, whatever that is \$40 to \$80 million. It's not requested by the public. It's not needed by the public. It is not a priority. Divert that money or more than enough for a master plan. On your Project 710, uh advertising in marketing, you'd be more effective having useful food signage in the airport with photos of yummy food that went direct to increase your food revenues. Sorry, I'm running out of time. I only have a couple more comments.

Chair Hankins: You can start wrapping up your comments.

All right. Your Project 33182 Restrooms. I've been in many airports continuously around the country. Your T2 restrooms are great compared to other airports. That's money that could be diverted to land use master planning. Again, I just want to emphasize land use master planning, community good will. Let's work together. Nina, let's think big. Thank you very much.



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Betsy Beals

Thank you for allowing me to speak. You know I come up here every year to talk about the budget because I feel like there's so much money being spent for an airport that the majority of the citizens of our area do not use. There are lots of businessmen who do. There are lots of families who have to be on a plane when a relative dies, but more than likely, unless you have some income, you're not going to be flying. And so I hate to see all of our money being spent to cut down more trees. You know, I love my trees and I know that when you have another expansion of 7000 more parking spaces and your parking is down, that makes no sense to the average person who has to pay the county taxes of which I am in Wake County. I am alarmed that I have no one that I know of that I can vote for on this council. It's up to you to help me try to understand what your business plan is. I do think it's a good strategy, a line of sight, I like what I see every year, but I think it's extraordinarily extremely exorbitant and I think it's too much. I think it in your budget should be cut, especially with the economy such that it is. I know that as a senior, I'm on a limited income and I know that the majority of people who are my age are I would appreciate more information sent to the whole area such as North Raleigh, Durham area, Brier Creek, Glenwood Avenue, Ebenezer Church, Cary, and Morrisville. These are all communities that should be talking together with you all to help plan the airport. I don't know if that's going on. I know you try to, but I would appreciate you cutting the budget a lot if I could say it, I would never want to see a billion dollar spend. I don't think you should get another bond and I don't think you should have the money that you're spending right now. \$1.2 Billion. That's a lot of money. Thank you for the opportunity to speak. I hope that each of you will think seriously about the citizens, the children who need good schools and the people who need affordable housing. Thank you.

Bill Marley

I just wanted to mention about a couple of things. One would be the budget. We didn't hear in the budget about possible quarry proceeds or the taxable authority that may be examined and the other thing would be that when you build a new runway, you can probably plan to expect the unexpected. That won't go unnoticed and carriers and they will probably surprise you and they'll want to come here. So I would just plan for that. The other thing is get capacity between now and when the terminal two expansion can be fully implemented with its spokes. I thought of two things that may be solutions, they may not be. One would be feasibility of using the remain overnight parking for international carriers and shuttling them to and from Terminal 2, thereby opening up the gates on the northeast side of Terminal 2 for capacity. The other would be to, in so far as there's an expansion plan up to 21 or 24 gates for Terminal 1, to potentially partner with one of the airlines to expand at least part of Terminal 1. I agree with you about making the airport the best it can be, and I plug your efforts. With all due respect to Umstead Park, keep doing what you doing. Thank you.



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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES MARCH 20, 2025

Chair Hankins presided. Present: Hall-Roberts, Hannah, Kushner, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

I. APPROVAL OF AGENDA

Chair Hankins commented that as the notice for the meeting stated and as appears on the Agenda, the Board will meet in a closed session near the end of the meeting and that the Board would not be taking any action after coming out of that closed session.

Motion by Szlosberg-Landis to approve the Agenda; Second by Morgan

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Szlosberg-Landis noted her review of the minutes of the regular meeting of the Board, the Board committees held on March 20, 2025 and asked if any edits were needed.

Motion by Szlosberg-Landis to adopt the minutes; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hankins welcomed everyone. Chair Hankins remarked on the budget review session and public hearing on March 6th about the Airport Authority's Annual Operating and Capital Budgets for Fiscal Year 2025-2026. The \$523 million budget and the accompanying 2025-2026 Business Plan will allow RDU to invest in its infrastructure, workforce and the community while elevating the guest experience for travelers. Airport Authority staff made the budget available for public viewing on rdu.com before the meeting, and the Board invited members of the community to provide their comments in person. Public participation is an important part of the budget process, and Chair Hankins thanked everyone who attended and spoke at the meeting or submitted comments online.

¹ The meeting was live streamed at <https://www.youtube.com/live/iyLF6fSjZ4g>.

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2. Chair Hankins announced the Airport Authority received a gold level Healthy Workforce Designation from Cigna Healthcare for 2024. The designation indicates our strong commitment to improving the health and vitality of our employees through a workplace well-being program. The Cigna Healthy Workforce Designation evaluates organizations based on the core components of their well-being program, including leadership and culture, program foundations and execution, policies and accommodations. Organizations can be recognized with a bronze, silver or gold designation. Those recognized with the gold designation set the standard of excellence. Chair Hankins recognized that our culture of health and vitality starts with our employees, and expressed excitement to have earned this designation.
3. Chair Hankins pointed out that it was the time of year sports fans in North Carolina and around the country have been waiting for. March Madness is underway this week, and RDU welcomes thousands of college basketball fans and athletes to the Triangle. N.C. State hosts the first and second rounds of the NCAA Division 1 Men's Basketball Tournament starting this weekend at the Lenovo Center in Raleigh. Duke, North Carolina and N.C. State all host games in the NCAA women's tournament. Our terminals are filled with fans sporting their team colors and looking forward to watching the best of college hoops. Welcome signs from the NCAA are in the terminals and on airport roadways. RDU and Pepsi hosted a "Swish and Soar" event at bag claim in Terminal 2, complete with Pop-a-Shot competition and fun giveaways. Chair Hankins shared that RDU is proud to be the first impression fans have of the Triangle. No matter which team you're pulling for, Chair Hankins hoped visitors enjoy their stay and make the most of everything our region has to offer.
4. Chair Hankins shared that another exciting time of year is just around the corner. RDU will host the Special Olympics North Carolina Plane Pull competition on April 12th. This is the 26th year for the annual event. Teams will compete at a daunting task: pulling a plane 25-feet in the fastest time, all while raising money to support Special Olympics athletes. Each seven-person team must raise a minimum of \$1,000 total by the event date to compete. Chair Hankins looked forward to watching the competition and helping raise funds for athletes in our community. You can learn more about the event and sign up at www.ncplanepull.com.
5. Chair Hankins reminded travelers that the deadline for getting a REAL ID is less than two months away. Beginning May 7th, travelers will need a REAL ID, U.S. passport or another federally approved identification to board commercial flights. Travelers who don't have a REAL ID or U.S. passport may still be able to board flights, but they may have to provide additional documentation with their traditional license or ID. The North Carolina REAL ID is a driver license that looks like the traditional license or ID but with a star in the top right corner. Anyone can get a REAL ID now by going to a North Carolina DMV office with the required

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- documentation. Your first REAL ID can't be obtained online. You can learn more about the REAL ID requirement at ncdot.gov.
6. Chair Hankins recognized that the March Board meeting would be Chair Emeritus Hannah's last meeting and thanked him on behalf of the Board and staff for his years of effective service and leadership as Chairman during an exceptionally challenging time in the history of the Airport, the COVID-19 pandemic. Chair Emeritus Hannah thanked Chair Hankins and stated it has been an honor to serve with a great organization and our community in this capacity. He noted that the Airport's brand is huge in this region and the future of the area is centered around and built on our backs, and dependent upon the good decisions of the Board. He expressed serving on the Board for the last 10 years has been one of the most meaningful experiences of his life. He gave a heartfelt thanks to President and CEO Landguth for his professionalism and unwavering commitment and passion for the aviation industry. To Team RDU, he thanked everyone for their hard work and contributions to the success of the airport and betterment of our community. He ended with Dr. Martin Luther King, Jr.'s quote: "Life's most persistent and urgent question is: What are you doing for others?"

IV. PUBLIC COMMENTS²

Betsy Beals

Thank you very much for the opportunity to speak today. I appreciate it. The comment making about do not cut anymore trees. Thank you, David. I appreciate that and I hope that that becomes a reality for me. I also have some concerns about the fact that Vulcan is building a service road parallel to Old Reedy Creek Rd. And lots of trucks are on Reedy Creek, so I'm not sure if y'all aware of that. I was never made aware of the new plan. I don't even know the plan. I had to call Adam Parr at Mining and he doesn't have all of the plan. So if you have a plan for the service road and what's happening next to my property, I would appreciate that. I want to know too why RDU is not a AAA rating for their bonds. It would make our bonds a lot cheaper. And when I saw that all the four people who are the, you know, all the four people who are involved in this: Durham and Raleigh and Wake County and Durham County, they are all Triple A rated. Why also do we have to store cars for the rental car people? That should be their problem, not ours. They have a place to store what they probably use in a day. And I know that during Christmas that's the probably the only time they have a problem with this. If you can, I would appreciate still

² Disclaimer: These results are AI-generated which is an experimental feature and the quality of the information may be inconsistent.

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being allowed to give you comments. This is a great change for Raleigh-Durham Airport. Thank you.

Joe Milazzo, RTA

My name is Joe Milazzo. I'm the Executive Director of RTA, the Regional Transportation Alliance. RTA is the voice of the regional business community on transportation. I appreciate the opportunity to connect with you today. RTA's mission is to deliver business leadership to get our region moving faster. Our highest strategic priority is a sustainable business model at RDU International. It has been the highest priority for several years and continues to be. We have had multiple events that will continue to focus on the success of this airport because the success of this airport is essential for the future prosperity of our entire market overall. We recognize as a business organization, as a business community that there are times that you have to do some thoughtful reimagining of projects and heard some of that today in your conversation and in your work session. But we recognize that needs to happen given funding realities, given inflation and changing travel conditions. So regarding comments on the budget, we simply have this to say: Thank you. Thank you to the professional staff. Thank you to the leadership. Thank you to the Board for taking the time to do this and to continue to make a world class guest travel experience and air travel experience for people coming to and from here and the market as a whole. RTA has two core values in service to the region. Urgency in our action. My sense is that you share those by the work you do every day. Thank you.

Dr. Jean Spooner

Good afternoon. I am Dr. Jean Spooner, Chair of the Umstead Coalition, and I want to start with the environmental compliance program. I think the storage rental car facility is primed for that. And I think there are several alternative locations and several alternative mechanisms. So I would request that the Board try to get the environmental compliance and the review of the location for the rental car storage before you move on to anything else. Let's look at alternatives and bring the public in for public input and serious critique and evaluation. Rest assured that the public would certainly see, as they do Park Economy 3 now, the vast deforestation next to William B Umstead State Park, East Coast Greenway that would be. So you definitely want public input early and often. So we got the mechanism in place. I appreciate your comments on that regard. A comment on the bathrooms. I said during last week your bathrooms are fine. If there's some upgrade that gives decrease in lines by greater, faster input. You know, I don't know what it would be - more sinks or something. You know, I don't think that's worth \$651,000. Back to Lake Crabtree County Park. I think there's we have a lot of heartburn about artificially dividing one tract

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of property into six segments to try to avoid, perhaps federal money, federal money is there by Lake Crabtree, the water line that serves RDU, I-40, Aviation Parkway. Perhaps there's a lot of federal money there that would require the approval of all the five sponsors. The four local governments and yourself. For moving ahead with, converting that to, releasing it from non-aeronautical purposes. So I appreciate you looking at the whole of Lake Crabtree County Park in your deliberations and master planning, I hope. Thank you for your service. Thank you.

V. OLD BUSINESS

1. Construction Committee – Morgan reported Board members met during the Committee work session on March 20, 2025, and discussed the following:

- a. Evaluation of Terminal Area Rental Car Facilities and Public Parking Garage

Motion for approval of Task Order 8 with Kimley-Horn and Associates, Inc. in the amount of \$988,592.00 by Morgan; Second by Hall-Roberts

ADOPTED BY UNANIMOUS VOTE

- b. Terminal 2: Restroom Refresh: Preconstruction Services Amendment: New South-Right Build, A Joint Venture

Motion for approval of the Preconstruction Services Amendment with New South-Right Build, A Joint Venture in the amount of \$651,197.55 by Morgan; Second by Hall-Roberts

ADOPTED BY UNANIMOUS VOTE

2. Operations Committee – Hall-Roberts reported Board members met during the Committee work session on March 20, 2025, and discussed the following:

- a. Performance Update of Rolling Owner-Controlled Insurance Program 1.0 and the Selection and Procurement of an additional Rolling Owner-Controlled Insurance Program 2.0 with a General Liability Only and Excess Limit Program Option

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Motion for approval for services procured in Task Order #3 for the purchase of Primary and Excess construction insurance coverage for the proposed Owner-Controlled Insurance Program 2.0 for a total of \$1,969,072 by Hall-Roberts; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

3. Board Matters

a. Edits to Authority Ordinance Chapter 6: Administration

Board discussion regarding the continuation of public comments in future Board meetings.

Motion by Szlosberg-Landis for approval of edits to Chapter 6 to remove the language making public comments temporary in nature and to add public comments to the agenda for each regular monthly Board meeting (rather than every other meeting); Second by Kushner

Board discussion regarding support and opposition on Szlosberg-Landis motion. Morgan offered a friendly amendment to continue allowing public comments at every other regular monthly Board meeting, which was accepted.

Amended motion by Szlosberg-Landis for approval of edits to Chapter 6 to remove the language making public comments temporary in nature and to continue them on the agenda for every other regular monthly Board meeting; Second by Kushner

ADOPTED BY 7-1 AFFIRMATIVE VOTE

VI. NEW BUSINESS

1. Consent Agenda

- a. Approval of Duke Energy Progress, LLC Indemnity Agreement
- b. Approval of Duke Energy Easement – Park Economy 3 Expansion Project
- c. Consideration of Grove Bay Crawford JV, LLC Phase 1 Terminal Support Space Lease Amendment 1
- d. Consideration of Grove Bay Crawford JV, LLC Phase 2 Terminal Support Space Lease Amendment 1

Motion by Kushner to remove item (b) from the Consent Agenda; Second by Polanco-Galdamez

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ADOPTED BY UNANIMOUS VOTE

Board discussion regarding the location of and impacts of the Duke Energy easement.

Motion by Kushner for approval of the consent agenda items(a), (c), and (d); Second by Morgan

ADOPTED BY UNANIMOUS VOTE

Motion by Morgan for approval of the consent agenda items(a), (c), and (d); Second by Kushner

ADOPTED BY UNANIMOUS VOTE

2. FY 2025-2026 Budget

- a. Consideration of the FY25-26 Business Plan, the FY25-26 Budget Ordinance, and the FY25-26 Capital Project Ordinances

Chair Hankins noted the Board's previous discussion and consideration of the public's comments.

Motion by Hannah to approve the FY25-26 Business Plan, the FY25-26 Budget Ordinance, and the FY25-26 Capital Project Ordinance; Second by Morgan

ADOPTED BY UNANIMOUS VOTE

3. Board Matters

- a. Board travel

Chair Hankins noted his concurrence with the President and CEO's request to have a set of guidelines for Board travel, and the circulation of draft guidelines sent to all Board members. The Board briefly discussed draft guidelines and the budgeted amount of \$24,000 (\$3,000 per Board Member) in the new budget, which matched the Board travel amount budgeted last year.

Upon request by Hall-Roberts to table the Board travel discussion to allow for further Board review, this item was tabled.

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VII. GENERAL COUNSEL’S REPORT

No items were reported.

VIII. PRESIDENT AND CEO’S REPORT

Welcome

Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Passenger Traffic

RDU welcomed 958,304 passengers in February. This reflects a 2.8% year-over-year decrease, largely due to 2024 being a leap year, which gave last February an extra day. Market share competition remains strong between American and Delta, both holding 26.8% of the market. Southwest followed with 13%. With spring break approaching, we anticipate a rebound in passenger traffic. RDU is now offering more nonstop destinations than ever before.

Air Service Growth

RDU has seen remarkable air service expansion over the past six months. In September, travelers could choose from 70 nonstop destinations served by 17 airlines. Today, RDU offers 79 nonstop destinations in partnership with 19 airlines. Two new airlines and nine new destinations have launched or been announced in just the past six months. This rapid growth underscores the increasing demand for air service at RDU.

Enhancing Facilities & Sustainability

With this growth comes the need for infrastructure improvements. RDU’s 10-year capital program includes major projects such as: Runway replacement, Terminal 2 landside expansion, Park Economy 3 expansion, and John Brantley Boulevard extension. Sustainability is a top priority. In December 2022, RDU adopted an Environmental Compliance Review (ECR) process, ensuring responsible environmental planning for projects not subject to federal or state approvals. The first ECR was completed in August 2023 for the Park Economy 3 Expansion, with another underway for the John Brantley Boulevard Extension. RDU is the first airport in the nation to implement this type of environmental review process.

Sustainability Recognition – Envision Verification

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RDU has been honored for integrating sustainability into the Park Economy 3 Expansion project. The project has received Platinum Envision verification from the Institute for Sustainable Infrastructure (ISI)—the highest level of recognition. Park Economy 3 is: The third project in North Carolina to earn Envision verification, the first to achieve Platinum status in the state, and the first airport project in North Carolina to receive this prestigious certification. Congratulations to the Team RDU members who played a vital role in this achievement, including: Bill Sandifer, Delia Chi, Gina Danison, Rachel Stair, Kiara Kelly, Ron Jewett, France Campbell, Charlie Tennant, and many other dedicated employees. A special thanks to our partners for their support in the Envision verification process: RS&H, Balfour Beatty, North Carolina State University, North Carolina Department of Environmental Quality. Looking ahead: RDU is also seeking Envision verification for its runway replacement project, further reinforcing its commitment to sustainable infrastructure. This exciting progress highlights RDU's continued growth, innovation, and commitment to sustainability as we enhance our airport for the future.

IX. MEMBER COMMENTS

Vice Chair Hall-Roberts recognized March as Women's History Month reflecting on all the accomplishments of women from North Carolina, particularly those from the cities of Durham and Raleigh who advocated for gender and racial equality, women's suffrage, and equitable access to opportunities. She encouraged all to continue honoring their contributions and for the continuation and strengthening of our DEI initiatives. Director Kushner congratulated Team RDU on receiving the Platinum Envision verification and stated he was glad it was applied to the Park Economy 3 project. He expressed appreciation to the Finance team on their hard work with putting the budget together. Director Kushner congratulated Chair Emeritus Hannah on his many years of service and appreciated the perspective he brought when making comments and how he handled himself as Chair of the Board. Chair Emeritus Hannah thanked everyone and wished them the best as they set policies for the Authority. Secretary Szlosberg-Landis concurred thanking staff on their great verification achievement stating it gives a roadmap to the future. She reiterated the importance of embedding sustainability principles and energy in our capital projects budget. She stated implementing a plan is the financially responsible thing to do and it emulates the values of our community, to reduce our carbon footprint, invest in renewable energy resources and protect our environment and future. Director Winters continued recognizing Women's History Month by providing history regarding Isabella Cannon, the first female mayor of Raleigh, and expressed appreciation for serving alongside her fellow Board members. Director Polanco-Galdamez thanked the community members for sharing their public comments. She expressed being proud

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of the budget and how it keeps the Authority on task with our vision and execution of our plan. She thanked Chair Emeritus Hannah for inspiring her with his success and elegant leadership. Director Morgan expressed appreciation for Chair Emeritus Hannah's guidance, leadership, and support. He congratulated Team RDU on the Platinum Envision verification and thanked staff for all their hard work.

X. CLOSED SESSION

1. Closed Session for attorney-client privileged communication

Motion by Morgan to go into closed session to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143-318.11(a)(1) and (3) and to discuss a personnel matter pursuant to NCGS §143-318.11(a)(1) and (6); Second by Kushner

ADOPTED BY UNANIMOUS VOTE

Closed session from 2:30 p.m. until 3:55 p.m.

Motion by Polanco-Galdamez to increase the President and CEO's base salary by 6%, and provide a bonus of 15% of the base salary; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

XI. ADJOURNMENT

Motion by Morgan to adjourn; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY ACTIONS BY CONSENT MARCH 20, 2025

The Board approved the following items on the Consent Agenda:

a) Approval of Duke Energy Progress, LLC Indemnity Agreement

Memorandum by Sharyar Ahmed, Director of Financial Planning & Analysis – Several Vision 2040 projects will require the dedication of easements to Duke Energy Progress, LLC (Duke), either due to the relocation of various electrical utilities, or the extension of existing overhead and underground lines. The Authority has requested Duke provide indemnity for potential claims against the Authority resulting from any negligent or intentionally harmful acts or omissions by Duke in its use of those easements, and Duke has requested that the Authority provide similar indemnity in favor of Duke. The parties have negotiated a mutual indemnity agreement. This separate indemnity agreement will prevent the parties from needing to negotiate indemnity terms on an easement-by-easement basis, streamlining the easement process and reducing the risk for associated project delays.

Staff recommends approval of the indemnity agreement with Duke Energy Progress, LLC.

b) Approval of Duke Energy Easement – Park Economy 3 Expansion

Memorandum by France Campbell, Director of Landside Engineering - As part of the Park Economy 3 (PE3) Expansion project, one transformer is being relocated and one new transformer is being installed. An easement is needed for Duke Energy to relocate and install the transformers and install the related underground conduit and power feeds to those transformers. The transformers and related underground conduit and power feed installation will be installed by Duke Energy. The form of easement has been drafted by staff and legal counsel and approved by Duke Energy.

Staff recommends approval of a Permanent Easement for Duke Energy for the PE3 Expansion project, with authorization for the President and CEO to execute the easement.

c) Consideration of Grove Bay Crawford JV, LLC Phase 1 Terminal Support Space Lease Amendment 1

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David Kushner

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CITY OF RALEIGH
Nina Szlosberg-Landis, **Secretary**
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DURHAM COUNTY
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Indranil Ghosh



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Memorandum by Brian Basener, Director of Concessions – Grove Bay Crawford JV, LLC operates the three (3) Phase 1 restaurants, Black & White Coffee Roasters, Crawford's Genuine, and Carolina Craft under their Airport Food & Beverage Operator Agreement. Grove Bay Crawford JV, LLC currently leases storage spaces 1350A, 1350B, 1350C, and 1744B. Grove Bay Crawford JV LLC identified the need for an office to support its growing operations at Raleigh-Durham International Airport. A summary of the Lease Agreement terms:

- Term:
 - Addition of office space 1180A
 - 10 year lease expiring on June 12, 2034
 - Annual escalation is the greater of 3% or annual rates and charges.
- Fixed Rent:
 - \$22,018.35 current annual rent
 - \$15,501.01 additional annual rent
 - \$37,519.36 new total annual rent

Staff requests approval of the Grove Bay Crawford JV, LLC Phase 1 Terminal Support Space Lease Amendment 1.

d) Consideration of Grove Bay Crawford JV, LLC Phase 2 Terminal Support Space Lease Amendment 1

Memorandum by Brian Basener, Director of Concessions – Grove Bay Crawford JV, LLC operates the five (5) Phase 2 restaurants, Adios!, Half Moon Empanadas, Dunkin', Bobby's Burger, and Bond Brothers Kitchen & Bar under their Airport Food & Beverage Operator Agreement. Grove Bay Crawford JV, LLC currently leases storage space 1145A. Grove Bay Crawford JV LLC identified the need for additional storage space to support its operations at Raleigh-Durham International Airport. A summary of the Lease Agreement terms:

- Term:
 - Addition of three (3) storage support spaces
 - 1145B, 1945B, and 1945D
 - 10 years from the opening date of their first Phase 2 restaurant
 - Annual escalation is the greater of 3% or annual rates and charges
- Fixed Rent:
 - \$10,337.63 current annual rent
 - \$27,209.79 additional annual rent

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- \$37,547.41 new annual rent

Staff requests approval of the Grove Bay Crawford JV, LLC Phase 2 Terminal Support Space Lease Amendment 1.

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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD CONSTRUCTION COMMITTEE WORK SESSION MINUTES MARCH 20, 2025

Committee Chair Morgan presided. Present: Hall-Roberts, Hankins, Hannah, Kushner, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

The Committee discussed the following items:

1. **Evaluation of Terminal Area Rental Car Facilities and Public Parking Garage**

Presented by Delia Chi, VP of Planning & Sustainability – Since it was envisioned in the 2017 Airport Master Plan, various rental car concepts have been explored to improve the passenger experience by bringing rental car customers closer to the passenger terminal area. Customers would no longer need to take a bus to rental car facilities, and rental car operators would be able to improve their operational efficiencies. Previously explored concepts are no longer financially feasible due to unanticipated rising costs of labor and materials. In consultation with car rental companies Authority staff have formulated this project to redefine previous concepts and explore new concepts such as repurposing Parking Garages 1 and 2 for rental car activity. The goal of the project is to select a new preferred concept that is both operationally and fiscally responsive, and capable of moving forward into design. Task Order 8 (MA20.08.00) with the On-Call Engineering Consultant, Kimley-Horn and Associates, Inc. (KHA), includes 4 workshops with rental car operators and Authority staff to review and confirm goals, expectations, and requirements, and agree upon a set of evaluation criteria. A total of 6 concepts will be identified focusing on location, size, connectivity / movements, and comparative costs. Final deliverables include a preferred concept with renderings / visualization, and a rough order of magnitude cost estimate. Total compensation under this proposed Task Order 8 is a not-to-exceed amount of \$988,592.00. The overall Small Business goals for the existing Master Services Agreement are 10% for MB and 5% for WB. This proposed TO 8 includes a MB commitment with Connico and eStudio of 9.65% and a WB commitment of 0%, for a total MWSB commitment of 9.65%, which has been approved by the Small Business Office.

¹ The meeting was live streamed at <https://www.youtube.com/live/iyLF6fSjZ4g>.

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Staff requests approval of Task Order 8 with Kimley-Horn and Associates, Inc. in the amount of \$988,592.00.

2. Terminal 2: Restroom Refresh: Preconstruction Services Amendment: New South-Right Build, A Joint Venture

Jaymes Carter, Vice President, Buildings and Building Systems – The purpose of this item is to provide a staff recommendation for the approval of a Preconstruction Services Amendment with New South-Right Build, A Joint Venture for the Terminal 2 Restroom Refresh Project. The Terminal 2 Restroom Refresh Project includes (23) passenger restroom facilities on both Concourse C and D. Preconstruction Services will include: Cost Estimating & Value Analysis, Constructability Reviews with the Design Team, Value Engineering, Bid Package Consultation, Sub-Contractor Prequalification, Bidding and participation in Design Meetings/Site Visits. The overall Minority and Women Owned Small Business (MWSB) goals for the existing Master Agreement are 10.0% for Minority Small Owned Businesses (MB) and 5.0% for Women Small Owned Businesses (WB). MB and WB participation goals for the Preconstruction Amendment are 20.0% for MB and 5.0% for WB. The Small Business Program Office has received and reviewed the MWSB commitment; this commitment meets the MWSB program requirements. The Authority will compensate New South-Right Build, A Joint Venture for services rendered in the Lump Sum amount of \$466,339.55. Allowable reimbursable expenses are also specified in the Agreement and shall not exceed \$184,858.00. Total compensation is \$651,197.55.

Staff requests approval and authorization of the Preconstruction Services Amendment with New South-Right Build, A Joint Venture in the amount of \$651,197.55.

3. Performance Update of Rolling Owner-Controlled Insurance Program 1.0 and the Selection and Procurement of an additional Rolling Owner-Controlled Insurance Program 2.0 with a General Liability Only and Excess Limit Program Option

Presented by James Witherspoon Jr., Vice President of Risk Management, Safety, and Insurance – The purpose of this item is to provide the Board with an update on the performance of Rolling Owner-Controlled Insurance Program (ROCIP) 1.0 and the selection and procurement of an additional Rolling Owner-Controlled Insurance Program (ROCIP) 2.0 with a General Liability Only and Excess Limit Program Option. The projects included in the proposed Rolling Owner-Controlled Insurance Program (ROCIP) 2.0 are Terminal 2 Expansion – Phase 1 North and the Enablement Project. The construction value for Terminal 2 Expansion – Phase 1 North and the Enablement Project is \$224M. The recommended insurance coverage limit for the Owner-

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Controlled Insurance Program is \$100M, with a \$100K deductible. The limits were determined through competitive market analysis and benchmarking construction project values with limits purchased by other airports that have an Owner-Controlled Insurance Program. Also, the marketing analysis explored several deductible options and determined that a \$100K deductible was the optimal balance of investment and retention. Task Order #3 of the Master Services Agreement will provide the following components: Binding; Project Evaluation; Project Enrollment; Program Enrollment; Program Implementation; and Ongoing Administration. Task Order #3 services procured from this Master Services Agreement is not to exceed \$1,969,072. Staff requests approval for services procured in Task Order #3 for the purchase of Primary and Excess construction insurance coverage for the proposed Owner-Controlled Insurance Program 2.0, including signature authority for the President and CEO for a total of \$1,969,072.

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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD OPERATIONS COMMITTEE WORK SESSION MINUTES FEBRUARY 20, 2025

Committee Chair Hall-Roberts presided. Present: Hankins, Hannah, Kushner, Morgan, Polanco-Galdamez, Szlosberg-Landis and Winters.¹ Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.²

The Committee discussed the following items:

1. Performance Update of Rolling Owner-Controlled Insurance Program 1.0 and the Selection and Procurement of an additional Rolling Owner-Controlled Insurance Program 2.0 with a General Liability Only and Excess Limit Program Option

Presented by James Witherspoon Jr., Vice President of Risk Management, Safety, and Insurance – The purpose of this item is to provide the Board with an update on the performance of Rolling Owner-Controlled Insurance Program (ROCIP) 1.0 and the selection and procurement of an additional Rolling Owner-Controlled Insurance Program (ROCIP) 2.0 with a General Liability Only and Excess Limit Program Option. The projects included in the proposed Rolling Owner-Controlled Insurance Program (ROCIP) 2.0 are Terminal 2 Expansion – Phase 1 North and the Enablement Project. The construction value for Terminal 2 Expansion – Phase 1 North and the Enablement Project is \$224M. The recommended insurance coverage limit for the Owner-Controlled Insurance Program is \$100M, with a \$100K deductible. The limits were determined through competitive market analysis and benchmarking construction project values with limits purchased by other airports that have an Owner-Controlled Insurance Program. Also, the marketing analysis explored several deductible options and determined that a \$100K deductible was the optimal balance of investment and retention. Task Order #3 of the Master Services Agreement will provide the following components: Binding; Project Evaluation; Project Enrollment; Program Enrollment; Program Implementation; and Ongoing Administration. Task Order #3 services procured from this Master Services Agreement is not to exceed \$1,969,072

¹ Chair Hankins attended in person and the other directors participated remotely via Teams. Most staff and guests joined the meeting remotely due to weather conditions.

² The meeting was live streamed at <https://www.youtube.com/live/nThgr3ztMj4>.

Raleigh-Durham Airport Authority Board Members

WAKE COUNTY
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Staff requests approval for services procured in Task Order #3 for the purchase of Primary and Excess construction insurance coverage for the proposed Owner-Controlled Insurance Program 2.0, including signature authority for the President and CEO for a total of \$1,969,072.

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES APRIL 17, 2025

Chair Hankins presided. Present: Asante-Smith, Hall-Roberts, Ghosh, Kushner, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

I. APPROVAL OF AGENDA

Motion by Winters to approve the Agenda; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Szlosberg-Landis noted her review of the minutes of the regular meeting of the Board, the Board committees held on March 20, 2025 and asked if any edits were needed.

Motion by Szlosberg-Landis to adopt the minutes; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hankins welcomed everyone.
2. Chair Hankins honored Sepi Saidi, a former member of this Board who passed away last month. Sepi served on the Airport Authority Board from May of 2017 through January of 2023. She was Secretary of the Board for two years and Vice-Chair for another two. She had a tremendous impact on RDU during her time here, helping lead the airport during periods of record growth, the pandemic and the recovery. Sepi was the founder of Sepi Engineering, and her professional expertise was invaluable in steering RDU's capital campaign. Chair Hankins noted that we will remember Sepi for her leadership and advocacy for the airport and paused for a moment of silence to honor Sepi Saidi.
3. Chair Hankins commented on the upcoming public workshop next month for the Environmental Compliance Review of one of our major capital projects – the extension of John Brantley Boulevard. The public workshop is an opportunity for the community to learn about the Authority's environmental analysis of the roadway extension project and submit comments. It will be held on Thursday, May 1st from 5 to 7 p.m. in Room 100 of RDU Center, located at 1000

¹ The meeting was live streamed at <https://www.youtube.com/live/VfMiXezr3b0>.

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Shelley Winters, **Treasurer**

DURHAM COUNTY
Yessenia Polanco-Galdamez, **Secretary**
Nil Ghosh

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Trade Drive on the airport campus. Comments will be accepted in person at the workshop or by mail or email through 5 p.m. on May 8th. Comments can be emailed to publiccomment@rdu.com. The mailing address is: RDUAA – Environmental Programs, P.O. Box 80001, RDU Airport, NC 27623

4. RDU's Environmental Compliance Review process is the first of its kind among airports nationwide and exceeds federal and state environmental requirements. More information and the draft environmental report will be available on rdu.com prior to the May 1st workshop.
5. Chair Hankins noted that RDU will host a career fair next month for members of the public who are interested in jobs connected to the airport. The Airport Authority, airlines, federal agencies, concessionaires and other business partners will participate. The event will be held on Wednesday, May 21st here in Room 100 of the RDU Center, located at 1000 Trade Drive on the airport campus. Job seekers can stop by anytime between 9 a.m. and noon to meet with companies who are hiring. Attendees are required to register online at <https://bit.ly/rdu-career-fair> by May 16.
6. Chair Hankins commented that last Saturday, RDU hosted one of the most exciting community events of the year – the annual Plane Pull to benefit Special Olympics North Carolina. The Plane Pull challenges teams of seven to pull a plane 25 feet in the fastest time, with categories for law enforcement, corporate and community groups. 55 teams participated this year and raised a total of more than \$100,000 to support Special Olympics athletes. The Authority was well-represented by a team from our Maintenance Department, and our own General Counsel Erin Locklear served on the Special Olympics President's team. RDU is honored to host the Plane Pull each year. A special thank you goes out to all of the Authority employees who contributed to the Plane Pull's success by helping organize, staff or promote the event.

IV. OLD BUSINESS

1. Law and Personnel Committee – Palanco-Galdamez reported Board members met during the Committee work session on April 17, 2025 for a closed session to discuss a personnel matter.
2. Operations Committee – Hall-Roberts reported Board members met during the Committee work session on April 17, 2025, and discussed the following:
 - a. Approval for Energy Management Plan (EMP) – Task Order #2

Motion for approval of Task Order #2 with Hanson Professional Services for the Energy Management Plan, in the amount of \$459,267.34. by Hall-Roberts; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

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b. Ground Transportation - Ordinance Chapter 13 Amendments

Motion for approval of amending Ordinance Chapter 13 as proposed by Hall-Roberts; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

c. Amendment 8 with Daifuku Services America Corporation, formerly Elite Line Services

Motion for approval of Amendment 8 with Daifuku Services America Corporation in the amount of \$3,088,066.44. by Hall-Roberts; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

d. Capital Program Communications Campaign Update

Report was for information only. No Board action was needed.

3. Board Matters

a. Board travel

Upon request by Hall-Roberts to table the Board travel discussion to allow for further Board review, this item was tabled.

b. Edits to Authority Ordinance Chapter 6: Administration

Board discussion regarding the continuation of public comments in future Board meetings.

Motion by Kushner for approval of edits to Chapter 6 to add public comments to the agenda for each regular monthly Board meeting (rather than every other meeting); Second by Szlosberg-Landis

Board discussion regarding support and opposition on Kushner motion. Kushner indicated a desire to have public comments at the upcoming meeting, though these Chapter 6 edits will not be in place yet because this is the first reading of those edits.

ADOPTED BY 6-2 AFFIRMATIVE VOTE

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V. NEW BUSINESS

1. Consent Agenda

- a. Consideration of Capital Project Ordinance Amendment #1
- b. Approval of Duke Energy Easements – Rental Car Drive
- c. Consideration of Capital Budget Amendment for the T2 Concessions Development Program Phase 2 Project Number: 331070
- d. Construction Services for Runway 5L-23R Preservation 2025

Motion by Kushner to remove item (d) from the Consent Agenda; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Board discussion regarding the ongoing and repetitive nature of the runway preservation project costs and efforts.

Motion by Kushner for approval of the consent agenda item (d); Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Motion by Kushner for approval of the consent agenda items(a), (b), and (c); Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE (with abstention by Asante-Smith on item (b))

VI. GENERAL COUNSEL’S REPORT

No items were reported.

VII. PRESIDENT AND CEO’S REPORT

Welcome

Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Raleigh-Durham Airport Authority Board Members

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Air Service

A surge in spring break travel brought 1,255,645 passengers through RDU in March, an increase of 31 percent over February and a two percent increase over March of 2024. The average number of daily departures was 225, up 6.2 percent from March of last year. Delta had 27 percent of the market, with American at 26.5 percent and Southwest at 14 percent. BermudAir's inaugural flight touched down at RDU last Friday, adding another international destination to our route map. The Bermuda route connects the Research Triangle region to Bermuda in just two hours with nonstop flights operating on Fridays and Mondays. The new service offers Triangle-area travelers even more options for an island getaway. We anticipate the route will be popular with leisure travelers, companies connected to the insurance industry and Bermudians who come to North Carolina to pursue higher education. Thousands of travelers fly through RDU to Bermuda each year, and we expect even more travel between the two destinations now that passengers have a convenient option for flying there directly. Service to other warm-weather locales is also growing. Delta Air Lines will become the third airline to offer service from RDU to Puerto Rico when they launch a new nonstop route to San Juan in December. Avelo Airlines will begin nonstop service to Nassau, Bahamas, in June. That follows the airline's launch of flights to Montego Bay, Jamaica, and Punta Cana, Dominican Republic, in February.

Mother's Day Traffic

One of RDU's busiest weekends of the year is quickly approaching. Many college graduations in our area are held over Mother's Day weekend. We expect a significant increase in passenger traffic, with the Monday after Mother's Day typically being one of our busiest days of the year. If you're picking up a guest that weekend, please give yourself plenty of time and use the free cell phone lot at 1000 Trade Drive to wait for your party. If you're dropping off a guest on Monday, be sure to get them to the airport at least two hours before their flight.

REAL ID

The REAL ID deadline is just a few weeks away. Beginning May 7th, travelers will need a REAL ID, U.S. passport or another federally approved identification to board commercial flights. Travelers who don't have a REAL ID or passport may still be able to board flights, but they may have to provide additional documentation with their traditional license or ID. Acceptable documents include, among others: A foreign government-issued passport, A Department of Homeland Security trusted traveler card like Global Entry, A U.S. Department of Defense ID, A permanent resident card. The North Carolina REAL ID is a driver license that looks like the traditional license or ID but with a star in the top right corner. Anyone can get a REAL ID now by

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DURHAM COUNTY

Yesenia Polanco-Galdamez, **Secretary**
Nil Ghosh

WAKE COUNTY

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going to a North Carolina DMV office in person with the required documentation. You can't get your first REAL ID online. You can learn more about the REAL ID requirement at ncdot.gov.

Congressional Testimony

Finally, I had the privilege and honor of testifying before the U.S. House of Representatives' Committee on Transportation and Infrastructure last week. The hearing held by the Subcommittee on Aviation was called "America Builds: Airport Infrastructure, Safety, and Regulatory Reform". My testimony focused on three key themes: Expressing gratitude to Congress for their efforts to streamline regulatory and environmental processes, Emphasizing the critical need for infrastructure modernization and the importance of the Passenger Facility Charge, or PFC, and Supporting Air Traffic Control modernization and improved coordination across the aviation community. These themes align closely with the priorities of the Airports Council International–North America and the American Association of Airport Executives. The hearing underscored the urgent need to provide financial relief to airports through an increase in the PFC. During my testimony, I shared real-world examples that demonstrate the benefits of recent reforms and highlighted where further improvements in funding mechanisms could have a significant impact. The Aviation Subcommittee includes three members from North Carolina: Congresswoman Valerie Foushee, Congressman Brad Knott and Congressman Addison McDowell. I appreciate the opportunity to contribute to the conversation, and I look forward to working with our delegation and other members of Congress to find solutions that will benefit RDU and airports around the country.

VIII. MEMBER COMMENTS

Director Kushner welcomed the new Board members. He acknowledged last month was Director Morgan's last meeting serving. Chair Hankins noted former Director Morgan will be present at the May meeting. Director Kushner stated he will share his appreciation for him then. He thanked Bathula and his team for the EMP presentation and to all staff for their hard work. Vice Chair Hall-Roberts welcomed the new Board members and Yovannie Rodriguez, SVP & Chief Strategy Officer to Team RDU. She congratulated President & CEO Landguth on his delivery of the Congressional testimony and shared that Congresswoman Valerie Foushee spoke highly of his presentation. She wished all mother's present and those attending electronically Happy Early Mother's Day. Director Asante-Smith thanked the Board for welcoming her and stated it was a pleasure to be appointed to the Board and have an opportunity to serve at such a vital intersection in the Triangle region. Secretary Szlosberg-Landis congratulated the new Board members. She again honored former Director Sepi Saidi expressing gratitude for her friendship and highlighted her character, career, and life. As the Board enters the election of new officers, she thanked Chair Hankins for his years of service, serving with a steady and fair hand. Director Winters stated her

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first year on the Board has been one of learning and building meaningful relationships. She congratulated the new members and looks forward to continuing to work with all fellow members. Treasurer Polanco-Galdamez stated she is humbled by remembering former Director Sepi Saidi's life. She expressed gratitude for the Durham County Board of Commissioners vote of confidence in her and reappointing her to the Authority Board. Director Ghosh thanked Board members and staff for being so welcoming. He expressed appreciation to staff for being impressive and organized and looks forward to serving. He ended by congratulating Locklear on being nominated to the NC Bar Association's Board of Governors.

IX. ELECTIONS

Chair Hankins began by quoting Dr. Seuss' "Marvin K. Mooney Will You Please Go Now." He has appreciated and enjoyed serving as Board chair and noted due to his recent reappointment by the Wake County Board of Commissioners, he will continue serving as a member for at least another two years. He stated this has been a time of remarkable growth and development at RDU, and we are on a roll with growth and international air service. He mentioned that although we face great challenges with figuring out funding for the capital improvement program, these challenges are good ones to have. He has enjoyed speaking on behalf of RDU and the Board and working along with RDU staff.

Locklear presided over the elections process and opened the floor for nominations. Chair Hankins nominated Vice Chair Hall-Roberts as Chair, Secretary Szlosberg-Landis as Vice Chair, Director Polanco-Galdamez as Secretary, and Director Winters as Treasurer. Locklear confirmed the nominations met the election requirements noting the Chair and Vice Chair represent Wake County/City of Raleigh and Durham County/City of Durham and no officer has served in the role for more than two years.

Motion by Hankins for approval of the nomination of Hall-Roberts for Chair, Szlosberg-Landis for Vice Chair, Polanco-Galdamez as Secretary, and Winters as Treasurer; Second by Asante-Smith

Locklear opened the floor for discussion. Director Kushner emphasized that although it is not a requirement in the Board's rules, traditionally a representative from each of the owners had been elected to serve as an officer, and for personal reasons he cannot serve. He suggested that at the end of his term a member appointed by Wake County be elected as one of the officers.

ADOPTED BY UNANIMOUS VOTE

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Chair Emeritus Hankins congratulated newly elected Chair Hall-Roberts and noted several first-time events in the Authority's eighty-year history; noting the first woman to serve as Chair, all four officers are women, and majority of the new Board are women. He thanked the new officers for stepping into their new roles to serve the people.

Chair Hall-Roberts is honored to serve as the newly elected Chairwoman. She noted RDU plays a crucial role in economic impact and connecting our region. She recognized the week as a significant milestone at RDU and for women's representation in leadership overall, "breaking barriers and shattering ceilings." Chair Hall-Roberts thanked her family for their support, friends that have been encouragers, and acknowledged the legacies of other women that served on the Board through the years. She emphasized again on the first-time occurrences for women noted earlier, and saluted Chair Emeritus Hankins and other fellow members for their service and dedication to achieving the vision and embarking on the journey together. Let's go Team RDU.

X. ADJOURNMENT

Motion by Polanco-Galdamez to adjourn; Second by Slozberg-Landis

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY ACTIONS BY CONSENT APRIL 17, 2025

The Board approved the following items on the Consent Agenda:

a) Consideration of Capital Project Ordinance Amendment #1

Sharyar Ahmed, Director of Financial Planning & Analysis – This item is to provide a staff recommendation to approve the Capital Project Ordinance Amendment #1 increase of \$3,000,000 for the following existing project:

- Capital Project 331070, “Terminal 2 Concessions Development Program Phase 2”. The purpose of the project is to provide construction of ten new concession units – 9 in Terminal 2 and 1 in Terminal 1. Cost increase is associated with Phase 2 requiring additional funding in the amount of \$3,000,000, bringing the total project budget to \$32,152,000.

Staff anticipates no additional cash spend is needed at this time for the 2025-2026 Budget Ordinance for this capital project.

Staff requests approval of Amendment #1 to increase the Capital Project Ordinance by \$3,000,000.

b) Approval of Duke Energy Easements – Rental Car Drive

Adam Mitchell, VP for Commercial Management - In 2024, Avis Budget Car Rental LLC (“ABG”) received approval from the Authority and Wake County to install twelve (12) Level 2 EV charging stations at its leaseholds. Six (6) stations were installed at the Budget facility located at 1000 Rental Car Drive and six (6) stations were installed at the Avis facility located at 1016 Rental Car Drive. Since that time, ABG has been unable to energize the stations for service, it required an easement for Duke Energy to install one additional transformer at each location and the related underground conduit and power feeds to the transformers. The transformers and related underground conduit and power feed installation will be installed by Duke Energy. The form of easement has been drafted by staff and legal counsel and approved by Duke Energy.

Staff recommends approval of a Permanent Easement for Duke Energy for subject parcels on Rental Car Drive, with authorization for the President and CEO to execute the easement.

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c) Consideration of Capital Budget Amendment for the T2 Concessions Development Program Phase 2 Project Number: 331070

Jaymes Carter, Vice president, Buildings and Building Systems, Carrie Blevins, Director: Buildings and Building Systems – The purpose of this item is to provide a staff recommendation for an increase in the capital budget for the T2 Concessions Development Program Phase 2 project which includes the construction of 10 units – 9 in Terminal 2 and 1 in Terminal 1. Staff proposes an increase in the capital project #331070 in the amount of \$3,000,000.00, bringing the total capital budget to \$32,152,000.00.

Staff requests approval of an increase in the capital budget for the T2 Concessions Development Program, Capital Project #331070, in the amount of \$3,000,000.00

d) Construction Services for Runway 5L-23R Preservation 2025

Jim Novak, Director of Airside Engineering – At its January 2022 meeting, the Board approved staff's recommendation to engage Balfour Beatty Construction (BBC) as Construction Manager at Risk (CMAR) for the Runway 5L-23R Replacement Program, and a Master Agreement was executed. The preservation construction is needed to maintain current Runway 5L-23R until replacement Runway 5L-23R can be constructed and commissioned. This will be the sixth session performing this work which previously occurred in the years 2019 through 2024. The GMP establishes the Guaranteed Maximum Price. Approval of GMP - Runway 5L-23R Preservation 2025 authorizes construction phase services of the CMAR for the GMP with the following amounts:

Contract Component	Amount
Cost of the Work:	\$5,790,300
Contractor's Contingency (5%)	\$289,515
Contractor's Construction Fee (3.5%)	\$234,432
Misc: Insurances and Performance & Payment Bond	\$140,036
<u>Reimbursable General Conditions</u>	<u>\$618,249</u>
Construction Phase Amendment (GMP - Runway 5L-23R Preservation 2025)	\$7,072,532

The overall Minority Woman Small Business (MWSB) goal for this GMP is 5% MSB and 5% WSB. The CMAR's proposed MWSB commitment for GMP - Runway 5L-23R Preservation 2025 is 4.9% MSB and 4.9% WSB. The Small Business Program Office has reviewed the commitments and found them to be acceptable.

Staff recommends approval of GMP - Runway 5L-23R Preservation 2025 with Balfour Beatty Construction in the amount of \$7,072,532.

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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD LAW AND PERSONNEL COMMITTEE WORK SESSION MINUTES APRIL 17, 2025

Committee Chair Polanco-Galdamez presided. Present: Asante-Smith, Ghosh, Hall-Roberts, Hankins, Kushner, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

The Committee discussed the following items:

1. CLOSED SESSION

Motion to go into closed session to discuss a personnel matter pursuant to NCGS §143-318.11(a)(1) and (6) by Winters, Second by Szlosberg-Landis.

ADOPTED BY UNANIMOUS VOTE

¹ The meeting was live streamed at <https://www.youtube.com/live/VfMiXezr3b0>.

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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD OPERATIONS COMMITTEE WORK SESSION MINUTES APRIL 17, 2025

Committee Chair Hall-Roberts presided. Present: Asante-Smith, Ghosh, Hankins, Kushner, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

The Committee discussed the following items:

1. Approval for Energy Management Plan (EMP) – Task Order #2

Abhi Bathula, Energy Manager – The staff is seeking Board approval for Task Order #2 with Hanson Professional Services (Hanson) concerning the Energy Management Plan (EMP). The proposed Task Order #2 will prioritize renewable energy, resiliency, and reliability. This will be accomplished by investigating renewable and alternative energy sources most applicable to Raleigh Durham International Airport (RDU) and develop a proposed energy portfolio including a conceptual plan for renewables, an idea of the types of renewables and alternative energy sources proposed, and the anticipated percentage of energy that could be generated by renewables and alternative energy sources compared to the anticipated percentage of energy generated by Duke Energy's grid. Strategies to achieve these recommendations will also be developed.

The following facilities are considered for this phase:

- Terminal 1
- Terminal 2
- Maintenance Facility
- Fuel Facility
- Central Energy Plant
- Airport Operations Center
- RDU Authority Building
- ARFF Building
- Parking Garage #3
- Parking Garage #4

¹ The meeting was live streamed at <https://www.youtube.com/live/VfMiXezr3b0>.

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Scope of work included in Task Order 2:

- **Investigate renewable and alternative energy sources** - Investigating renewable and alternative energy sources involves exploring sustainable options such as solar, wind, hydro, and bioenergy, along with emerging technologies like hydrogen and advanced battery storage. The goal is to identify viable solutions that reduce dependence on fossil fuels, enhance energy security, and support environmental sustainability.
- **Identify opportunities for energy generation, supply, resiliency, and reliability** - As with renewable energy, there are multiple methods to improve planning for energy generation, supply, resiliency, and reliability. (Microgrid, BESS, Cogen/CHP).
- **Develop a coordinated strategy for renewables and energy generation with costs and benefits** – The goal is to develop a coordinated strategy that outlines future actions needed to conduct initial cost-benefit evaluations. This will include performing life cycle cost analyses (LCCA) for the identified strategies. The strategy will also build on and enhance current initiatives that are proving effective.

Task Order 2 EMP Schedule: (Assuming June start date)

Activity No.	Activity	Duration (weeks)	Begin	End
1	Investigate Renewable/Alternative Energy Sources - draft	8	June-25	July-25
2	Investigate Renewable/Alternative Energy Sources - final	4	July-25	August-25
3	Identify Renewable Opportunities / Demand Response - draft	8	September-25	November-25
4	Identify Renewable Opportunities / Demand Response - final	4	November-25	December-25
5	Develop a Coordinated Strategy to Achieve Renewable and Energy Generation Goals - draft	12	December-25	March-26
6	Develop a Coordinated Strategy to Achieve Renewable and Energy Generation Goals - final	4	March-26	April-26
7	Task Order 2 - final report	4	April-26	May-26
8	Project Management	38	June-25	February-26

Draft - analysis and preparation of draft working paper for the element.

Final review of draft working paper by RDUAA staff and revisions to address staff comments.

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Basis of Charges:

RDU EMP Breakout for Task Order 2	Fee
Investigation Renewable/Alternative Energy Sources	\$ 68,324.04
Identify opportunities for renewables at RDU	\$ 99,105.55
Develop Renewables and Energy Generation Strategy to Achieve Goals with Costs, Benefits	\$ 141,026.58
Project Management and Contract Administration	\$ 150,811.17
Totals	\$ 459,267.34

Below is the MWSB participation for Task Order #2:

The current commitment for MWSB consultants is as follows:

- 7% for MB (The Ohmega Group and Edi)
- 0% for WB

Approval of Task Order #2 with Hanson Professional Services for the Energy Management Plan, in the amount of \$459,267.34.

2. Approval for Energy Management Plan (EMP) – Task Order #2

Adam Mitchell, VP for Commercial Management - Staff reviewed Ordinance Chapter 13 (“Chapter 13”) and are requesting to amend it by relocating certain operational and administrative provisions to the Airport Rules and Regulations and updating definitions for consistency with the Rules. Relocating these provisions to the Airport Rules and Regulations will enable the CEO to optimize day-to-day Ground Transportation operations in real-time, as needed, during upcoming Terminal modification projects, etc. This flexibility will be critical to effectively managing fluid operational needs while also ensuring safety, service, and commercial viability for the Authority’s Ground Transportation programs throughout construction.

The proposed amendment relocates seven (7) articles from Chapter 13 to Section L of the Airport Rules and Regulations. Relocated articles cover permit requirements for all commercial modes (Taxicabs, Shuttles, Buses, TNCs, RACs, Peer-to-Peer, etc.), applicability of AVI, concession, and other fees, enforcement, vehicle inspection

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requirements, recirculation, and approved locations for vehicle staging, loading and unloading. These provisions may require periodic waivers or modifications to mitigate roadway congestion caused by Authority construction activities for the JBB Expansion Project and landside Terminal expansion. After the amendments are implemented, the Board will retain its existing responsibility for approving all policy, fiduciary, and regulatory Ground Transportation matters, including oversight of all fee adjustments considered during authorization of the Authority's the annual operating and capital budgets.

Staff requests Board approval of amending Ordinance Chapter 13 as proposed.

3. Amendment 8 with Daifuku Services America Corporation, formerly Elite Line Services
Steven Yanni, C.M, Director of Contracts Facilities Maintenance – Staff is seeking Board approval for Amendment 8 with Daifuku Services America Corporation (Daifuku), formerly known as Elite Line Services (ELS). Daifuku has been contracted by Authority since 2019 to provide critical preventative maintenance services and repairs on our passenger boarding bridges and baggage handling systems. The initial contract duration was set at five (5) years, with two (2) optional one-year extension periods.

Over the life of the contract to date, Daifuku has demonstrated exceptional performance in maintaining the operational integrity of our essential airport infrastructure. Their expertise and dedication have played a pivotal role in ensuring seamless airport operations, particularly in the face of increasing passenger traffic.

Amendment 7 was executed in the summer of 2024, granting Daifuku their first option year and provided an increase to the MWSB subcontractors. Since then, Daifuku has effectively maintained their staffing levels, contributing to the continuity and efficiency of their services.

As part of Amendment 8, Daifuku has requested a 2.56% increase in wages for Daifuku staff and for the subcontractors. Daifuku is also requesting an increase to their CGL insurance costs. Since the inception of the contract this amount has been increasing and Daifuku has absorbed the cost up to this point. The team is also requesting additional funding for their uniforms. This cost has increased from \$980.95 per month in Option Year #1 to \$1,560 a month in Option Year #2. When this contract was originally priced, Daifuku

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did not include the 11 subcontractor employees in their uniform cost. Daifuku has absorbed the additional cost of these uniforms up to this point in the contract. With these two additional increases, the overall increase between Option Year #1 to Option Year #2 is 3.56%

The proposed hourly rates for the contractual positions have been vetted against the following sources such as BLS.gov and Salary.com. Additionally, discussions with the RDU Human Resource Department with no objections or concerns raised.

The overall monthly maximum amount will increase by \$8,869.46 a month to \$257,338.87 (\$3,088,066.44 for the year). This represents an overall increase of 3.4%. The breakout of the \$257,338.87 is attached to this board memo for viewing.

At the beginning of the contract, the MWSB goals were set at 11% MBE and 16% WBE. However, due to the contract reduction caused by COVID, Daifuku has provided a commitment of 11.9% MBE and 6.7% WBE. The Small Business Office has reviewed the commitment and has determined that it meets the MWSB program good faith efforts requirements.

Approval of Amendment 8 with Daifuku Services America Corporation in the amount of \$3,088,066.44.

4. Capital Program Communications Campaign Update

Kerry McComber, Interim VP of Communications, Government & Community Affairs – With several large-scale construction projects planned or underway at RDU this year, it is critical that the Authority communicate the customer impacts, challenges and benefits of its capital program to a wide range of audiences. In FY25/26, the Authority will develop and launch a comprehensive, multi-year communications campaign called Transform RDU that will:

- Help guests and employees prepare for day-to-day construction impacts.
- Build community support for the capital program.
- Convey how the future state of RDU will improve the travel experience and contribute to regional economic growth.

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The Transform RDU campaign will center primarily around the Terminal 2 Landside Expansion, John Brantley Boulevard Extension, Runway Replacement and Park Economy 3 Expansion projects, with tailored messaging for travelers, business partners, employees, media, the broader community and other stakeholders.

The campaign is a key tactic in the Authority's FY25/26 Business Plan that supports the strategic goal of Enriching the Community.

No action requested. Information only.

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES MAY 15, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco-Galdamez, and Winters¹. Staff present included: President and CEO Landguth, and General Counsel Locklear², and other staff members and guests.³

I. APPROVAL OF AGENDA

Motion by Hankins to approve the Agenda; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES⁴

Secretary Polanco-Galdamez noted her review of the minutes of the regular meeting of the Board, the Board committees held on April 17, 2025 and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hall-Roberts welcomed everyone.
2. Chair Hall-Roberts honored John Brantley, who served as Airport Director at RDU for nearly three decades and passed away earlier in May. John was hired by RDU in 1977 and became the airport director in 1982. Before his retirement in 2011, John led the construction of our 10,000-foot runway, American Airlines hub facilities, new air cargo and general aviation developments, roadways, parking garages, and Terminal 2, and he led the redevelopment of Terminal 1. During his 29-year tenure, RDU was transformed from a small-town airport to the bustling, international gateway it is today. A video was played as a short tribute to John. Our thoughts are with John Brantley's family, friends and all those who had the privilege of knowing and working with him.

¹ Winters attended the meeting virtually.

² Locklear attended the meeting virtually.

³ The meeting was live streamed on YouTube.

⁴ The minutes were amended to reflect Secretary Polanco-Galdamez noted her review of the April 17, 2025 minutes instead of Vice Chair Szlosberg-Landis.

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3. Chair Hall-Roberts commented on the Special Olympics Plane Pull. RDU was honored to host one of the most exciting community events of the year last month – the annual Plane Pull to benefit Special Olympics North Carolina. The Plane Pull challenges teams of seven to pull a plane 25 feet in the fastest time, with categories for law enforcement, corporate and community groups. We have the honor of being joined this afternoon by Keith Fishburne, the President and CEO of Special Olympics NC, and Dean Hall, a Special Olympics athlete from Durham. They talked about this year's event and how the funds it raised help athletes in our area. We look forward to hosting another successful Plane Pull next year.
4. Chair Hall-Roberts shared that RDU will host a career fair next week for members of the public who are interested in jobs connected to the airport. Federal agencies, concessionaires and other vendors will participate. The event will be held on Wednesday, May 21st in Room 100 of the RDU Center, located at 1000 Trade Drive on the airport campus. Job seekers can stop by anytime between 9 a.m. and noon to meet with companies who are hiring.
5. Chair Hall-Roberts shared that the Airport Authority held a public workshop in May for the Environmental Compliance Review of one of our major capital projects – the extension of John Brantley Boulevard. The workshop provided an opportunity for the community to learn about the Authority's environmental analysis of the roadway project and submit their comments. Additional comments were collected by mail and email. Authority staff are developing a final report that will be submitted to this Board before construction begins. The report will also be available to the public at rdu.com. RDU's ECR process is the first of its kind among airports nationwide and exceeds federal and state environmental requirements.

IV. PUBLIC COMMENTS⁵

Betsy Beales

I have 3 concerns today to address which will benefit all Wake County citizens. There is the problem still with runoff at the Odd Fellows lot and Old Reedy Creek Rd. And my well is proof of it. So today I still have cloudy water. And Lake Crabtree has mud in it and concerned that the quarry is building that fence now and moving more dirt. And then I see all these people coming to tell me they're gonna do something else. Second, If you would allow more trees to be saved, I would appreciate that. You hear me say that all the time, especially at Lake Crabtree, as you're preparing to lease the area for business. And I know that will bring more noise and air pollution from the airplanes disturbing the neighbors of Cary and Morrisville, Brier Creek and Hwy. 70.

⁵ Generated with AI.

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Please consider our personal health to breathe clean air. My third concern is with the overloaded tow trucks that are bringing stuff to the old Reedy Creek Bridge. I stopped and told the driver that I knew that that truck was oversized and overloaded for the bridge. He was waiting for Wake Stone employee to go over the bridge with him. The next day, a bigger piece of equipment came over. I use that road. It's the only ingress and egress I have. That bridge goes out, I don't know what I would do, so please take care of our bridge on Old Reedy Creek Rd. It is your responsibility 'cause they tell me I'm in the RDU district. Thank you.

Natalie Lew

As many of you know, I'm not good at being politically correct, so please know that nothing I say is meant to be mean or rude. I would like to welcome the new board members and congratulate the new leadership as a female. It is good to see many women on a board such as this in our lifetimes. People in power positions had to speak up for women and minorities to be able to get loans, education and the whole board positions like yours. My guess is that some of you, like me, have had people in power try to hold you down. I feel like being held down by some at RDU. You're just a woman. You're not credentialed. Shut up. Go back to the hole from where you came. I am a professional researcher. I have intensely researched the RDU Umstead Lake Crabtree Park issue for many years, to the point where I'm now considered in legal terms a special expert. You all give time to professionals in meetings. As a professional I ask you to give me time outside of the public comment to share the facts that I've uncovered due to my diligent research. Good decisions cannot be made without all the facts. I appreciate that. A few of you took time to hear additional facts regarding the border issue. I hope others were informed, especially since Wake Stone has cut trees in Umstead. Now I urge you to allow me time to share details regarding land. The facts show that plans for Lake Crabtree and recreation of adjacent land started back in the 1950s. Ellis, please don't laugh. Similarly, plans for Odd Fellows and 286 started in the 1930s. This is before RDU took control of the land, so this was a time when many of us would not have been able to have what we have now because of our gender or our pigmentation. The facts show that there have been continuous, publicly funded plans for a lake and recreation. Grant assurances say your land use plans are to be consistent with established state and local plans in the facts. If facts are kept hidden, many past injustices prevail, as do the good old boy developers who instigated this. There's a community use clause that allows for the continuation of Lake Crabtree. And to allow Odd Fellows to be part of Umstead State Park as a professional research and subject matter expert, please grant me time like you have done for other professionals so you can get the facts and be a good neighbor to our beloved Umstead State Park and Lake Crabtree County Park, a planned recreation corridor that draws people here. Thank you.

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Dr. Jean Spooner

Good afternoon. I represent the Umstead Coalition, a of friends group of Umstead State Park. I want to comment on your Lake Crabtree County Park. Our Lake Crabtree County Park. First we ask you not to artificially segment Lake Crabtree parklands. The lands between I-40 and Lake Crabtree should not be artificially segmented into six tracts which looks like it's trying to avoid federal regulations that require the vote and approval of all the sponsors, including your 4 local governments, in order to convert it, as being proposed, into the entertainment district under FAA regs. So a vote by our elected officials should be made before such a conversion. Second, the land between the flood control structure of Lake Crabtree and I-40 is zoned low density residential. The recreational uses are an allowed use in such a zoning district. This is the Wake County zoning district and an entertainment district would require a rezoning. Wake County, at the request of the RDU Airport Authority board zoned campus lands in the 1960s, 1970s, 1980s and 1990s. There's been no law since that should take away the duly enacted zoning that occurred per the Zoning Acts of the General Assembly in North Carolina, per 160D. That required public notice. In this case a request by RDU Airport Authority. Public meeting and planning board vote. And a vote by the Wake County Commissioners. Please. Respect the duly enacted by section 160D local zoning by Wake County, that is for Lake Crabtree County Park. Residential. And stop paying outside counsel to try to take away Wake County's duly enacted zoning. Appreciate it.

Aaron Fetterhoff

Hello, my name is Aaron Fetterhoff and I'm here unofficially as a representative of The Bicycle Chain. They're a small local bike shop company in the Triangle. They have four stores. So I have gone around talking to other local bike shops in the community, seeing their opinions on the matter of Lake Crabtree's development and most of the other people at their shops think it's kind of a lost cause to even bother speaking. But I think it's worth at least my time to try. Basically, I'm against the development. I think that property of Lake County Crabtree Park is very, very useful, helpful to the community. It'll have a very negative impact on all the local bike shops if that property is lost. There'll be definitely a decline in mountain bike sales and even service. You may see one of the small local shops go out of business because of it, because it's already a tough market. The bike sales world is tough right now. Yeah, I'm a mountain biker myself. That's where I learned how to mountain bike. I don't know if any of you all have ever tried the sport or like have done much hiking, but if you were to learn how to to bike, Crabtree is a place to do it. And that's where pretty much all of the youth around the area have learned as well. We work with NIKA as well. They've spoken at previous meetings about how they use the park to train and practice. There's a lot of potential for it still. There could be for the development around of infrastructure to host events,

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stuff like that. The park shouldn't just be scrapped, it could be used. I want to go speak to the Wake County commissioners meeting as well to see if we get them to maybe just outright buy the property. It's like that would be the best solution. Otherwise unrelated, I am a resident here now, but I was previously in Orlando and this airport is so much better than MCO. Like it's it's - Yeah, the difference is crazy. And I'd like to see it continue to be a good steward of the community and continue to grow because I love flying through here and I hate going back home. So thank you.

Hwa Huang

Thanks for the opportunity to speak. I just want to – Dr. Jean Spooner and Natalie have already given the scientific facts about the matter. I'm here to share a little bit about the public side regarding Lake Crabtree County Park. In addition to the public comments you'll have – with over 200, I believe that came in at the time. There has been – I know at a Wake County Commission meeting this time last week there were, in addition to the written comments, over 40 people who spoke calling for protection of Lake Crabtree County Park. It looks like here at least the majority of us are speaking also calling for the protection of Lake Crabtree County Park. And I know right now as we speak, there are people writing letters to y'all calling for protection of Lake Crabtree County Park. This is going to continue and it goes to show how much people actually care about this area. The people know that for one thing, the segmentation of Lake Crabtree Park doesn't work when federal coverage of a piece of land is just artificially segmented. It covers all the Lake Crabtree County Park. We know that area. Second, it concerns me that we don't – I don't think we know – the public doesn't know who you are talking to make deals at this point. Like you're talking to a private business owner about what to do with public land outside that the public doesn't know about. And that, I am concerned with. The members, Miss Shelley Winters. You were President Raleigh, CAC. You should know better than anyone what it means to have actual public engagement. So I want you all to take that in mind. Thank you.

Shambhawi Tiwary

Hi I'm Sham. I usually just go by sham and put my full name in there. Thank you. How are you guys doing today? Good. It's a beautiful day outside, so hopefully you guys get some sunlight. My name's Sham. I just graduated from med school out of Raleigh, and honestly, when I first moved here, I wanted to move back to Florida. I was like Florida's better. North Carolina hater to the 10 and then, after living here for the last four years and just seeing how much natural beauty the state has to offer and as well as like city life and all the things that this whole area has to offer, honestly fall in love with it and plan to stay for at least a while longer, if not forever. And I pretty much the last four years would go back to Lake Crabtree all the time, you know, biking with friends. Hiking. I actually took my parents there when they were here for graduation. We

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went on a hike there and they loved it and they're like, wow, like, this is so beautiful. Why don't we have something like this in Florida? And I was like, well, you don't have mountains. So there's that issue and she obviously agreed. And so I just wanted to come here and just provide support for the community as well as speak for the community and that the park not only provides a natural habitat, but it also provides a healthy out for our community and creates green space that is severely needed as more and more people move here, more and more developments go up. It's honestly harder and harder to find green spaces like this and so having the space that already exists that's already established that already has a group of people that go there makes it all the more important. And so I'd like to once again request that you guys, as the RDU Authority, speak for the community and the wildlife that live here and hopefully preserve Lake Crabtree Park. Thank you so much.

V. OLD BUSINESS

1. Construction Committee – Kushner reported Board members met during the Committee work session on May 15, 2025, and discussed the following:

- a. Consideration of a Construction Contract for Trade Dr, Rental Car Dr, Cedar Fork Dr, Admin Parking Lot Rehabilitation

Motion for approval of a construction contract with Fred Smith Company in the amount of \$1,255,000 by Kushner; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

- b. John Brantley Boulevard Extension Design Services Amendment – Amendment 5 to Task Order 3

Motion for approval of Amendment 5 to Task Order 3 with Kimley-Horn in the amount of \$12,703,791.00 by Kushner; Second by Hankins

ADOPTED BY UNANIMOUS VOTE⁶

- c. Runway 5R/23L Pavement Repairs at Taxiway A2 RDUAA Project 211280

⁶ Ghosh recused himself from this matter.

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Motion for approval of a construction contract with the Fred Smith Company in the amount of \$997,475.00, subject to the approval of a capital budget amendment by Kushner; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

2. Board Matters

a. Edits to Authority Ordinance Chapter 6: Administration

Motion by Kushner recognizing the second reading and the approval of these changes, with the acknowledgement that the meeting on the second Thursday will start in July; Second by Winters

ADOPTED BY 7-1 AFFIRMATIVE VOTE

V. NEW BUSINESS

1. Consent Agenda

- a. Approval of Duke Energy Easement – Electrical Charging Infrastructure at Maintenance Facility
- b. Consideration of Proposed FY25-26 Internal Audit Plan
- c. Consideration of a Multi-Year Agreement with SHI for Microsoft Line of Business Enterprise Agreement
- d. Consideration of Capital Project Ordinance Amendment #2

Motion by Kushner to approve consent agenda items b, c, and d; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Motion by Kushner for consent agenda item a; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE⁷

⁷ Ghosh recused himself from this item.

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VI. GENERAL COUNSEL’S REPORT

No items were reported.

VII. PRESIDENT AND CEO’S REPORT

Welcome

Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Passenger Traffic

RDU had two of the busiest days in airport history this month as families gathered in the Triangle to celebrate college graduations and Mother’s Day. 31,536 passengers boarded flights on Sunday, May 11th – the second highest number of departing travelers RDU has ever served in a day. Monday, May 12th now ranks sixth, with 30,680 passengers departing from the airport. December 1st, 2024, holds the single-day record with 32,436 travelers flying out of RDU in one day. That was the Sunday after Thanksgiving.

Air Service

RDU will add two new international destinations to its route map in June when Air Canada starts nonstop service to Vancouver and WestJet begins flying nonstop to Calgary. The Vancouver route will launch on June 5th, followed by Calgary on June 9th. Triangle-area travelers who want to head south this fall will have a quick and convenient option for visiting the Florida Keys. Breeze Airways, the fastest-growing airline at RDU by number of new routes, will launch nonstop flights to Key West on October 3rd. Breeze will also add another option for travel to New England when it starts nonstop operations to Manchester, New Hampshire, on November 6th.

REAL ID

The rollout of TSA’s REAL ID requirement got off to a smooth start at RDU on May 7th. RDU’s Guest Experience team is on the ground in the terminals to manage queues and help educate passengers about the requirement now that enforcement is underway. RDU also worked proactively with TSA before the deadline and will continue to collaborate with the agency to minimize any delays and ensure a convenient travel experience.

Yovannie Rodriguez Award

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As I conclude my remarks, I have some exciting news to share about one of our own. Last week, RDU's new Chief Strategy Officer, Yovannie Rodriguez, was recognized at the Orlando Business Journal's Women Who Mean Business Awards. Honorees for the Women Who Mean Business Awards were selected for their business accomplishments, community efforts, personal drive and success in the past year. Yovannie was chosen as one of Central Florida's women of distinction for her work at Orlando International Airport. Congratulations, Yovannie, on this well-deserved honor. Orlando's loss is RDU's gain, and we are so glad to have you on our team.

VIII. MEMBER COMMENTS

Director Ghosh thanked everyone for attending the meeting. Director Asante-Smith stated despite the immense changes and dynamics we are experiencing in this country, she looks forward to seeing the Raleigh-Durham International Airport continue to thrive. She thanked everyone for helping to make it a reality. Director Kushner thanked an unnamed RDUAA employee who recently defused an intense situation involving TSA and a prominent member of the public. He stated that person's quick reaction and ability to smooth the situation is another example of the professionalism of staff. He thanked his fellow Board members for passing the amendments to Chapter 6 Ordinance stating it is important. Lastly, he congratulated Chair Hall-Roberts on her new role and the new all-female executive team. Director Winters also thanked her fellow Board members for passing the amendments to Chapter 6, and for blazing this trail together. She congratulated Chair Hall-Roberts on her new role and first woman to sit in the seat and thanked everyone for attending the meeting. Director Polanco-Galdamez stated it is an honor and privilege to physically sit next to and serve with Chair Hall-Roberts as the first Chairwoman for RDUAA. She thanked Chair Hall-Roberts for the tribute to former Director John Brantley, Team RDU for their presentations, and the public for their comments. She congratulated the Special Olympics team with a special acknowledgment to Dean Hall, representing the "Bull City" as a shining star. She thanked him for including in his remarks the importance of everyone considering their emotional and mental health daily during these "thriving times." Chair Emeritus Hankins congratulated Yovannie Rodriguez, SVP & Chief Strategy Officer on her award and new role at RDUAA. He recognized that it was National Police Week and thanked all Law Enforcement officers, especially RDUAA Law Enforcement. He thanked them for all the work they do, their judgement, discretion, and professionalism.

IX. ADJOURNMENT

Motion by Asante-Smith to adjourn; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY ACTIONS BY CONSENT MAY 15, 2025

The Board approved the following items on the Consent Agenda:

- a) Approval of Duke Energy Easement – Electrical Charging Infrastructure at Maintenance Facility
Sean Saunders, PE, CEM, LEED AP, MB – As part of the Electrical Charging Infrastructure installation at the RDU Maintenance Facility to support the additional 8 New Flyer Zero Emission Vehicle buses, a new transformer is being installed. An easement is needed for Duke Energy to install a new transformer and the related underground conduit and power feeds to the existing transformer. The transformer and related underground conduit and power feed installation will be installed by Duke Energy. The form of easement has been drafted by staff and legal counsel and approved by Duke Energy.

Staff recommends approval of a Permanent Easement for Duke Energy for the Electrical Charging Infrastructure project at the Maintenance Facility with authorization for the President and CEO to execute the easement.

- b) Consideration of Proposed FY25-26 Internal Audit Plan
Brandon L. Averette, Internal Audit Manager - The Internal Audit Department requests approval of the FY25-26 Internal Audit Plan (Plan). The Plan is in draft form and may be revised for any additions and/or deletions with Board directive. The Authority's Internal Audit Department, established in 2007, currently consists of three auditors. Unlike external auditors, whose objective is to attest to the financial condition of an organization by auditing the balances in the financial statements as of a period of time, the Internal Audit Department helps the Authority accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes. This is accomplished through a combination of assurance and advisory services designed to add value.

Staff requests approval of the FY25-26 Internal Audit Plan and authorization for the Internal Audit Department to proceed according to the Plan.

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c) Consideration of a Multi-Year Agreement with SHI for Microsoft Line of Business Enterprise Agreement

Michael McLanahan, Vice President of IT Business Solutions – The Authority has standardized on the Microsoft business platform using Microsoft Windows and the 365 Office applications for end-users and backend services such as e-mail, database, and servers. There are two agreements between RDU and Microsoft: a Line of Business (LOB) Enterprise Agreement which expires on May 31, 2025, and a Server Core Enrollment (SCE)/Database agreement which expires on June 30, 2025. Information Services is seeking approval of a three-year renewal of the LOB Agreement at a total cost of \$1,220,362.83 over the three-year period. The LOB Agreement will facilitate the replacement of 3 non-Microsoft applications generating net savings of \$58,621 over the 3-year period. This request is for the Microsoft Line of Business Enterprise Agreement renewal only. The Microsoft SCE/Database Agreement will be presented for Board consideration at a later date. The Information Services and Procurement departments collaborated on the procurement strategy for this agreement. Microsoft products are licensed only through their partner network. In this case, the Authority is leveraging the State of North Carolina Department of Information Technology Contract #208C which names Software House International (SHI) as the sole Microsoft partner. Keeping these platforms up to date as newer versions are released is essential to minimize security-related threats, reduce incompatibilities between versions as users and systems collaborate, and holds pricing to fixed pre-negotiated levels for the duration of the agreement. Microsoft Enterprise Agreements have been the RDU-chosen method for ensuring updated products since 2009. The Information Services Department continues to recommend the utilization of these agreements. The proposed agreement has been reviewed and is supported by the Authority's Small Business Programs Office.

Staff requests approval of a three-year renewal of the Microsoft Line of Business Enterprise Agreement with SHI International Corp. for a combined \$1,220,362.83 over the three years.

d) Consideration of Capital Project Ordinance Amendment #2

Sharyar Ahmed, Director of Financial Planning & Analysis – This item is to provide a staff recommendation to approve the Capital Project Ordinance Amendment #2 including \$400,000 increase to project 211280, and a corresponding \$400,000 reduction to Project 881450.

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- Capital Project 211280, “Runway 5R/23L Repairs at gate A2”. The purpose of the project is to provide assessment and replacement of a section of asphalt pavement on Runway 5R/23L at Taxiway A2. The scope includes milling, asphalt overlay, light fixture reinstallation, and final runway markings. Cost increase is associated with the project requiring additional funding in the amount of \$400,000, bringing the total project budget to 1,500,000.
- Capital Project 881450 “Rental Car Drive and Trade Drive Rehabilitation”. \$400,000 can be allocated from this project to Project 211280 due to favorable construction bids. As a result, the project’s original budget of \$4,200,000 can be reduced by the corresponding amount, bringing the total project budget to 3,800,000.

Staff anticipates no additional cash spend is needed at this time for the 2025-2026 Budget Ordinance for this capital project.

Staff requests for approval of Capital Project Amendment #2.

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RALEIGH- DURHAM AIRPORT AUTHORITY BOARD CONSTRUCTION COMMITTEE WORK SESSION MINUTES MAY 15, 2025

Committee Chair Kushner presided. Present: Asante-Smith, Ghosh, Hall-Roberts, Hankins, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

The Committee discussed the following items:

1. Consideration of a Construction Contract for Trade Dr, Rental Car Dr, Cedar Fork Dr, Admin Parking Lot Rehabilitation

France Campbell, Director of Landside Engineering – The pavement on Rental Car Drive, Trade Drive, Cedar Fork Drive, and the Administration Building parking lot is deteriorating, and rehabilitation is necessary. Unaddressed conditions will soon pose risks to operations at RDU, including the many rental car companies, RDU busing, and the general public. On March 10, 2025, the project was advertised for bid, and a pre-bid/MWSB meeting was held on March 18, 2025. At the initial bid opening on April 16, 2025, only two bids were received, and bids were not opened due to the insufficient number of bids. The project was re-advertised the same day for a second bid opening on April 23, 2025. Two bids were received with Fred Smith Company being the low bidder in the amount of \$1,255,000. Staff and the Engineers reviewed the bid and found it to be in order. Before bidding, the Minority and Women-owned Small Business (MWSB) goals were set at 4% Minority-owned Small Businesses (MB) and 4% Women-owned Small Businesses (WB). The Fred Smith Company bid includes a 7% MB commitment and 1.65% WB commitment. The proposed commitments and good faith efforts were reviewed by the Director of Small Business Programs and considered acceptable.

Staff requests approval of a construction contract with Fred Smith Company in the amount of \$1,255,000.

2. John Brantley Boulevard Extension Design Services Amendment – Amendment 5 to Task Order 3

¹ The meeting was live streamed on YouTube.

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France Campbell, Director of Landside Engineering - This proposed Amendment 5 to Task Order 3 with Kimley-Horn (Consultant) for the John Brantley Boulevard (JBB) Extension Project authorizes design services to extend JBB and construct a Ground Transportation Center (GTC). Task 1 of the Amendment consists of Design Development, Construction Documents, and Bid Phase services for the JBB Extension. Task 2 consists of Design Development, Construction Documents, and Bid Phase services for the GTC. Task 3 consists of evaluating the project using the Institute for Sustainable Infrastructure's (ISI's) Envision framework and integrating sustainability and resilience strategies into the overall design. Task 4 consists of Bid Phase services for the utility relocations associated with the JBB Extension.

Total compensation under this proposed Amendment is a not-to-exceed amount of \$ 12,703,791.00. Labor (\$12,506,102.00) will be billed at established hourly rates, and expenses (\$197,689.00) will be billed at direct cost.

The overall Minority and Women-owned Small Business (MWSB) goals for the existing Master Agreement are 10% for Minority-owned Small Businesses (MB) and 5% for Women-owned Small Businesses (WB). The proposed amendment includes commitments of 14.4% for MB and 11.2% WB. With this amendment, total commitments for the JBB Extension project will be 12.4% for MB and 12.5% for WB. The Authority's Director of Small Business Program Office concurs with this commitment.

Staff requests approval of Amendment 5 to Task Order 3 with Kimley-Horn in the amount of \$12,703,791.00.

3. Runway 5R/23L Pavement Repairs at Taxiway A2 RDUAA Project 211280

Jim Novak, Director of Airside Engineering, Hillary Sudbury, Project Manager, Airside Engineering – This project includes the rehabilitation of distressed asphalt pavement in a localized area of Runway 5R-23L at the intersection with Taxiway A2. The runway pavement has developed areas of shoving, rutting, and cracking due to aircraft exiting the runway on the high-speed taxiway. The rehabilitation involves a milling and asphalt overlay process within the limits of the project area.

The project was advertised for bids on March 25, 2025. A MWSB and Pre-Bid Conference was held on April 1, 2025. At the initial bid opening on April 22, only one bidder was present, therefore the bid opening was prohibited by State Statute, which requires three

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bids at the initial attempt. Also, in accordance with Statutes, the opportunity was readvertised the same day for a second bid opening on April 30, 2025, at which time one bid was received from the Fred Smith Company (FSC). Staff and the Engineer reviewed the bid, in the amount of \$1,238,975, and found it to be in order, however, the bid amount exceeded the budgeted amount since the Engineers' estimate was \$751,200. After negotiations with FSC, refinements were made to the scope of work, and the agreed upon price is \$997,475.00.

Bid documents included a Minority-Owned Small Business (MB) goal of 3% and a Women-Owned Small Business (WB) goal of 3%. Fred Smith proposed MWSB commitments of 3.19% MB and 1.82% WB based on the negotiated amount. The Authority's Small Business Program Office reviewed the good faith effort and determined that the bidder met the MWSB program requirements.

Staff requests approval of a construction contract with the Fred Smith Company in the amount of \$997,475.00, subject to the approval of a capital budget amendment.

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD MEETING MINUTES JUNE 18, 2025

Chair Hall-Roberts presided. Present: Asante-Smith¹, Hankins, Ghosh, Kushner, Polanco-Galdamez, Szlosberg-Landis, and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.²

I. APPROVAL OF AGENDA

Motion by Ghosh to approve the amended Agenda with the addition of an Operations Committee item to consider a lease with Wake County for Lake Crabtree Park; Second by Winters

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the regular meeting of the Board and Board committees held on May 15, 2025 and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes with the correction changing Director Szlosberg-Landis to Secretary Polanco-Galdamez; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hall-Roberts welcomed everyone.
2. We are meeting a day early this month so we can honor tomorrow's Juneteenth holiday – a day that marks the true end of slavery in the United States. On June 19, 1865, in Galveston, Texas – more than two years after the Emancipation Proclamation was signed – enslaved African Americans finally received word that they were free. That day is now known as Juneteenth. It stands as a powerful reminder of the enduring fight for equality, and that freedom is not just a moment – it is a continual movement.
3. RDU welcomed a new restaurant to its dining lineup on June 14th when Guy's Pizza Joint opened in Terminal 2. The saucy new concept was brought to RDU by celebrity chef and Food Network star Guy Fieri. Guy's Pizza Joint pulls from his Italian heritage and offers a variety of pizzas created by Guy himself, including The Guy-Talian and the Cheeseburger pizza. Travelers can also enjoy freshly made sandwiches, wraps, and salads to go. The restaurant is one of many new concepts opening in our terminals through 2026 as part of the Reimagine campaign to

¹ Asante-Smith attended the meeting virtually.

² The meeting was live streamed on YouTube.

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elevate the airport dining scene. Guy's is open for business near Gate D9.

IV. PUBLIC COMMENTS³

Betsy Beals

Thanks again for the opportunity to speak to all of you. I'm very concerned about what's occurring on Old Reedy Creek Rd. It looks like they're gonna put up a concrete wall. I don't know how to birds are gonna fly. And it's ugly. They just came yesterday to bring all these pieces of concrete. They've already put up steel beams. This is just a part of a plan that we did not approve as citizens, as residents adjoining RDU. This is a tragedy for Umstead Park and for the citizens of Wake County. I do hope you will please reconsider what you're doing to our park and our lands and our land use and open spaces. I am so sorry that we are not going to have this beautiful area anymore and the noise is completely unbelievable. Louder. I hear everything now because of all the trees that have been cut again. Think about your budget. This is a time of need. I'm very concerned that we're spending too much money at the airport and there's not enough money for schools and public housing. Thank you for the opportunity again to speak.

Natalie Lew

Yeah, hello. So I just got off the plane. So I'm winging it. I want to make sure you all got that picture I sent to you a couple weeks ago with the wall that Betsy was talking about. It is absolutely horrible. This is on you guys. It is an RDU decision to lease this land to Wake Stone, so you yourselves are totally harming Umstead State Park. You're putting a concrete wall on two sides of a very nice family home that's out in the middle of nowhere. This is the land is zoned residential. Your RDU airport people asked for that land to be taken out of airport district and put into residential. Historically, you can't just turn around and do anything to it right now. So one, I'm going to make a formal request. Now I would like all of your zoning rules and regulations that you guys think you've enacted. So send me that. The other thing - So in regards to what's happening over in that area, I'm really.... I think you guys have all the MWSB and you talk about that in all your projects, which I think is awesome. I'm old enough to remember when, you know you're a girl. You can't do this. You can't do that. It did affect me. Some people older it might affect a little more. So what? What I think what I can liken this to is that this land is getting gentrified. In downtown Durham, in downtown Raleigh, all the minorities live in older homes and you get all these rich developers coming in, tearing it down and building it. That's totally horrible. That's what's happening over there. So, and you think about, though, who's driving this decision for over there, Wake Stone. Totally 0 MWSB all white dudes. The main drivers for this lease back before you guys came along were older, older white guys that were in the mining industry. So the primary drivers of this are not MWSB. So this totally goes against your policy and in the Juneteenth

³ Generated with AI.

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celebration. Consider that as you are letting Umsted State Park and that family home and Betsy's home be gentrified, just like what could happen in downtown Raleigh and Downtown Durham. And please send me those documents.

Dr. Jean Spooner

Good afternoon. Thanks for observing tomorrow's holiday. Very special. The community goodwill of the airport is something we want to strive for. I, like you, use the airport. I, like I hope most of you, use William B Umstead State Park, which you have 6.2 miles of common boundary. These are two resources that are valuable to both of us, and they should be. We should look at them as joint. Instead we've got things like concrete walls and massive loud noise and loss of the most popular park in Wake County. The mountain bike trails at William B. Umstead State Park. If you wanted to have your entertainment development at Lake Crabtree, the proper process is to do is to ask for rezoning. That land is zoned R30 R40 Highway District, with duly zoned with public notice, public hearing, planning board recommendation with County Commissioners. That's the general 160D local government process. If you want something different at Lake Crabtree, then ask for rezoning. Follow the public process. Instead. Not sure you are all aware and if you are, then I hope you reconsider. And if you're not, you should be aware that instead of asking for a rezoning for your entertainment district, you've decided to go to court and pay lawyer money to try to say that duly enacted zoning just goes poof - evaporates. Gone that what the public expected in process and in zoning is somehow null and void. That is not the way zoning works in this state, and I would hope that the RDU Authority would follow the proper processes for having proper zoning on land that you would like to change the use of. Thank you very much for your consideration. That's all.

Allison Rode

I'm actually a resident of Durham and North Wake County, but I'm here today because I just wanted to speak up for my beloved Lake Crabtree Park. I'm a photographer, videographer. I have captured dozens of proposals there. I have walked with my family through those parks and trails and just everything that I'm seeing and everything I'm reading and all the research that I'm doing, the posts the news articles, I'm just. I'm just beside myself. This community is growing so quickly. I travel a lot for work. I use the airport constantly. I love that it's growing and that it's easy and accessible for this community. So what I also love is outdoor space and the more people who move here and the more we grow without thinking about what we're doing and having plans, that space is greatly disappearing very quickly. And it just breaks my heart to know that there are people moving here from big cities up north, like where I'm from, who are going "I want the southern way of life. I want the trees and the beauty." I have friends moving here from California who tell me constantly "The trees, it's so green. I love it." You don't get that in California. And

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we're just not giving any thought to protecting it, so I'm here just asking for consideration. I know that you've approved the small portion along the lake, but trees are great. Trails are great places for people to go with their families, their dogs, their pets. People to get married, engaged. Those are all important parts of our community. So you'll think about doing more to protect Lake Crabtree and keeping it a part of our community. Thank you.

V. OLD BUSINESS

1. Law and Personnel Committee – Polanco-Galdamez presided over the following item:

- a. *Motion by Polanco-Galdamez to enter closed session to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143 318.11(a)(1) and (3); Second by Ghosh*

ADOPTED BY UNANIMOUS VOTE

2. Finance Committee – Winters presided over the following item:

- a. Presentation of Financial Performance and Consideration for the Acceptance of the Audited Financial Statements and Compliance Reports for FY 2025

Ron Kapocius, CPA, Vice President and CFO – Ron Kapocius, CPA, Vice President and Chief Financial Officer will present the financial performance for the fiscal year ended March 31, 2025. Daniel T. Gougherty, Director of Cherry Bekaert, LLP will report on the completed audits and their findings as performed during their audit services for the fiscal year ended March 31, 2025. The draft Annual Comprehensive Financial Report (ACFR), the draft Single Audit Report on Federal-State Awards and Internal Controls Compliance, and the draft Passenger Facility Charges Compliance Report are incorporated herein as reference.

Motion by Hankins to accept the ACFR and the two Compliance Audit Reports for the fiscal year 2025 (April 1, 2024 – March 31, 2025); Second by Winters

ADOPTED BY UNANIMOUS VOTE

3. Construction Committee – Hankins presided over the following item:

- a. Construction Amendment Modification 01 for GMP 01 - Terminal 2 Landside Expansion (Design Package 1C Site & Utilities)

Jaymes Carter, Vice President, Buildings and Building Systems – The purpose of this item is to provide a staff recommendation for the approval of a modification to GMP 01 for construction services associated with the Terminal 2 Landside Expansion Program – Design Package 1C Site & Utilities. The scope for this construction package consists of items related to site and utility work including initial erosion control measures, site demolition, mass excavation and shoring, relocation and installation of new water, sanitary,

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and storm utilities, aviation fuel piping modifications, and relocation of electrical and communication ductbanks associated with construction of the terminal expansion. The package also includes the early purchase of critical long lead equipment to include new air handlers (AHU's). This contract modification extends the Balfour Beatty/ Metcon JV contract duration by 581 days to incorporate the new work for Package 1C with the already ongoing work of Package 1A (GMP-01). The Minority and Women Owned Small Business (MWSB) goals for the contract are 12.0% for Minority Small Owned Businesses (MB) and 10.0% for Women Small Owned Businesses (WB). MB and WB participation included in the contract are 7.8% for MB and 7.6% for WB. The Small Business Program Office has received and reviewed the MWSB commitment and determined that Balfour Beatty Construction has documented good faith efforts as required by the program. The Authority will compensate Balfour Beatty Construction for services rendered in the amount not to exceed \$36,485,943.00.

Motion by Hankins for approval of Construction Amendment Modification 01 to GMP 01 for the Terminal 2 Landside Expansion Design Package 1C in the amount of \$36,485,934.00 upon counsel from General Counsel that this item complies with grant agreement requirements; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

- b. Informational Update on Transform RDU – this item was deferred due to time constraints.
 - c. RDU Land Use Plan – Information Only – this item was deferred due to time constraints.
4. Operations Committee - Kushner presided over the following item:
- a. Consideration of Lease with Wake County
David S. Freedman, SVP & Chief Revenue Officer – On June 16, 2025, the Wake County Board of Commissioners approved a 69.87- acre lease with the Raleigh-Durham Airport Authority. Wake County (“County”) has requested that the Authority Board consider approving this lease at the Authority’s June Board meeting. The County currently leases this property pursuant to a lease agreement with the Authority which terminates on June 30, 2025. Key Lease Items:
Term
 - Initial 20-year lease term beginning July 1, 2025
 - Wake County has 2, 10-year renewal options for a potential total term of 40 years
 - Cancellable by either party with 180-day notice*Rent*
 - Lease rental amount was determined using a fair market value appraisal of the property

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- Lease rental amount of \$214,488 for the first year, increasing by 3% annually
- Every 5-years, the rental rate will be established by utilizing an appraisal to determine fair market value of the property

Property Use

- Compatible public recreational purposes that do not conflict with airport aeronautical and non-aeronautical uses

Kushner comments: The law requires the Authority to obtain fair market value and Wake County made a fiscally responsible agreement. Thanks to the Wake County Commissioners for this action. The Authority worked with County staff and ended in a good place to do what is best for the community. A short-term lease was considered, and the FAA said that lease would need to be at fair market value as well.

Hankins comments: It has been reported that Wake County is working with NC State Parks to put bike trails in Umstead State Park to join with Wake County's 151-acre lease on airport property to give many more miles of trails.

*Motion by Kushner to approve 69.87-acre lease with Wake County for a 20-year term, with 2 consecutive 10-year renewal options with an initial annual rent of \$214,488;
Second by Hankins*

ADOPTED BY UNANIMOUS VOTE

V. NEW BUSINESS

1. Consent Agenda

- a. Runway 5L-23R Replacement Program NCDOT ROW Encroachment Agreement for Sanitary Sewer Force Main
- b. Enhanced Security Perimeter Gates, RDU Project 211140 Construction Contract Award
- c. Report of Insurance Premium Renewals

Motion by Hankins to approve consent agenda items a and c; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

Motion by Ghosh to approve consent agenda item b; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

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VI. GENERAL COUNSEL'S REPORT

No items were reported.

VII. PRESIDENT AND CEO'S REPORT

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Passenger Traffic

- More than 1.4 million passengers traveled through RDU in May.
- That was an 8.6% increase from April 2025, and about level traffic year over year.
- Memorial Day weekend--- the unofficial start to summer-- brought 95,788 departing passengers through RDU between Friday, May 23rd and Monday, May 26th.
- The busiest day was Sunday, May 25th, with 27,083 travelers flying out of the airport.
- That followed two of the busiest days in RDU's history, which were recorded a few weeks ago over Mother's Day and college graduation weekend.

Air Service

- RDU welcomed two new flights to Canada this month.
- The inaugural flight from RDU to Vancouver International Airport took off on June 5th, offering nonstop service between the Triangle and Canada's West Coast for the first time.
- The new Air Canada route provides easy access to RDU's top unserved international destination in the Americas.
- Nonstop service to Vancouver has been in high demand with RDU travelers who want to visit British Columbia or connect to countries across the Pacific.
- The new gateway will make travel from the Triangle to western Canada, Japan, Korea and other destinations in Asia more convenient.
- The Vancouver service will operate on Wednesdays, Thursdays and Saturdays from June 5th through September 30th.
- RDU added another new international destination and a new airline on June 9th when WestJet began nonstop service to Calgary International Airport.
- The low-cost Canadian carrier brings the number of airlines at RDU to a record 19.
- WestJet's service to Calgary offers travelers convenient access to the Rocky Mountains in Western Canada and easy connections to their network of international destinations.
- The Calgary route will operate from June 9th through October 13th on Mondays, Wednesdays and Fridays.

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- Calgary and Vancouver both have preclearance airports. They provide travelers a faster and more convenient experience by allowing them to clear U.S. Customs, Immigration, and Agriculture inspection before they return to the United States.
- Seven airlines have added new international service at RDU in the last year, including:
 - WestJet to Calgary
 - Air Canada to Vancouver
 - Lufthansa to Frankfurt
 - Copa Airlines to Panama City
 - Aeromexico to Mexico City
 - Avelo Airlines to Montego Bay and Punta Cana
 - and BermudAir to Bermuda.

July 4 Travel Tips

- Another busy holiday weekend just around the corner, with July 4th falling on a Friday this year.
- RDU recommends following a few simple tips if you are flying or picking up a guest:
 - Anyone picking up arriving passengers should wait in the free cell phone lot located at 1000 Trade Drive, just a few minutes from the terminals.
 - Have your party call you when they land, then give them 30 minutes to deplane, pick up their luggage and meet you on the terminal curb.
 - Departing passengers should arrive at the airport two hours in advance for domestic flights and three hours ahead for international flights.
 - And remember to bring a REAL ID or other federally approved form of identification.

VIII. MEMBER COMMENTS

Directors Kushner, Szlosberg-Landis, and Polanco-Galdamez had no comments.

Chair Emeritus Hankins congratulated Chair Hall-Roberts for being recognized in a WRAL article as the “First-ever woman elected as RDU Airport Authority Board Chair.”

Director Winters thanked staff and the external auditors for their hard work and presentation. She noted her support for the lease agreement with Wake County Board of Commissioners and grateful a thoughtful compromise was reached. Winters reaffirmed the importance of engaging with and hearing from the community and reminded the public to do so in a respectful manner. She echoed Chair Hall-Roberts’ acknowledgment of Juneteenth and briefly shared her family history.

Director Ghosh thanked everyone for their time and dedication to the airport and wished everyone a Happy Juneteenth.

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IX. ADJOURNMENT

Motion by Winters to adjourn; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY COMMITTEE WORK SESSION MINUTES JULY 10, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh¹, Kushner, Polanco- Galdamez², and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests³.

I. Construction Committee - Ghosh presided over the following items:

1. Construction Amendment Modification 02 for GMP 01 - Terminal 2 Landside Expansion (Design Package 1B - North Structure & Enabling Work)

Jaymes Carter, VP of Building & Building Systems - The purpose of this item is to provide a staff recommendation for the approval of a modification to GMP 01 for construction services associated with the Terminal 2 Landside Expansion Program – Design Package 1B Structural Steel. The scope for this construction package includes structural steel packages as well enabling work consisting of general demolition activities, modifications to egress paths, temporary construction walls, security fencing, build-out of new Duke Energy Vault room and relocation of associated MEP & FP's, and build-out / installation of temporary fire operations center as needed to facilitate future work for the north terminal expansion. This contract modification extends the Balfour Beatty/Metcon JV contract duration by 784 days to incorporate the new work for Package 1C with the already ongoing work of Package 1A (GMP-01) and 1B (GMP-01-Mod-01). The Minority and Women Owned Small Business (MWSB) goals for the contract are 12.0% for Minority Small Owned Businesses (MB) and 10.0% for Women Small Owned Businesses (WB). MB and WB participation included in the contract are 1.8% for MB and 2.9% for WB. The Small Business Program Office has received and reviewed the MWSB commitment and determined that Balfour Beatty Construction has documented good faith efforts as required by the program. The Authority will compensate Balfour Beatty Construction/Metcon JV for services rendered in the amount not to exceed \$66,875,795.00.

Staff requested approval of Construction Amendment Modification 02 to GMP 01 for the Terminal 2 Landside Expansion Design Package 1B in the amount of \$66,875,795.00.

2. Amendment 1 to the Reimbursable Agreement with Duke Energy for the Relocation of Power

¹ Ghosh and Winters attended the meeting virtually.

² Polanco-Galdamez briefly presided until Chair Hall-Roberts arrived.

³ The meeting was live streamed on YouTube.

Raleigh-Durham Airport Authority Board Members

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Lines for Phase 3 (Lumley Rd Relocation) in connection with the Runway 5L-23R and Taxiway B Replacement Program, RDU 080879

Jim Novak, Director of Airside Engineering - On December 10, 2023, the Authority entered into a Reimbursable Agreement with Duke Energy to relocate certain overhead electrical facilities prior to commencement of earth moving activities for the Runway 5L-23R Replacement Program. These facilities will be relocated in multiple phases. Phase 1, which was authorized in the Reimbursable Agreement, entailed moving overhead utility lines westward to a new utility corridor located outside the limits of disturbance for the new runway. This Amendment 1 is for the Phase 3 work necessary to relocate certain electrical facilities prior to commencement of construction of the Lumley Rd Relocation project. Amendment 1 includes Phase 3 design, material procurement, installation, removal and inspection, all of which will be performed by Duke. Installation generally includes 14,800 ft of overhead power line, 69 poles, 5,300 ft of underground conduit, 24 transformers, and cables, connections, and switchgear. The scope also includes removal of 17,800 ft of overhead power line, 80 poles and 5 transformers. Compensation to Duke for this work will be paid at-cost based on an initial estimate in the amount of \$2,433,667. Upon execution of the Amendment the Authority will pay Duke 50% of this estimated amount, with final payment due upon completion of the project and after final cost reconciliation. Duke Energy Phase 2 work, which is associated with the south end of the Runway 5L-23R Replacement project, will be presented to the Board at a future date.

Staff requested approval of Amendment 1 to the Reimbursable Agreement with Duke Energy to perform power line relocation services for Phase 3 in the amount of \$2,433,667.

3. Informational Update on Transform RDU

Kerry McComber, VP of Communications & Government Affairs - With several large-scale construction projects planned or underway at RDU this year, it is critical that the Authority communicate the customer impacts, challenges and benefits of its capital program to a wide range of audiences. Transform RDU is a communications campaign that will help people prepare for day-to-day construction impacts, build community support for the construction program, and convey how the future state of RDU will improve the travel experience and contribute to regional economic growth. An information update will be provided to the RDUAA Board on communications efforts surrounding upcoming operational and parking impacts related to the Terminal 2 Landside Extension project.

4. RDU Land Use Plan – Information Only

This item was deferred to the August Committee Work Session.

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II. Operations Committee - Asante-Smith presided over the following items:

1. Consideration for Expanded Alcohol Sales

Kimberly A. Stewart, USAP, VP of Concessions - In July 2024, the ABC Omnibus bill (Senate Bill 527) was signed into law allowing expanded alcohol sales in airports. The North Carolina Alcohol Beverage Control Commission (ABC) issues permit for alcohol sales. With the passing of this new law, two (2) opportunities were created for expanded alcohol sales. These opportunities are as follows: Item #1 - Elimination of time restriction allowing alcohol sales to begin upon restaurant opening, Item #2 - Alcohol consumption in the terminal building beyond the TSA Checkpoint (To Go Sales). As it relates to the 2024 change in law, the Authority has the final approval on whether to allow the expanded beverage sales. Staff requested Board approval for Item #1 above which is an enhancement to customer experience and will increase revenue. Removal of time restrictions will allow restaurants with bar service to begin alcohol sales upon opening for business, typically 4:30 am. Currently, alcohol sales are restricted to 7am. Alcohol sales upon opening affords three advantages: increased sales to Concessionaires, customer experience, and ability for Concessionaires to easily staff less desirable early morning shifts due to increased tip income to employees. Customers have shown their desire for earlier service and routinely “wait” for the 7am hour to consume alcoholic beverages. Customers are known to “countdown” to the hour awaiting alcohol sales to begin. This expansion of sales does not require any changes to agreements or Concessionaires ABC permits. Implementation of expanded hours consists of notifying the Concessionaire of the opportunity to begin alcohol sales upon opening. Item #2 is understandably a more complicated topic. Extensive research and internal discussion with Authority stakeholders and external stakeholders was conducted to support the request for To Go Sales. Alcohol permits are held by the Concessionaire not the Authority. The Concessionaire is granted permission to conduct alcohol sales under their Terminal Concession Agreement or Operating Agreement (Agreement). The Concessionaire is obligated to follow all ABC rules. Item #2, To Go sales or open container, provides customers the opportunity to order alcohol in dining establishments and leave the establishment with the alcohol to wait in the gate area. The 2024 ABC law states specific restrictions in this area which are noted below along with additional requirements recommended by Staff. To Go Sales are not new and have been in place in local municipalities including Raleigh and Durham since 2022 in areas known as “Social Districts”. Raleigh’s program is called “Sip n’ Stroll Downtown” and Durham’s program is called “The Bullpen”. Apex recently adopted a Downtown Social District. Container requirements in these programs are identical to those for airports. To Go Sales restrictions include:

- Alcohol must be consumed or disposed of by passengers before boarding flight (ABC)
- Alcohol may be carried beyond the leasehold (ABC)

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- Alcohol must remain in the secure area of the terminal (ABC)
- Alcohol safety training of all bartenders and servers (Staff)

Container requirements:

- Label stating: Drink Responsibly, Be 21 (ABC)
- Size cannot exceed 16 ounces (ABC)
- No glass containers allowed (ABC)
- Branded cup depicting the logo of the establishment where beverage purchased (Staff)

Staff met with internal stakeholders including Legal, Risk, Law Enforcement and Operations. All departments support the changes and requirements as stated herein. Law Enforcement sought feedback directly from law enforcement counterparts in other airports in respect to To Go sales. Seven (7) airports responded with overall positive feedback. RDU's Risk Department confirmed no concerns with the Authority's insurance provider noting that the Authority does not hold the ABC permit and does not sell alcohol. Staff has communicated with Concessionaires and air carriers for feedback. All stakeholders are unanimous in their desire to enact both expanded hours and To Go sales. In addition, Staff conducted airport surveys and found that Charlotte and Asheville airports have already implemented expanded hours and To Go Sales at their respective airport facilities. A number of other airports allow To Go sales including Nashville, Birmingham, Boise, Louisville, and Columbus Regional. These airports have reported minimal, or no incidents related to the expanded sale of alcohol. RDU's current enforcement practices will continue with Law Enforcement responding to on airport matters. ABC and Alcohol Law Enforcement (ALE) officials conduct random inspections on airport. In addition to inspections, ABC is responsible for issuing criminal citations, administering violations and examining books and records. ALE personnel perform routine inspections in the terminal and alcohol serving locations. Further, ALE has communicated their desire to be badged in order to conduct their inspections without the need for Staff escort. ALE contacts RDU Law Enforcement when they are on campus performing inspections. Both agencies work together to monitor and respond to any matters related to alcohol. Monitoring efforts will include daily terminal inspections by Concessions and Law Enforcement Staff. In addition, Concessions will monitor customer feedback and verify training requirements of Concessionaire staff. Staff recognized the need for contemplation and consideration regarding To Go sales and recommended a soft rollout. Implementation would begin with an internal Communication Plan to stakeholders stating the requirements for To Go Sales. The Communication Plan would include in-person meetings and written communication to inform all parties of the changes, requirements and anticipated start dates. Concessionaires will be required to agree and acknowledge via signature their understanding of the changes and requirements of To Go sales. The changes will not go into effect until all Concessionaires have

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formally acknowledged the changes. Concessionaires would be required to complete additional alcohol training and provide To Go sales containers to Staff for approval. Staff estimated 3 months to complete the necessary steps for the To Go sales to be activated.

Staff requested approval of expanded alcohol sales by the removal of time restrictions and allow alcohol sales to begin upon restaurant opening and authorization for the President and CEO to implement the change. Staff requested approval of To Go Sales, pending completion of the above stated implementation plan, and authorization for President and CEO to implement To Go Sales.

Asante-Smith suggested deferring the agenda item to the August Board meeting to allow absent Board members time to be updated and allow staff time to conduct further research and seek answers to members' questions and that members be prepared.

2. Consideration of a Multi-Year Agreement with RTW Management, Inc.

Jeffrey A. Slayton, Director of Parking Operations - RTW Management, Inc. is a nationally recognized transportation services company for airports, municipalities, and universities. This request is for a leadership team and support staff to manage 24/7 bus, shuttle, and valet operations. Parking is seeking approval of a three (3) year agreement with two (2) one-year options with RTW Management, Inc. at a total cost of \$41,432,417 over the five (5) year period. RTW Management, Inc. has over 25 years of experience delivering transportation staffing and operational services to both public and private sector clients. RTW is currently providing services to Knoxville airport, Summit County Transit Utah, and Maryland VA Medical Center. This procurement initiative has been reviewed and is supported by the Authority's Small Business Programs Office. RTW Management, Inc. was the best overall value for the associated cost for this Request for Proposal Solicitation (RFP#554-2025- 00111).

Staff requested approval for a three (3) year agreement with two (2) one-year options with RTW Management, Inc. for transportation services at a cost of \$41,432,417.

Motion by Kushner to adjourn; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD OF MEETING MINUTES JULY 17, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco- Galdamez, Szlosberg-Landis, and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

I. APPROVAL OF AGENDA

Motion by Szlosberg-Landis to approve the Agenda; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the regular meeting of the Board and Board committees held on June 18, 2025 and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hall-Roberts welcomed everyone.
2. Severe weather is keeping Team RDU busy lately, with one bout of storms rolling in after another. Running an airport is always a choreographed operation, but the weather we've experienced recently has made it even more challenging. I would like to thank our Airport Authority staff for keeping RDU running smoothly during the summer thunderstorms that can impact airport operations. Our guests have had smooth travels thanks to your professionalism. Many members of Team RDU have also been braving the heat at a time when most of us want to stay indoors. A special thanks goes out to our workers who are in the field, including Operations, law enforcement and traffic safety officers, Maintenance and the many other people it takes to keep our airport safe.
3. Late last month, fellow board members and I traveled to New Orleans for the 40th Annual Airport Business Conference hosted by the Airport Minority Advisory Council. The event connected airports, businesses, decision-makers, thought leaders and government officials to explore trends, strategic opportunities and policy initiatives shaping the aviation industry. It was also a chance to learn more about the impact of women- and minority-owned businesses

¹ The meeting was live streamed on YouTube.

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and build relationships with airport leaders from across the country. We'd like to thank AMAC and Louis Armstrong New Orleans International Airport for hosting a fantastic event.

IV. MEMORANDUM OF UNDERSTANDING – Presentation by David Freedman, SVP and Chief Revenue Officer. On July 26, 2024, the Authority issued a Request for Information (“RFI”) for the development of approximately 136-acres within Tract 6 which is part of Authority owned property. The goals included in the RFI, reflect alignment between the Authority and Wake County:

- Create a unique and innovative entertainment destination which will be appealing to the greater Triangle Region and may include community assets such as food and beverage, retail, hospitality/boutique hotel, recreational facilities, etc.
- Develop in a manner consistent and appropriate with the natural surroundings of the site
- Ensure recreational users are considered in the development
- Increase non-aeronautical revenue to the Authority

RFI submissions were due on September 5, 2024. Upon completion of the RFI process and consideration of the goals described above, staff recommends that the Authority enter into a Memorandum of Understanding (“MOU”) with PE Raleigh Development, LLC (“PE Raleigh”) for the development of a recreation and wellness destination. Key MOU items include:

- Identification of the project area
- PE Raleigh’s role in the project
- Establishment of an exclusivity period to negotiate a term sheet and subsequent definitive agreement for the development area
- Provide due diligence access and information to the developer during the exclusivity period

*Motion by Hankins to defer the Board’s vote until after public comment, during New Business;
Second by Kushner*

ADOPTED BY UNANIMOUS VOTE

V. PUBLIC COMMENTS²

Sig Hutchinson

² Generated with AI.

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Thank you, Madam Chair and board members. I'm Sig Hutchinson, former Wake County Commissioner, Chair of the Triangle Trails Initiative, and someone who's been actively involved in the development of trails and greenways since the 1980s, including the build out of the original mountain bike park at Lake Crabtree County Park. With all that said, I could not be more excited about the opportunities ahead as we begin this process of reimagining the new and improved Lake Crabtree County Park. In addition to more than doubling the size of the mountain biking from the original 215 acres in 1988 to now possibly close to 500 acres of mountain biking in partnership with Wake County, Umstead State Park and the Town of Cary and Morrisville, plus adding 140 acres of recreational focused development which will only enhance the experience. We all love Lake Crabtree County Park and the only problem with the park is that you come, you ride, and then you have to get in your car to leave to get something to eat or drink, or just to hang out with your friends. With these new developments there'll be possibilities for new brew pubs, bike shops, restaurants and bars to enhance the experience and creating the best mountain bike experience in all of Wake County. Let's not also forget the Triangle Bikeway. The 16-foot-wide bike-PED superhighway connecting the Art Museum Bridge and the Raleigh Greenway system to RTP directly through this property. These new improvements will truly create the epicenter of recreation and greenways for the entire Triangle. I look forward to the starting the public input process to see how we can make this vision even better. Thank you, Madam Chair.

Natalie Lew

Since we were blindsided by this presentation, can we have presence please, just because we didn't know this was happening? I just want 3 minutes, which is standard just because we were blindsided by this presentation. Unfortunately, this is being developed basically in a vacuum. What you've got to remember is that 286 West - all that land has been clear cut for the Park Economy 3. RDU has plans to develop all of 286 East and of course we have the rock quarry on Oddfellows. I know Sig Hutchins. He was also a driver behind the rock quarry. He's driving behind this but it's not truthful. You're developing in an isolated place because there's no connectivity once you destroy Odd Fellows. Remember, Odd Fellows has been on the Umstead State Park critical acquisition list since 1974. Even your RDU attorney told the Odd Fellows back in the day that they weren't going to purchase the land, and then the your attorney told them that they were going to survey the land for inclusion in the state park. And then you guys came in and threatened condemnation. So you know this is this sounds like a great idea. And it would have been, had you not decided to deforest Oddfellow, 286 East and 286 West. So yeah, sorry. So you know I got involved in this not to go after him. I'm a frequent flyer. I just actually literally just got off a plane. I came after this to find out the truth and I've got a whole other thing about this is all zoned residential, all this land that they're developing. It's residential and your attorney in the court said there's no evidence of that. I got a

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whole notebook of you guys collaborating – Ellis is laughing at me again – of you guys collaborating with Wake County to rezone the land. I found the map of the collaboration when it was Odd Fellows where you want to develop. And all that area is zoned residential. So I really ask you guys to step back from this. This sounds like a great idea and would like to work with him, but it's going to be nothing if you deforest all that land in between Umstead State Park. It exists in a vacuum. It's not going to be wanted. And again, I just again, I'm sorry. I'm all over the place. I really want the truth, and I'm hoping that you guys, that your attorneys want the truth. I have it here. I feel like I'm being kind of shut down again. Like I said, the RDU attorney said there's no evidence of collaboration, and even in the hearing you guys are trying to tweak the definition of really what an airport landing field is so, so we know you got to plan for Odd Fellows, because you took it unscrupulously. But again, why is a rock quarry there again? I know Sig Hutchinson was pushing the rock quarry back in the day and you had different people on the board that were pushing that rock quarry, but that whole development on that side totally ruins what these guys are going to do. I mean, I think you'll find some public may want it because they don't know. You want to come and ride. But why is anybody going to come? Because in order to get to more connectivity trails, you have to go by a 16-foot wall. All right, you've got to go down a half mile 16 foot wall and development on both sides, it totally sucks. Anyway, like I say, if you guys want, I have a ton of information on the land zoning, the land use and all the planning for this area, because that area has long been planned to be part of the park, would love for you to communicate with you. Really, really, I am 100% after the truth for all of this stuff and would ask to somebody please listen. Thank you.

Sean Huonker

Hello. Good afternoon. My name is Sean Huonker, and I'm the Vice President of Shuttle Services for MV Transportation. First I want to extend a sincere appreciation to the Raleigh-Durham Airport Authority for the opportunity to participate in the recent RFP for shuttle and valet staffing services and we commend RDU's ongoing commitment to delivering safe, reliable and high-quality transportation services. We attended the board meeting virtually last week and had some concerns regarding the award process. So we put our concerns in a written letter which has been submitted to the procurement team. As far as the award goes, we get it. You win some, you lose some. We went up against some very qualified bidders. We see bids all over the country. However, we're a little surprised to see the contract apparently being awarded to a company that does not appear to have a level of experience required by the RFP. Now, we did not have the full qualifications on last week's board meeting despite a question directly asked by Board member here in this hearing. So we want to make sure the Board is fully aware the entirety of the proposal in order to ensure that RDU maintains smooth operations, especially given the large infrastructure investments being made. We're simply asking for assurance that the selected vendor does meet the RFP requirements of shuttle and

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valet experience of five years, as well as the DBE requirements at the time of bid submission. We request this agenda item to be tabled and the award paused until our concerns have been properly addressed. Thank you again for the opportunity to speak here today.

Dr. Jean Spooner

So on this topic we were blindsided. I would request that you wait till next month before signing an MOU. Also, the terms have changed. I think it might be illegal if not immoral or improper to award even an exclusive agreement as non-binding. When the terms have changed, other contractors may have been interested if they knew the lease year was not limited to 40 years. You have changed the terms and you need to re-put out an RFI or RFP. It may be illegal. Plus, RDU blindsided us today. You should get more public input before you sign such an MOU. The land is zoned R40 at the request of the Airport, following 160D processes. On the transparency scale, I think you're at 10,000. And I know you want to do better, telling the public what was on today would be good. This Board had committed to let the public know if they were having any public lobbying on legislation, it has come to the Board before, when you approve a list, a lobbyist, your H 173, which eliminates your lease term years on any lease, had zero public input from the public. You added it on to a local bill at the last minute of the session without any public notice. An unrelated bill that Representative Paré put in. You pulled it out of House Rules and Operations into the Senate. You slipped in unlimited lease with no public notice, no Board approval. Every single Wake and Durham legislative delegation for the for the North Carolina Senate voted against this bill. They voted against you getting any more than 40 years. Every single representative in the state legislature for Durham and Wake County, except for Representative Paré, voted against this amendment. Your own constituents in Wake and Durham are vehemently opposed to you getting more than 40 year lease terms. They are on record. That's their vote. Not once, but three votes twice. Three votes on that. So we had no transparency, no public knowledge. You pulled an unrelated local bill out of Rules and Operations. That's just not the way you should do business or a public organization. Your local governments wouldn't do that. They wouldn't blind side the public with a last-minute bill that the governor had no ability to veto, and all your representatives vote against. They would make public what was on your agenda today. I know you want to do better. Please do better. Thank you.

VI. OLD BUSINESS

1. Construction Committee – Ghosh reported Board members met during the Committee work session on July 10, 2025, and discussed the following:
 - a. Construction Amendment Modification 02 for GMP 01 - Terminal 2 Landside

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- Expansion (Design Package 1B - North Structure & Enabling Work)
- b. Amendment 1 to the Reimbursable Agreement with Duke Energy for the Relocation of Power Lines for Phase 3 (Lumley Rd Relocation) in connection with the Runway 5L-23R and Taxiway B Replacement Program, RDU 080879
 - c. Informational Update on Transform RDU - this item was deferred to the August meeting.

Motion by Ghosh to approve items a and b of the Construction Committee Agenda; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

- 2. Operations Committee – Asante-Smith reported Board members met during the Committee work session on July 10, 2025, and discussed the following:
 - a. Consideration for Expanded Alcohol Sales

Director Asante-Smith summarized that on July 10th, Kimberly Stewart, VP of Concessions, presented two items for consideration. She noted agenda item a was discussed in two parts, 1) elimination of time restriction allowing alcohol sales to begin upon restaurant opening, typically 4:30 a.m., and 2) alcohol consumption in the terminal building beyond the TSA checkpoint, “To Go Sales.” She thanked Stewart and her team for a thorough presentation.

President and CEO Landguth asked the Board for clear direction regarding questions and their expectations of staff. Asante-Smith stated it was her understanding the questions put forth during the Committee Work Session represent the extent of questions to be answered. She encouraged the Board to make sure they are clear and understand that there is potential they may not receive the most concise, precise, and specific information they seek, however, staff will make a genuine attempt.

There was additional discussion regarding expectations for the August meeting, concerns, questions, consideration of a six-month pilot program, and setting parameters for a pilot. Asante-Smith clarified the expectations of the Board and staff during the consideration period and reminded the Board to be mindful and heed Ordinance Chapter 6, Article 5. Officer Duties versus the duties entrusted to staff and leadership.

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Motion by Asante-Smith to table the vote on item #1 until the August meeting to allow staff an opportunity to conduct further research in response to questions posed and for Board members to be intentional with their own research, additional questions, and be prepared to vote at that meeting; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

Motion by Szlosberg-Landis for the Board to decide at the August meeting on a proposed six-month To Go Sales pilot program, to include review of customer surveys and assessment after the six-month period; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

b. Consideration of a Multi-Year Agreement with RTW Management, Inc.

Asante-Smith provided a brief recap regarding the Committee Work Session discussion regarding this agenda item. She noted Landguth made the Board aware of a notice of concern the procurement department received from one of the unsuccessful proposers, and that she is highly satisfied with procurements thorough work and diligence to assess and respond to the concerns outlined. Based on the assessment, procurement stands by their original recommendation. She reminded members of their role of governance and oversight and entrusting staff to do their roles.

Kushner appreciated the comment made by the representative of MV Transportation, and he agrees the Board was thoroughly briefed and more than adequate assurance was given regarding the process, and he supports the vote.

Motion by Asante-Smith to approve for a three (3) year agreement with two (2) one-year options with RTW Management, Inc. for transportation services at a cost of \$41,432,417, and that the President and CEO be given the authority to sign any necessary, related documents; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

VII. NEW BUSINESS

1. Memorandum of Understanding

Raleigh-Durham Airport Authority Board Members

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Nil Ghosh

WAKE COUNTY
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Motion by Kushner to approve the Memorandum of Understanding with PE Raleigh Development, LLC together with its affiliates, including Pacific Elm Properties; Second by Hankins

ADOPTED BY UNANIMOUS VOTE³

2. Board Matters

- a. First reading of Chapter 6 amendment regarding supermajority approval of lease terms longer than 40 years

Locklear explained the language was amended to reflect that in order to obtain supermajority approval of lease terms longer than forty years, six votes and appearance at two Board meetings were required. She noted this meeting as the first appearance and the August meeting would be the second appearance, then the language could be approved.

Board members expressed support of supermajority approval of lease terms longer than 40 years and its built-in protection for the Airport.

Motion by Hankins to accept the first reading of Chapter 6 amendment regarding supermajority approval of lease terms longer than 40 years; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

VIII. GENERAL COUNSEL'S REPORT

Locklear introduced Joshua Peacock, a rising second-year law student and Open Door Fellow and Christopher Everett, a rising second-year law student and Smith Anderson Fellow, who the Authority had the pleasure of hosting this summer.

IX. PRESIDENT AND CEO'S REPORT – President and CEO Landguth will report on recent Airport activities

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining

³ Asante-Smith recused herself from consideration of this item.

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us today.

Passenger Traffic

- The July 4th holiday outpaced the same weekend last year, with 127,957 travelers departing from the airport between Thursday, July 3rd and Monday, July 7th.
- The busiest days were Sunday, with 29,260 passengers flying out in one day, and Thursday, with 28,568 departing passengers.
- That represents a 3.9 percent increase over the same holiday weekend last year.
- Passenger traffic was also up in June, the first full month of the peak travel season, with a total of 1,453,626 travelers flying through RDU.
- That was a 2.8 percent increase over May of 2025.

Record Destinations

- RDU hit a milestone in July when it reached a record 80 nonstop destinations.
- Breeze Airways announced flights to Ogdensburg, New York, on July 8.
- RDU now serves 66 domestic and 14 international cities.
- The airport set another record in 2025 when WestJet became its 19th airline.

Aeromexico Expansion

- Triangle-area travelers now have more choices for a getaway to one of RDU's most popular destinations.
- Aeromexico will begin nonstop service to Cancun in December, becoming the third airline to serve the resort city in Mexico.
- Aeromexico launched operations here in 2024 with nonstop flights to Mexico City.

PE3 Expansion

- Our Park Economy Expansion Project is now well underway.
- In recent weeks, three new sections of Park Economy 3 have opened.
- As construction continues, here are a few important reminders.
- Please put safety first.
- Follow all directional signage and adhere to posted speed limits to ensure PE3 remains safe for all parking lot users, including construction workers.
- Plan ahead. As the lot expands, you may need to give yourself additional time to park and arrive at your destination on time.

Dunkin' Opens

- Finally, a popular coffee and donut shop just opened its doors at RDU.
- Dunkin' is now serving guests near Gate C15 in Terminal 2.
- Airport guests can choose from over a dozen coffee beverages, a rotating selection of 50 donut varieties and an array of bagels and breakfast sandwiches.

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- Dunkin' is among more than a dozen new restaurant concepts opening in Terminals 1 and 2 through 2026 as RDU reimagines the airport dining scene.

X. MEMBER COMMENTS

Director Winters expressed appreciation and thanked staff for all their efforts and presentations. Kushner thanked staff for all their hard work and expressed excitement about the announcement regarding the Pac Elm project. Polanco-Galdamez thanked Team RDU and expressed excitement for the Pac Elm project, stating it is a “win win” and an opportunity for all of us to get to know the community better. Szlosberg-Landis reminded everyone the world is changing, and it requires us to change as well, and we must do more. Hankins commended all members for being physically present and encouraged them to let it continue being the rule and not the exception.

XI. CLOSED SESSION

Motion by Hall-Roberts to enter into a closed session in order to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143- 318.11(a)(3) and to protect sensitive security information from disclosure pursuant to NCGS §143-318.11(a)(1) and 49 CFR parts 15 and 1520; Second by Asante-Smith.

ADOPTED BY UNANIMOUS VOTE

Motion by Kushner to amend the agenda to add items related to federal grants and the Employee Incentive Payment Policy; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

Motion by Kushner to accept a Federal Aviation Administration grant offer in the amount of \$12,000,000 for Grant 074, and a Department of Transportation grant offer in the amount of \$24,666,750, and authorization for the President & CEO and General Counsel to execute the grant documents.; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

Motion by Kushner to approve the Employee Incentive Payment Policy; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

XII. ADJOURNMENT

Motion by Hankins to adjourn; Second by Winters

ADOPTED BY UNANIMOUS VOTE



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RALEIGH-DURHAM AIRPORT AUTHORITY COMMITTEE WORK SESSION MINUTES AUGUST 14, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco- Galdamez, Szlosberg-Landis, and Winters¹. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests².

I. Construction Committee - Ghosh presided over the following items:

1. RDU Land Use Plan – Information Only

Delia Chi, Vice President, Planning & Sustainability - Staff received questions from Board members pertaining to the RDU Land Use Plan. Staff will provide an overview presentation discussing the Land Use Plan, which is Sheet 18 of the Airport Layout Plan that was conditionally approved by the Federal Aviation Administration on November 20, 2017.

2. Reimbursable Agreement with AT&T for Relocation of Utility Services for the John Brantley Boulevard Extension Project, RDU 881440

France Campbell, Director Landside Engineering - As part of the John Brantley Boulevard (JBB) Extension project, utility lines operated by AT&T need to be relocated prior to the commencement of construction. The Authority will construct a ductbank and then AT&T will install their utility lines in the ductbank. This Reimbursement Agreement with AT&T covers AT&T's engineering labor, material costs, and construction labor costs. Compensation to AT&T for this work will be paid at-cost, not to exceed \$490,032.67. Upon execution of the Reimbursable Agreement, the Authority will pay AT&T 100% of this estimated amount as stipulated in the agreement. AT&T will issue a refund if actual costs are less than the estimated amount. The utility easement with AT&T for the relocated utility lines will be presented to the Board at a future date.

Staff requested approval of Reimbursement Agreement with AT&T for relocation of utility services in the amount of \$490,032.67 for the John Brantley Boulevard (JBB) Extension Project, RDU Project 881440.

3. Reimbursable Agreement with Duke Energy Progress for Relocation of Utility Services for the John Brantley Boulevard Extension Project, RDU 881440

¹ Szlosberg-Landis and Winters attended virtually.

² The meeting was live streamed on YouTube.

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France Campbell, Director Landside Engineering - As part of the John Brantley Boulevard (JBB) Extension project, utility lines operated by Duke Energy Progress (Duke) need to be relocated prior to the commencement of construction. The Authority will construct a ductbank and then Duke will install their utility lines in the ductbank and complete other construction work needed to tie their new utility lines into their existing utility lines. This Reimbursement Agreement with Duke covers Duke's engineering labor, material costs, and construction labor costs. Compensation to Duke for this work will be paid at-cost based on an initial estimate in the amount of \$2,655,131.00. Upon execution of the Reimbursable Agreement, the Authority will pay Duke 50% of this estimated amount, with final payment due upon completion of the project and after final cost reconciliation, as stipulated in the agreement. The utility easement with Duke for the relocated utility lines will be presented to the Board at a future date.

Staff requested approval of Reimbursement Agreement with Duke Energy Progress for relocation of utility services in the amount of \$2,655,131.00 for the John Brantley Boulevard (JBB) Extension Project, RDU Project 881440.

II. Operations Committee - Asante-Smith presided over the following items:

1. Contract with Barnhill Contracting Company

Steven Yanni, C.M, Director of Contracts Facilities Maintenance - Staff sought Board approval to award a contract for Airside Snow and Ice Removal Services to Barnhill Contracting Company. Under this agreement, Barnhill will provide additional labor, supervision, and equipment—including maintenance and fuel—to support snow and ice removal operations at the airport. This contract includes the provision of on-call equipment and operators on an as-needed basis, with compensation based on unit rates outlined in the agreement. Equipment and operators to be provided include:

- Up to 11 large rubber tire loaders capable of operating with a 20-foot plow (plows provided by the Authority)
- Up to 5 rubber tire loaders for snow hauling operations
- Up to 1 wheeled excavator for unloading snow from dump trucks
- Up to 10 tri-axle dump trucks for snow hauling
- Up to 4 off-road articulated dump trucks for snow hauling
- Up to 5 skid steer loaders with rubber edges

The agreement covers key airside areas of the airport, including but not limited to runways, taxiways, and aircraft parking aprons. Services will be available 24 hours a day, 7 days a week, including holidays, as needed. The contract period is for five (5) years. The opportunity was publicly advertised; however, only one bid was received. To encourage greater participation, an addendum was issued to extend the submission deadline. No additional bids were submitted. Barnhill Contracting Company is the incumbent and has provided satisfactory service under

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the previous agreement. Staff recommended continuing the established relationship by entering a new contract. The total contract value for the five-year term is for actual costs not-to-exceed \$1,088,085.

Staff requested approval of an agreement for Airside Snow and Ice Removal Services with Barnhill Contracting Company in the amount not-to-exceed \$1,088,085.

At the request of Chair Hall-Roberts, Kerry McComber, VP of Communications & Government Affairs, reported that the first recreation and wellness community engagement workshop would be held on the upcoming Tuesday at the Cary Senior Center. She noted it is an informal drop in event, allowing members of the public to visit different information stations, learn about the project, and provide their input and ideas.

Motion by Asante-Smith to adjourn; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD OF MEETING MINUTES AUGUST 21, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco- Galdamez, and Szlosberg-Landis. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests.¹

I. APPROVAL OF AGENDA

Motion by Asante-Smith to make a correction to the agenda and add the discussion regarding alcohol sales under Old Business; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

Motion by Szlosberg-Landis to approve the amended Agenda; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the committee work sessions held on July 10, 2025 and regular meeting of the Board held on July 17, 2025 and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hall-Roberts welcomed everyone.
2. We are honored have two guests from the United States Secret Service's Raleigh Office here today. Resident Agent in Charge Meghan Dubea and Senior Special Agent Timothy Williams would like to thank Team RDU for their help in coordinating the many candidates we hosted during the last election season. Thank you both for being here. Please come up to the front of the room. I'll also ask Lieutenant Blake Sherrod from the Airport Police Department, Will Patterson from RDU Operations, Deputy Chief Roland Burke from RDU Airport Rescue and Fire Fighting, and Gray Scarbrough from Signature Flight Services to join you. Thank you, Agents Williams and Dubea for recognizing our law enforcement, fire-rescue and Operations

¹ The meeting was live streamed on YouTube.

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- teams, and Signature Flight Services. It takes a lot of coordination and preparation to make candidate visits run smoothly. I would also like to extend my thanks on behalf of the Board for everything Team RDU and the Secret Service do to keep our airport and our visitors safe.
3. I'd like to begin this afternoon by honoring someone who made a tremendous impact on RDU during his eight-year tenure as a member of the Airport Authority Board. David Morgan represented Durham County on the Board from 2017 until April of this year. He came to the Airport Authority during a time of rapid growth at RDU, then helped lead us out of the pandemic in 2020. David was instrumental in positioning RDU for the future as we managed record growth and embarked on an ambitious capital program. David, please join us up front for a special presentation. We thought this Icelandair plane would be a fitting tribute to your service on the Board. Icelandair was the first airline to start a new international route from RDU when air travel was still recovering. You were even on the inaugural flight when it launched in 2022, and we hope this reminds you of that trip and of how much we value your leadership.

Former Director Morgan expressed appreciation for the recognition, fellow Board members, his time served, and the direction the new Board is moving in with upcoming projects.

4. RDU and Pacific Elm Properties hosted the first of three public workshops on Tuesday to gather community feedback on the potential recreation destination that could be built on airport land. We are pleased that more than 150 people came out to the Cary Senior Center to share their ideas for the project. The Airport Authority and Pacific Elm are committed to incorporating public input as we explore options that would benefit our region, respect the natural character of the site, welcome recreational users and generate revenue for the Authority. No final decisions about developing the property have been made, and we look forward to hearing from members of the community again at our upcoming workshops on September 23rd at Laurel Hills Community Center in Raleigh and October 21st at Frontier RTP. In the meantime, if you'd like to learn more about the potential project, please visit RDU.com/recreation.

IV. PUBLIC COMMENTS²

Dr. Jean Spooner

I'm Doctor Jean Spooner. I'm chair of the Umstead Coalition. And I do want to commend you for choosing a more appropriate venue for this last Tuesday's meeting. It was in a lovely. It was set for the amount of people that could come in contrast to the disappointment at the end of January when you had your meeting

² Generated with AI.

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with 175 people signed up to speak and you only allowed 80 in the room, including staff and yourself. You had people in wheelchairs and crutches standing outside, never got to speak. It was cold, miserable winter weather. And so, thank you for choosing a venue that was more appropriate this time to actually hear from your citizens. So thank you. And I know the other two are like that as well. Now in terms of - I do want to make a follow up comment on last week's meeting. This MOU should have been in your committee meeting, so public would see you'd have some time to discuss it openly. Even though and even if it just shows up on your last month board meeting agenda, it had no indication of the subject which was, you know, not appropriate. I think it says MOU. But with who? You do MOUs all the time. But most disturbing, to me at least, was is that the board members seemed to give an indication that you thought that the public knew it was on the agenda. There was no backup menu memos. There was no mention on the public agenda of the fact that you were going to talk about Lake Crabtree County Park at last week's meeting. So I don't know what you get, but you should see what the public gets and to think that the public was informed when they were not informed. I thought that was quite appalling. Not on your part. You probably were or maybe thought that to be the case, but that was not what the public saw and I just wanted to be aware of that the public doesn't see what you see. The public maybe should see what you see, and I think that would be a way to move forward in a more positive manner. Thank you very much for your time and your service.

Natalie Lew

Hello. So it is critical for you all to know that during the Vision 2040 planning process, while there were ten public workshops during which multiple options were presented for runways, on-site parking, and rental car locations, zero options were presented for remote land use. It was not until workshop #7 of 10 that RDU's one and only land use plan was presented and there was no consideration for any other ideas. The quarry, the Park Economy 3 expansion, the development of Lake Crabtree County Park were forced onto the public with the claim that they were all non-aviation uses, including PE 3. This is contrary to what RDU staff are applying to the FAA to you and to the public. An awesome idea was presented in 2017, the RDU Forest Village concept. You guys have a picture of it. Now by not considering this concept RDU totally missed an awesome opportunity to make RDU in and of itself a destination and to create a perpetual income stream with development that was 100% supported by the community. RDU's current proposal to develop Lake Crabtree County Park is a bad attempt to mimic this proposal, but it will not come close to what the village concept was because you are destroying the land critical to Umstead State Park with the quarry and the connectivity of the area. But it's not too late to change paths. Stop the quarry. Put your recreation and Wellness development by Brier Creek Lake. You actually have access to two lakes. From that location, leave Lake Crabtree County Park alone. RDU took this land in a speculative manner in 1967 when it was not even contiguous with the airport, and it was already planned for a lake and recreation.

And as a reminder, in 1982, under the leadership of former CEO John Brantley, Odd Fellows, Lake Crabtree Park, 286 E and 286 W were intentionally zoned residential 40 to protect it from commercial development,

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as per meeting minutes. RDU is now destroying the legacy of John Brantley. We ask that you do not do so, and please consider moving that development. Thank you.

V. OLD BUSINESS

1. Construction Committee – Ghosh reported Board members met during the Committee work session on August 14, 2025, and discussed the following:

- a. Construction RDU Land Use Plan – Information Only
- b. Reimbursable Agreement with AT&T for Relocation of Utility Services for the John Brantley Boulevard Extension Project, RDU 881440
- c. Reimbursable Agreement with Duke Energy Progress for Relocation of Utility Services for the John Brantley Boulevard Extension Project, RDU 881440

Motion by Ghosh to approve items b and c of the Construction Committee Agenda; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE³

2. Operations Committee – Asante-Smith reported Board members met during the Committee work session on August 14, 2025, and discussed the following:

- a. Consideration for Contract with Barnhill Contracting Company

Motion by Ghosh to approve the agreement for Airside Snow and Ice Removal Services with Barnhill Contracting Company in the amount not-to-exceed \$1,088,085; Second by Kushner

ADOPTED BY UNANIMOUS VOTE⁴

- b. Expansion of Alcohol Sales

Director Asante-Smith summarized that during the July 17th regular Board meeting, Kimberly Stewart, VP of Concessions, presented two matters for consideration, 1) the elimination of time restriction allowing alcohol sales to begin upon restaurant opening, typically 4:30 a.m. and 2) alcohol consumption in the terminal building

³ Asante-Smith recused herself from consideration of Construction Committee items b and c.

⁴ Asante-Smith recused herself from consideration of Operations Committee item a.

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beyond the TSA checkpoint, “To Go Sales.” Stewart reported staff’s findings regarding the three questions posed concerning 1) a revenue estimate of To Go Sales, 2) consideration to limit the size of cup options, and 3) consideration of a pilot program.

There was in depth discussion, concerns, and questions regarding the make up of the cup, length of a pilot program, and at which terminal to conduct the program. Asante-Smith reminded the Board that they are responsible for making policy decisions as opposed to tactical decisions and to entrust staff to execute the program across both terminals and provide a report to the Board in six months. Director Kushner made a request that only recyclable cups be used.

Motion by Asante for approval of a pilot program for expanded alcohol sales by the removal of time restrictions and addition of to go sales pending completion of the implementation plan and authorization of the President and CEO to implement the expanded alcohol sales program; Second by Szlosberg-Landis;

Motion by Kushner to amend the motion into two separate votes for each change; Second by Hall-Roberts

ADOPTED BY UNANIMOUS VOTE

Motion by Asante-Smith for the approval of a six-month pilot program for expanded alcohol sales by the removal of time restrictions pending the completion of the implementation plan and authorization for President and CEO to implement the expanded alcohol sales program; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

Motion by Asante-Smith for the approval of the six-month pilot program for expanded alcohol sales through To Go Sales pending completion of the implementation plan and authorization of the President and CEO to implement the expanded alcohol sales program; Second by Ghosh; Kushner opposed the vote

ADOPTED BY 6-1 VOTE

VI. NEW BUSINESS

1. Consent Agenda

5

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a. Approval of EPA Administrative Settlement Agreement

Bill Sandifer, A.A.E, Executive Vice President & CDO, briefly summarized that the agreement is a collaborative working relationship between the Authority and EPA with processes that both will follow during the constructing of the runway project. He noted that the agreement is not a dispute or violation between the Authority and EPA.

Motion by Hankins to approve the EPA Administrative Settlement Agreement; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

2. Board Matters

- a. Second reading of Chapter 6 amendment regarding supermajority approval of lease terms longer than 40 years

Motion by Kushner to accept the second reading of Chapter 6 amendment regarding supermajority approval of lease terms longer than 40 years; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

VII. GENERAL COUNSEL’S REPORT

No items were reported.

VIII. PRESIDENT AND CEO’S REPORT – President and CEO Landguth reported on recent Airport activities

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Passenger Traffic

- Passenger traffic totals for July show a slight uptick over the same month last year, as the peak summer travel season begins to wind down.
- 1,484,429 passengers flew through RDU last month – an increase of half a percent over July of 2024.
- 8,903,287 passengers have traveled through the airport so far this calendar year.

Air Service

Raleigh-Durham Airport Authority Board Members

CITY OF DURHAM
Tammie Hall-Roberts, **Chair**
Nana Asante-Smith

CITY OF RALEIGH
Nina Szlosberg-Landis, **Vice Chair**
Shelley Winters, **Treasurer**

DURHAM COUNTY
Yesenia Polanco-Galdamez, **Secretary**
Nil Ghosh

WAKE COUNTY
Ellis Hankins
David Kushner



Michael J. Landguth, A.A.E.
President & CEO

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- RDU hit another milestone for the number of nonstop destinations served when Breeze Airways announced flights to Portsmouth, New Hampshire.
- RDU now offers a record 81 destinations, including fourteen international cities.
- The Portsmouth route will fly on Thursdays and Sundays beginning December 11th. Breeze also added more flights to Albany, Fort Myers and Orlando.
- The airline launched operations here in 2023 with eight routes and now serves 30 destinations.
- Avelo is also growing at RDU with more flights to New York and Connecticut. The airline will expand its Albany and Rochester routes in September.
- Avelo will also add daily service to New Haven beginning in October, with twice-daily flights around the holidays.
- A second airline launched service to Indianapolis this month. Delta Air Lines is now flying that route daily. Indianapolis is also served by Frontier.

Concessions Openings

- And finally, right after this meeting, RDU will hold a Grand Opening Celebration for three new dining concepts in Terminal 2.
- Members of the board will join us for ribbon cuttings for local Italian deli Bongiorno & Son, Dunkin' and Guy's Pizza Joint from celebrity chef Guy Fieri.
- The new restaurants are part of RDU's campaign to reimagine the airport dining scene.
- Travelers can keep up with all our new options and see what's coming soon at RDU-dot-com slash Reimagine.

IX. MEMBER COMMENTS

Hankins shared about his recent travels to northwest Arkansas and his observations of their various outdoor recreational options. Ghosh congratulated staff and Team RDU for all the great work and shared he was impressed with the success of the first public engagement workshop. Asante-Smith acknowledged Chair Hall-Roberts for receiving the Triangle Business Journal's Community Champion Lifetime Achievement Award. Secretary Polanco-Galdamez again thanked David Morgan for his friendship and time served on the Board. Szlosberg-Landis also congratulated Chair Hall-Roberts on receiving her award.

X. ADJOURNMENT

Motion by Asante-Smith to adjourn; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY COMMITTEE WORK SESSION MINUTES SEPTEMBER 11, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco-Galdamez¹, Szlosberg-Landis, and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests².

I. Finance Committee – Winters presided over the following items:

1. Consideration of Letter of Credit Extension with TD Bank, N.A.

Shibu Idichandy, Senior Director Accounting & Treasurer- The outstanding \$41,380,000 of the 2008C Series Variable Rate Demand Bonds is backed by a Letter of Credit (LOC) from TD Bank, N.A., which is set to expire on November 15, 2025. These bonds rely on the LOC for both liquidity and credit support during the re-marketing process to investors. Such arrangements are typically provided by a select group of major financial institutions. The agreed-upon strategy is to engage in negotiations with the current provider, TD Bank, N.A., to extend the term of the agreement and discuss the fee structure. In collaboration with the Authority's financial advisor and bond counsel, the staff has concluded that TD Bank's proposed terms are advantageous given the current market conditions. The proposal extends the Letter of Credit (LOC) until November 13, 2025, and includes the following key points:

- A reduced fee of 30 basis points (down from the current 33 basis points)
- Appointment of TD Bank as the remarketing agent (currently held by Piper Jaffray)
- All other terms and conditions remain unchanged

This extension approach will also reduce staff time and the cost of issuance fees need with a new agreement.

Staff requested approval of the resolution titled RESOLUTION REGARDING THE EXTENSION OF THE LETTER OF CREDIT SECURING THE AUTHORITY'S VARIABLE RATE AIRPORT REVENUE BONDS, SERIES 2008C (NON-AMT) AND APPOINTING A REMARKETING AGENT FOR SAID BONDS allowing the Authority to extend the Letter of Credit issued by TD Bank, N.A and for the Authority's Secretary, the President and CEO, the CFO, and the General Counsel, under the advice of bond counsel, to carry out all other actions contemplated by this resolution as necessary.

¹ Yesenia Polanco-Galdamez attended the meeting virtually.

² The meeting was live streamed on YouTube.

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II. Construction Committee⁸ - Ghosh presided over the following items:

1. Interconnection Agreement with Duke Energy Progress for Net Metering in the Existing Parking Area for the Park Economy 3 Expansion Project, RDU 080799
France Campbell, Director Landside Engineering - As part of the Park Economy 3 (PE3) Expansion project, solar panels are being installed on several of the covered walkways in the existing parking area and an Interconnection Agreement with Duke Energy Progress (Duke) is required for net metering. Duke's net metering allows customers with solar panel systems to receive bill credits for the excess electricity their system sends back to the grid. Compensation to Duke for this Interconnection Agreement is \$0. Board approval is necessary due to the multi-year term of the Agreement.
Staff requested approval of Interconnection Agreement with Duke Energy Progress in the amount of \$0 for net metering in the existing parking area for the Park Economy 3 (PE3) Expansion Project, RDU Project 080799.
2. Interconnection Agreement with Duke Energy Progress for Net Metering in the New Parking Area for the Park Economy 3 Expansion Project, RDU 080799
France Campbell, Director Landside Engineering - As part of the Park Economy 3 (PE3) Expansion project, solar panels are being installed on several of the covered walkways in the new parking area and an Interconnection Agreement with Duke Energy Progress (Duke) is required for net metering. Duke's net metering allows customers with solar panel systems to receive bill credits for the excess electricity their system sends back to the grid. Compensation to Duke for this Interconnection Agreement is \$10,468. Board approval is necessary due to the multi-year term of the Agreement.
Staff requested approval of Interconnection Agreement with Duke Energy Progress in the amount of \$10,468 for net metering in the new parking area for the Park Economy 3 (PE3) Expansion Project, RDU Project 080799

III. Operations Committee - Asante-Smith presided over the following items:

1. Sustainability Annual Report
Rachel Stair, Director of Planning and Sustainability - Staff seeks to provide the Board with an information update regarding the RDU Sustainability Program following the recent release of the Sustainability Annual Report. The purpose is to keep the Board informed of the sustainability actions being taken across all Departments in the Authority and the positive impact that the program is having. Key pieces of information from the recently released Sustainability Annual Report will be highlighted during the informational update, along with key features of the overall Sustainability Program.

⁸ Amended to reflect Director Ghosh presided over the Construction Committee items.

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Motion by Hankins to reschedule October's Committee Work Session from October 9, 2025 to October 16, 2025; Second by Winters

ADOPTED BY UNANIMOUS VOTE

Motion by Asante-Smith to adjourn; Second by Winters

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD OF MEETING MINUTES SEPTEMBER 18, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco-Galdamez³, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests⁴.

I. APPROVAL OF AGENDA

Motion by Hankins to add a consent agenda item to acknowledge new airline announced on September 17, 2025; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

Motion by Hankins to approve the amended Agenda; Second by Sclozberg-Landis

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the committee work sessions held on September 11, 2025, and regular meeting of the Board held on September 18, 2025, and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

1. Chair Hall-Roberts welcomed everyone.
2. The Raleigh-Durham Airport Authority has released its Sustainability Program Annual Report for Fiscal Year 2024/2025. The report highlights the Authority's efforts to integrate sustainable practices into infrastructure development and airport operations. Major accomplishments from the fiscal year include investing more than \$19 million in sustainability efforts in calendar year 2024 by:

³ Yesenia Polanco-Galdamez attended virtually.

⁴ The meeting was live streamed on YouTube.

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- Purchasing hybrid and electric vehicles and chargers,
- Pursuing Envision sustainability ratings,
- Developing an Energy Management Plan and Greenhouse Gas Emissions Inventory,
- Making upgrades to the Emergency Operations Center, and other efforts.

The Authority also achieved a target of reducing water consumption by 10% on a per passenger basis and hosted the Annual Noise Conference for the American Association of Airport Executives / Airports Council International. The conference brought together hundreds of planning, environmental, sustainability and noise professionals from around the world. RDU's sustainability program considers the Federal Aviation Administration's four pillars of sustainability in all decision-making processes:

- Economic viability,
- Operational efficiency,
- Environmental stewardship,
- And social responsibility.

And our efforts have not gone unnoticed. Earlier this year, RDU received the Envision Platinum Award from the Institute for Sustainable Infrastructure for integrating sustainable practices into the Park Economy 3 Expansion project. The Envision framework evaluates civil infrastructure projects across a range of sustainability indicators. Platinum is the highest level of recognition. The Airport Authority is committed to continuous improvement as RDU grows to meet the air service needs and wants of our community. To learn more about our sustainability efforts and see the full Sustainability Program Annual Report, please visit www.rdu.com/sustainability.

3. The public is invited to help shape the future of recreation in the Triangle. Next week, RDU and Pacific Elm Properties will host the second of three public workshops to collect input on a potential wellness and recreation destination that could be built on airport land. The goal of the project is to create a unique destination that serves the community, respects the natural character of the site and generates revenue for the airport. The workshop will be held on Tuesday, September 23rd at Laurel Hills Community Center, located at 3808 Edwards Mill Road in Raleigh. Attendees are welcome to drop in anytime between 4 and 7 p.m. to learn more about the proposed project and offer their ideas. We look forward to collecting more suggestions on Tuesday. The final workshop will be held on October 21st in Building 700 at Frontier RTP. In the meantime, if you'd like to learn more about the potential project, please visit rd�.com/recreation/.

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IV. PUBLIC COMMENTS⁵

Natalie Lew

So at the August 19th public workshop regarding the commercial development of Lake Crabtree Park, many of the posters had disingenuous statements and false representation of both the setting and the potential activities. I just gave you pictures. The most glaring of false claims that there's almost 6,000 acres for recreation. Because of your RDU Wake Stone quarry and your eventual development of 286 E between Lake Crabtree Park and Umstead Park, there will be over a mile of deforested greenway bordered in part by a 16-foot RDU Wake Stone wall, which will be directly adjacent to an active mine pit. You are putting the public within 150 feet or so of an active mine pit. I just gave you before and after pictures of the destruction. Oddfellows has been on the state park critical acquisition list since before you all manipulated control of the land and it remains on the list today. In 1980, the state denied Wake Stone's quarry permit. Wake Stone got the denial overturned on a lie, claiming that the sound of a blast would be muffled by the sound of planes. In 1981, the state reluctantly issued the permit but intentionally included conditions to prevent a quarry on Oddfellows. I just gave you one of the many pieces of evidence to support that in 1982, under the leadership of former RDU CEO John Brantley, the land was intentionally zoned R40 to protect the land from commercial development. RDU's 2016 one and only land use plan ignored all state and county plans, all public input and federal grant obligations by designating Oddfellows for a quarry in 2022. The state denied Wake Stone's request. But Wake Stone got the denial overturned on a lie, claiming that the public is prohibited from using that area of the park. With this, in addition to destroying the legacy of John Brantley, you are active participants in blocking state plans that have existed since the early 1960s for the Old Reedy Creek quarter to remain fully forested. So you're destroying what would make RDU a destination in and of itself for isolated development of Lake Crabtree. Please stop. Thank you.

Dr. Jean Spooner

Good afternoon, Doctor Jean Spooner, chair of the Umstead Coalition. Once again, I'd like to urge that the public be aware of at least some 4 memos or something for the board meeting. We get this little anemic agenda. We don't get any board back up or anything online. We at least used to get a couple board memos. We haven't gotten that for several board meetings. So your local government partners, when they have an agenda and a backup, we see something online. I think that it would be good public service for the public to see something about what you're actually talking about on your committee work sessions or on the agenda. I want to remind those who were here and those who may not have been that during the Vision 2040 process, the Umstead Coalition supported the runway to the west. We never opposed it. We did, and so did the public with 2000 comments,

⁵ Generated with AI.

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oppose the quarry and asked for the protection of Lake Crabtree County Park. So just on the record, our comments were supportive of the runway but not of the destruction of our public lands next to William B Umstead State Park. You now are pursuing a, you know, it could be a good recreational facility on Lake Crabtree. Appreciate you preserving some of the part around the lake, but you've got a problem and that is, is that the East Coast, can you connect to the East Coast Greenway which is connection to your E, your 286 E? We are working with Wake County and I know that an MOA is going forward, so I'm excited to tell you if you don't know that was between the state and the county for additional trails in Umstead State Park. But your users on the East Coast Greenway will be interrupted by blasting 400 industrial mining trucks a day. Dust. Noise. This is not an experience that you can make into a destination recreational facility. The destruction of the of the Oddfellows tract with an industrial heavy industrial noisy dusty site is not compatible with your proposal for Lake Crabtree County Park, and we look forward to working with you on that. However, I think there are some exciting aspects of it. Thank you very much for your time and your consideration and your service.

Betsy Beals

Good morning. Thank you for the opportunity to speak again. I'm very pleased that I represent probably the few land owners that surround RDU. I'm still concerned, very concerned with the amount of money being spent. I know that when I read your business plan and I noticed that we are still a lot in debt. That you want to have a credit extension. That's horrible for me because I think we should be trying to save for what we want. Our government needs your help. I think our town needs your help. I think all the surrounding community needs your help. Please take considerations for what the what the economy is doing right now with inflation at its highest and with a nice 2% credit rating and probably it will go lower hopefully for some people who already in debt, but we need to help the people who need to have a decent home and a place to live that's safe without the trouble of having pollution. Thank you very much.

V. OLD BUSINESS

1. Finance Committee – Winters reported Board members met during the Committee work session on September 11, 2025, and discussed the following:
 - a. Consideration of Letter of Credit Extension with TD Bank, N.A.-Shibu Idichandy

Motion by Szlosberg-Landis to adopt the resolution titled RESOLUTION REGARDING THE EXTENSION OF THE LETTER OF CREDIT SECURING THE AUTHORITY'S VARIABLE RATE AIRPORT REVENUE BONDS, SERIES 2008C (NON-AMT) AND APPOINTING A REMARKETING AGENT FOR SAID BONDS allowing the Authority to extend the Letter of Credit

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issued by TD Bank, N.A and for the Authority's Secretary, the President and CEO, the CFO, and the General Counsel, under the advice of bond counsel, to carry out all other actions contemplated by this resolution as necessary.; Second by Winters

ADOPTED BY UNANIMOUS VOTE⁶

2. Construction Committee⁹ – Ghosh reported Board members met during the Committee work session on September 11, 2025, and discussed the following:
 - a. Interconnection Agreement with Duke Energy Progress for Net Metering in the Existing Parking Area for the Park Economy 3 Expansion Project, RDU 080799 – France Campbell
 - b. Interconnection Agreement with Duke Energy Progress for Net Metering in the New Parking Area for the Park Economy 3 Expansion Project, RDU 080799 – France Campbell

Motion by Ghosh; Second by Hankins

Kushner commented that the agreements had a de minimus cost of \$10,000 and pay for themselves.

ADOPTED BY UNANIMOUS VOTE⁷

3. Operations Committee – The Committee Chair reported Board members met during the Committee work session on September 11, 2025, and discussed the following:
 - a. Sustainability Annual Report Update – Rachel Stair
 - b. Amendment 8 with Elevated Facility Services – Steven Yanni

Motion by Ghosh to approve Amendment 8 with Elevated Facility Services in the amount as previously stated; Second by Hankins

Kushner discussed that on September 11, 2025, we discussed two additional elements that are not part of the contract, and that as they move forward because this is the last year of this contract, and staff would look at putting uptime requirements in the next contract. Kushner recommended that the Board look at least 95% uptime requirement. Additionally, staff is going to consider replacing

⁶ Asante-Smith recused herself from consideration of Finance Committee item 1a.

⁷ Asante-Smith recused herself from consideration of Construction Committee item 2a and b.

⁹ Amended to reflect Director Ghosh reported on the Construction Committee items.



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this equipment before its end of life, because the closer to the life it will have more service problems.

ADOPTED BY UNANIMOUS VOTE

VI. NEW BUSINESS

1. Consent Agenda

a. Item to acknowledge new airline announced on September 17, 2025

There were discussions around a Board Member travel policy. Chair Hall-Roberts said we had not adopted any policy. She stated this item is to allocate for this special event to secure the tickets ahead of time, this amount is an additional amount to cover travel next year to get reduced pricing and does not cover lodging. Mr. Landguth stated tickets need to be purchased with this year's funding because tickets are going fast. Hankins stated they thought it was appropriate for the Authority to make appropriations to pay the costs of Board Members' travel on some of the new non-stop international flights to help promote those and establish the different connections including with senior leadership of those airlines, airports, and the community. This action is specifically for the new Aer Lingus flight.

Motion by Hankins to approve and allocate \$10,000 to support Board of Directors' travel on the RDU-DUB direct flight; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

VII. GENERAL COUNSEL'S REPORT

No items were reported.

VIII. PRESIDENT AND CEO'S REPORT – President and CEO Landguth reported on recent Airport activities

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Breeze Announcement

- Breeze Airways announced in September it will create more than 200 jobs and begin international service at RDU.



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- Breeze anticipates hiring pilots and flight attendants to support a new crew base they plan to open here next year.
- The airline is steadily increasing its presence in the Raleigh-Durham market. Breeze started service in 2023 with eight routes and now flies nonstop to 32 cities from RDU.
- The airline plans to begin nonstop flights to Montego Bay, Jamaica, and Punta Cana, Dominican Republic, in March 2026, pending final government approval.
- Breeze will fly to Punta Cana on Wednesdays and Saturdays beginning March 4 and to Montego Bay on Thursdays and Sundays beginning March 5.
- Connipion Opening (tentative)
- RDU welcomed another local dining concept to Terminal 2 this week when Connipion Cocktails and Cuisine opened its doors.
- Connipion offers imaginative hand-crafted cocktails and spirits from the Durham Distillery, along with non-alcoholic selections.
- Travelers can also enjoy local wines, draft beer, flatbreads and more.
- RDU is reimagining the airport dining scene by phasing in more than a dozen new dining options in Terminals 1 and 2.
- We hope travelers will stop by Connipion at Gate D8 during their next trip through the airport.

IX. MEMBER COMMENTS

Hankins suggested paying attention to the JD Power Item and the six criteria as well as the other criteria too and just to make sure that we remain focused on all those relevant criteria to make RDU even better as all of us on Team RDU, Board Members and certainly our capable staff always try to do.

Members welcomed Aer Lingus and thanked Team RDU. Kushner also thanked Rachel Stair and her team and reminded the public about the second of our 3 public workshops. Hankins said RDU is a major economic engine for this entire region and wants to take maximum advantage of the opportunity with Aer Lingus.

X. ADJOURNMENT

Motion by Asante-Smith to adjourn; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY COMMITTEE WORK SESSION MINUTES OCTOBER 16, 2025

Chair Hall-Roberts presided. Present: Hankins, Ghosh, Kushner, Polanco-Galdamez¹, Szlosberg-Landis, and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests².

I. Construction Committee – Ghosh presided over the following items:

1. Task Order OBA.11.2025 - Terminal 2 Landside Expansion Phase 1 North – Design Packages 1B & 1C Construction Administration Services

Jaymes Carter, Vice President, Buildings and Building Systems - The purpose of this item is to provide a staff recommendation for the approval of Task Order 11 with O'Brien Atkins Associates for construction services associated with the Terminal 2 Landside Expansion Program – Phase 1 North Design Packages 1B & 1C construction. The scope for this construction administration services agreement will include Project Management, Submittal Review, Owner-Architect-Contractor Meetings, Supplemental Meetings, and Job Site Visits, RFI's, Field Instructions and Changes to the Work, Punchlist, Project Close-out, Record Drawings, LEED Documentation, and Construction Phase Commissioning Support. OBA is currently proposing Small Business participation of 4% of the cost of this Task Order. The Small Business Office finds this acceptable. The Small Business Office is also working with additional firms for proper certification and hopes to increase this number as the project progresses. For the scope of TO.OBA.11.2025, the Authority will compensate O'Brien Atkins Associates for services rendered in the amount not to exceed \$4,346,800.00.

Staff requested approval of Task Order OBA.11.2025 for Construction Administration Services for Phase 1 North – Design Packages 1B & 1C Construction for the Terminal 2 Landside Expansion Project in the amount of \$4,346,800.00.

II. Operations Committee - Ghosh presided over the following items:

1. Consideration of Alclear, LLC (CLEAR) Logistics Services Agreement Amendment 1
Hunter Bond, Director of Lease Management - On October 18, 2022, the Authority entered into a Logistics Services Agreement with Alclear, LLC (CLEAR) to provide Registered

¹ Yesenia Polanco-Galdamez attended the meeting virtually.

² The meeting was live streamed on YouTube.

Raleigh-Durham Airport Authority Board Members

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DURHAM COUNTY
Yesenia Polanco-Galdamez, **Secretary**
Nil Ghosh

WAKE COUNTY
Ellis Hankins
David Kushner



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Traveler services, including use of designated security lanes, enrollment of services and enrollment of TSA PreCheck. The agreement includes an initial term of seven (7) years, expiring January 25, 2030, with three (3) one-year renewal options. Amendment 1 seeks to expand the scope by adding two additional services:

Curb-to-Clear:

CLEAR Ambassadors will meet CLEAR Members at the curb and accompany them through check-in and the CLEAR security lane.

Curb-to-Gate:

CLEAR Ambassadors will meet CLEAR Members at the curb and escort them through security and airside to their gate or lounge of choice. Members may make brief stops along the way (e.g., restrooms, grab-and-go concessions).

These services will operate from Terminal 1, Zone 1 Departures and Terminal 2, Zone 6 Departures, with CLEAR Ambassadors using paddle signs to identify themselves. No permanent or additional signage will be permitted. The Operation Fee for these services will be 12% of Gross Sales, consistent with existing CLEAR services at RDU. CLEAR has been offering Curb-to-Gate and Curb-to-CLEAR services at 14+ airports since July 9, 2025. CLEAR currently has 31 million members.

Staff requested approval of Alclear, LLC Logistics Services Agreement Amendment 1.

III. Finance Committee - Winters presided over the following items:

1. Consideration of Capital Project Ordinance Amendment #3

Sharyar Ahmed, Director of Financial Planning & Analysis - This item is to provide a staff recommendation to approve the Capital Project Ordinance Amendment #3 increase of \$1,500,000 for the following new project:

Capital Project 211290, "Runway 5R/23L Rehabilitation and T1 Apron Rehabilitation". The staff recommends establishing a new capital project and setting an initial budget of \$1,500,000 to support early-phase work for a high-priority pavement rehabilitation project. The scope includes a full mill and overlay of Runway 5R-23L to maintain operational reliability until full reconstruction can occur no earlier than 2035. In addition, the project will address deferred pavement maintenance in the Terminal 1 Apron, which supports nightly remain-overnight (RON) aircraft operations. This initial funding will allow staff to begin geotechnical testing, topographic surveying, and schematic design in support of a 2027 construction timeline. A future capital budget amendment will be required to complete final design and construction. Staff anticipates no additional cash spend is needed at this time for the 2025-2026 Budget Ordinance for this capital project.

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Staff requested approval of Capital Project Amendment #3 to increase the Capital Project Ordinance by \$1,500,000.

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD OF DIRECTORS MEETING MINUTES OCTOBER 16, 2025

Chair Hall-Roberts presided. Present: Hankins, Ghosh, Kushner, Polanco-Galdamez³, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests⁴.

I. APPROVAL OF AGENDA

Motion by Director Kushner to amend the agenda to add a closed session to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143-318.11(a)(3) and to protect sensitive security information from disclosure pursuant to NCGS §143-318.11(a)(1) and 49 CFR parts 15 and 1520; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

Motion by Hankins to approve the amended Agenda with the requested change; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the committee work sessions held on September 11, 2025, and regular meeting of the Board held on September 18, 2025, and asked if any edits were needed.

Ghosh asked that the draft minutes of the Construction Committee work session be changed to reflect that he, not Director Asante-Smith, is the Chair of that committee.

Motion by Ghosh to adopt the minutes with the requested change; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

Szlosberg-Landis recognized and congratulated Chair Hall-Roberts on her receipt of the

³ Yesenia Polanco-Galdamez attended virtually.

⁴ The meeting was live streamed on YouTube.

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prestigious Triangle Business Journal's Lifetime Achievement Award as part of the Community Champions Program. She was honored at a luncheon at the Umstead Hotel last Thursday and many of the Board of Directors were excited to be there to celebrate with her.

Chair Hall-Roberts welcomed everyone and thanked Vice Chair Szlosberg-Landis for her remarks

Public Workshops

- Members of the public are once again invited to help shape the future of recreation in the Triangle.
- The Airport Authority and Pacific Elm Properties will host the last of three public workshops next week as we explore options for creating a recreation and wellness destination on airport land.
- At the first two workshops, held in August and September, attendees learned about the proposed project and provided input on potential features such as water sports, land sports, family-focused activities, retail, food and beverage establishments and lodging.
- At the third workshop, the community will have the opportunity to review potential concepts, ask questions and provide feedback.
- The workshop will be held on Tuesday, October 21st from 4 – 7 p.m. in Building 700 at Frontier RTP.
- People are welcome to drop in anytime during those hours to learn more about the project and offer their suggestions.
- The Raleigh-Durham Airport Authority is working with Pacific Elm Properties on a potential recreation and wellness destination on 136 acres of airport land near Aviation Parkway and Interstate 40.
- The goal is to create a unique destination that serves the community, respects the natural character of the site and generates revenue for the airport.
- To learn more about the project, please visit www.rdu.com/recreation.

USA Today List

- A popular RDU dining concept has been honored with a 10Best Reader's Choice Award from USA Today.
- North Carolina-born Whisky River made the list for Best Airport Bar. The restaurant's comfortable setting and Dale Earnhardt, Junior's signature barbeque sauce make it a favorite place to unwind on a busy travel day.
- Nominees are chosen by a panel of dining and travel experts and voted on by travelers nationwide.
- We hope airport guests will stop by Whisky River at Gate D14 in Terminal 2 the next time they fly through RDU.

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IV. PUBLIC COMMENTS⁵

Natalie Lew

This is an impromptu thing, so thank you. As a frequent traveler, I appreciate what you guys are doing to the actual airport. I just want to remind you guys that the border issues still exist. You guys took 14 acres of the state park land and I have the supporting documents. I find it interesting that you guys are concerned about the haves and have nots. When it comes to the land, you all are the haves and you totally took advantage of the have nots - that being the state park in the county. And I have the records to prove it. Your predecessors took the land knowing it was not needed, knowing it was planned for state parks, and knowing that the state had plans to buy it. I have the records. They did so because they are the haves. They had access to money and to block the documented state and county plans. What I get appears some of you don't care about all this history. If you're the haves, you're taking advantage of all the have nots. So why does it matter if you do it at the airport? So your land use plan is actually just what takes advantage of the have nots. So you know the good Lord doesn't like it when the haves take advantage of the have nots. And at some point the good Lord's gonna judge you guys. So to be a responsible neighbor to the parks and to be a good community member are we asking that you respect the border of Umstead State Park, that true border? I have the records to prove it. You took 14 acres. You need to respect that 286 East was supposed to be part of Umstead State Park. And again, Odd Fellows - that's been on the State Park critical acquisition list for decades. And also allow Lake Crabtree County Park to exist. There's a way to make the airport a destination in and of itself. Your current land use plan doesn't do that. But the plan that we had presented earlier does. And again, I just remind you the good Lord at some point He's gonna judge you guys. Thank you.

Alison Shipp

Avelo Airlines operates flights out of RDU, and in April they signed a multi-million-dollar contract with the Department of Homeland Security to do deportation flights out of Mesa, AZ. The CEO of Avelo justified the contract by saying it would allow the company to stay in business. The ends don't justify the means when human rights are being violated. Specifically, there is much credible reporting that deportees are shackled during their flights. In April, the 55,000-member association of flight attendants' union released a statement which included the following "Having an entire flight of people handcuffed and shackled would hinder any evacuation and risk injury or death. It also impedes our ability to respond to a medical emergency, fire on board decompression, etc. We cannot do our jobs in these conditions." The flight attendant union also unanimously passed a resolution condemning the contract because, quote, "neither the administration nor our employers can or will guarantee that all deportees on these flights have been treated lawfully or are even eligible for deportation under the law." On Tuesday, the Associated Press published an article that, in addition to handcuffs and shackles, ICE also uses a straitjacket like device called a Wrap, which further compromises onboard safety. ICE and the DHS refused to answer questions or release the government's policy for when and how they decide to use the wrap. I virtually attended the last board meeting and several people mentioned the award from JD Powers that for the fourth time in five years, RDU was in the top five large airports in the country. One of the criteria for that award is level of trust people have in the airport. A Gallup poll released in June found that 75% of surveyed adults believe

⁵ Generated with AI.

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that immigration is good for America and 62% believe that this administration has gone too far with its deportation policies. I believe that RDU's relationship with Avelo is harming the community's trust and damaging the airport's reputation. Please don't make the mistake of thinking people aren't paying attention or don't care. I hope you will reconsider your relationship with Avelo going forward. Thank you.

V. OLD BUSINESS

1. Construction Committee – Ghosh reported Board members met during the Committee work session held on October 16, 2025, including the following:
 - a. Task Order OBA.11.2025 - Terminal 2 Landside Expansion Phase 1 North – Design Packages 1B & 1C Construction Administration Services-James Carter

Motion by Ghosh to approve Task Order OBA.11.2025 for Construction Administration Services for Phase 1 North – Design Packages 1B & 1C Construction for the Terminal 2 Landside Expansion Project in the amount of \$4,346,800.00; Second by Szlosberg-Landis

ADOPTED BY UNANIMOUS VOTE

2. Operations Committee – Ghosh reported Board members met during the Committee work session on October 16, 2025, and discussed the following:
 - a. Consideration of Alclear, LLC (CLEAR) Logistics Services Agreement Amendment -Hunter Bond

Motion by Ghosh to approve Alclear, LLC Logistics Services Agreement Amendment 1; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

3. Finance Committee – Winters reported Board members met during the Committee work session on October 16, 2025, and discussed the following:
 - a. Consideration of Capital Project Ordinance Amendment #3 – Sharyar Ahmed

Motion by Winters to approve Capital Project Amendment #3 to increase the Capital Project Ordinance by \$1,500,000; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

VI. NEW BUSINESS

Raleigh-Durham Airport Authority Board Members

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1. Consent Agenda

- a. Motion for request to reschedule the November Board Meeting to November 13, 2025.

Motion by Winters to approve the consent agenda item; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

VII. GENERAL COUNSEL'S REPORT

No items were reported.

VIII. PRESIDENT AND CEO'S REPORT – President and CEO Landguth reported on recent Airport activities

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Ron Jewett

- Ron Jewett, Vice President of Facilities Asset Management, is retiring at the end of this month after a distinguished 24-year career with the Authority. Ron started his career with the Authority the week after the tragedy of September 11th. Throughout his decades with the Authority, he has left his fingerprints on many of the facilities that shape the RDU landscape. His work and efforts are appreciated immensely.

Government Shutdown

- I would like to begin my comments this afternoon by acknowledging the federal workers who are supporting RDU amid the government shutdown.
- Funding for agencies that are critical to airport operations, including the Transportation Security Administration, the Federal Aviation Administration and Customs and Border Protection lapsed on October 1st.
- Some federal workers have been furloughed, while others who are deemed "essential" are reporting to work at RDU without pay.
- We appreciate the dedication of all the federal agency employees who keep our airport and the skies safe and allow us to keep providing a world-class travel experience.
- The Airport Authority continues to encourage bipartisan efforts to end the government shutdown.
- In the meantime, we are exploring options for helping the federal employees who are going without pay and we will communicate our plans to those who are affected.

Passenger Traffic

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- 1,270,078 passengers flew through RDU in September during what is typically a slow month for air travel.
- Traffic was up slightly over September of last year.
- Delta and American Airlines continue to compete for market share at RDU. Delta had 26.3 percent of the market in September, with American at 25.5 percent.
- Southwest had 13.5 percent of the market.

Breeze Announcement

- Breeze Airways announced in September it will create more than 200 jobs and begin international service at RDU.
- Breeze anticipates hiring pilots and flight attendants to support a new crew base they plan to open here next year.
- The airline is steadily increasing its presence in the Raleigh-Durham market. Breeze started service in 2023 with eight routes and now flies nonstop to 32 cities from RDU.
- The airline plans to begin nonstop flights to Montego Bay, Jamaica, and Punta Cana, Dominican Republic, in March 2026, pending final government approval.
- Breeze will fly to Punta Cana on Wednesdays and Saturdays beginning March 4 and to Montego Bay on Thursdays and Sundays beginning March 5.

IX. MEMBERS COMMENTS

Polanco-Galdamez recognized Latino RDU staff, congratulated Whiskey River, Ron Jewett and Hall-Roberts. Kushner thanked the Air Traffic Controllers for their service during the government shutdown and he thanked Ron for his service as well as congratulating Hall-Roberts on her award. Hankins stated the airport could not work without other federal employees who going into their first missed paycheck. Hall-Roberts thanked Ron.

X. CLOSED SESSION

Motion to enter into a closed session to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143-318.11(a)(3) and to protect sensitive security information from disclosure pursuant to NCGS §143-318.11(a)(1) and 49 CFR parts 15 and 1520.

Motion by Hall-Roberts; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

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XI. ADJOURNMENT

Motion by Kushner to adjourn; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY COMMITTEE WORK SESSION MINUTES NOVEMBER 13, 2025

Chair Hall-Roberts presided. Present: Hankins, Ghosh, Kushner, Polanco-Galdamez, and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests¹.

I. Construction Committee – Ghosh presided over the following items:

1. Approval of Duke Energy Easement – John Brantley Boulevard Extension Project
France Campbell, Director of Landside Engineering- As part of the John Brantley Boulevard (JBB) Extension project, an easement is needed for Duke Energy to relocate and install underground conduit and power feeds in the project area. The underground conduit and power feed installation will be installed by Duke Energy. The form of easement has been drafted and approved by the Authority's legal counsel and Duke Energy.

Staff recommends approval of an easement for Duke Energy for the JBB Extension project.

2. Approval of City of Raleigh Sanitary Sewer Easement –Runway 5L/23R Replacement Program, RDU 080879
Jim Novak, Director of Airside Engineering – As part of the Runway 5L-23R Replacement Program, an easement is needed with the City of Raleigh to install a new replacement sanitary sewer line and removal/abandonment of an existing sanitary sewer to facilitate construction of Replacement Runway 5L-23R. The form of easement has been drafted by staff and legal counsel and is in the approval process with the City of Raleigh.

Staff recommends approval of an easement with the City of Raleigh for a new permanent sanitary sewer easement and release of original permanent sanitary sewer easement for the Runway 5L-23R Replacement Program.

3. Authorization for the President & CEO to approve/execute future easements associated with the JBB Extension and Runway 5L/23R Replacement Program
William C. Sandifer, A.A.E., Executive Vice President & CDO – As part of the John Brantley Boulevard (JBB) Extension and Runway 5L/23R Replacement projects a variety of easements must be conveyed by the Authority to several entities. In summary, there are approximately 60

¹ The meeting was live streamed on YouTube.

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separate easement interests that need to be conveyed by the Authority to 6 different Grantees. The form of easement in each instance will be approved by the Authority's legal counsel in advance of execution by the President & CEO.

Staff requests authorization for the President & CEO to approve/execute all future easements associated with the JBB Extension and Runway 5L/23R Replacement projects.

4. John Brantley Boulevard (JBB) Extension Environmental Compliance Report (ECR)
Rachel Stair, Director, Planning & Sustainability – The Authority has completed an Environmental Compliance Report (ECR) for the John Brantley Boulevard Extension project in accordance with the RDU Project Environmental Compliance Review Policy. Per the Policy, the final ECR must be presented to the Board for information prior to construction beginning on the proposed project. This presentation will summarize for the Board key information from the final JBB ECR document and the public participation effort that was completed per the Policy.

No board action is requested at this time.

5. John Brantley Boulevard (JBB) Extension Project – Utility Relocations (Design Package A) - Award of a Guaranteed Maximum Price Construction Services Amendment to Balfour Beatty/Metcon, JV
France Campbell, Director of Landside Engineering – Authority staff and its Construction Manager at Risk (CMR) Balfour Beatty/Metcon, JV have accepted bids and agreed upon a Guaranteed Maximum Price (GMP) Construction Services Amendment for the John Brantley Boulevard (JBB) Extension Utility Relocation project. The scope of work for the utility relocation consists of the following tasks:

- Constructing a temporary SIDA fence and gate on the existing Vehicle Access Road
- Constructing new Electric and Fiber Duct Banks
- Relocating conflicting stormwater, electrical, communications, water, and sanitary sewer utilities that conflict with the other improvements in this Design Package
- Coordinating Duke, Dominion, and AT&T Utility Relocations

A combined pre-bid and SB workshop was hosted by the CMR on July 9, 2025. Bid openings were conducted on September 18, 2025 and October 2, 2025.

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The proposed amendment establishes the Guaranteed Maximum Price and authorizes construction phase services, as further summarized below:

Contract Component	Amount
Cost of Work:	
- Sitework and Utility Work	\$13,143,903
- Site Fencing	\$321,335
- Landscaping	\$630,776
- General Trades	\$439,835
Total Cost of Work:	\$14,535,849
Cost of CMR Contingency	\$726,792
Cost of CMR Construction Fee	\$575,928
Misc: Insurances and Performance & Payment Bonds	\$222,571
Cost of Reimbursable General Conditions	\$1,192,450
Construction Phase Amendment (GMP)	\$17,253,590

The overall Small Business (SB) goal for the project is 16%. After receiving bids for this work, the CMR's proposed SB commitment for the work is 4.2%. The Authority's Small Business Program Office determined that the contractor made sufficient good faith efforts to achieve this goal.

Staff recommends approval of the GMP Construction Phase Amendment with Balfour Beatty/Metcon, JV in the amount of \$17,253,590 for John Brantley Boulevard Extension Utility Relocation project.

6. John Brantley Boulevard (JBB) Extension Project – Construction Administration Services Amendment for Design Package A (Utility Relocation) – Amendment 6

France Campbell, Director of Landside Engineering – This proposed Amendment 6 to Task Order 3 with Kimley-Horn for the John Brantley Boulevard Extension Project authorizes construction administration services for the following items:

- Constructing a temporary SIDA fence and gate on the existing Vehicle Access Road
- Constructing new Electric and Fiber Duct Banks
- Relocating conflicting stormwater, electrical, communications, water, and sanitary sewer utilities that conflict with the other improvements in this Design

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- Package
 - Coordinating Duke, Dominion, and AT&T Utility Relocations

Total compensation under this proposed Amendment is a not-to-exceed amount of \$765,144. Labor (\$756,935) will be billed at established hourly rates, and expenses (\$8,209) will be billed at direct cost.

The proposed amendment includes an SB commitment of 18.1%. The Authority's Director of Small Business Program Office concurs with this commitment

- Professional Services Agreement with McKim & Creed, Inc. - Design Services for RDU Central Energy Plant Upgrades, as part of the Terminal 2 Landside Expansion
Jaymes W. Carter, Vice President, Buildings and Building Systems – The initial analysis of the Terminal 2 Landside Expansion Program identified the need for greater capacity and upgrades to the existing Central Energy Plant to support the planned expansion.
McKim & Creed is the sole provider of services for this agreement, and McKim & Creed is not a small business, there is no Small Business participation with this design effort. The Small Business office has reviewed and concurs with the proposed scope and fee.
For the scope of the Professional Services Agreement for Professional Design Services for CEP Upgrades, the Authority will compensate McKim & Creed for services rendered in the amount not to exceed \$1,089,616.58. (\$1,064,079.64) Basic Services + (\$25,536.94) Reimbursable Expenses.

Staff requests approval of Professional Services Agreement for Professional Design Services for CEP Upgrades to support Terminal 2 Landside Expansion Project, with McKim & Creed, Inc., in the amount of \$1,089,616.58.

- Park Economy 3 Project Cost Recovery & Electric Vehicle Charging Lot Scenarios
Raleigh-Durham Airport Authority Staff – Park Economy 3 is in the process of being expanded from 3,820 to nearly 11,000 spaces. The 100-acre site will include parking for RDU passengers and employees. The lot includes LED lighting and includes a Customer Amenities Building (CAB) with offices for law enforcement and parking staff for improved safety and security. The CAB also includes a passenger lounge for passenger convenience while using the lot. The project also features multiple dynamic wayfinding opportunities and shuttle stops to enhance the guest experience. The project features numerous sustainability elements including submerged gravel wetlands to help manage stormwater and reduce downstream effects on local communities, solar energy generation to reduce greenhouse gases, and electric vehicle (EV) charging stations that

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reduces the reliance on fossil fuels, promotes zero tailpipe emissions, and makes transportation more sustainable.

The focus of this presentation is informational only. With the construction of the lot well underway, staff is presenting their recommended plan on how the Raleigh-Durham Airport Authority would potentially recover the costs for the \$164 million dollar construction project. In addition, staff is also presenting on various scenario options that will help with cost recovery efforts for the proposed electric vehicle charging lot, which will feature charging capabilities for up to 100 vehicles over the length of their stay, which averages just over 5 days. Various scenario options will be presented that include installation of additional solar panels, a battery storage system, and renewable energy certificates, for the sole purpose of offsetting the cost of installing and operating EV chargers. The intent is to present the information at this time and staff will request a final decision on the cost recovery efforts for the electric vehicle charging lot at a later time.

No board action is requested at this time.

II. Operations Committee - Asante-Smith presided over the following items:

The Operation Committee item was delayed to a future meeting.

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD OF DIRECTORS MEETING MINUTES NOVEMBER 13, 2025

Chair Hall-Roberts presided. Present: Hankins, Ghosh, Kushner, Polanco-Galdamez, and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests².

I. APPROVAL OF AGENDA

Motion by Director Kushner to delete Item 2 from Old Business as well as Item 1(a) from New Business and add a resolution as a new Item No. 2 in New Business; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

Motion by Hankins approve the Agenda; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

II. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the committee work sessions and regular meeting of the Board held on November 13, 2025, and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

III. CHAIR COMMENTS

Welcome

- Good afternoon, and welcome to the November meeting of the Raleigh-Durham Airport Authority Board.

ACI Conference

- It was my pleasure to attend the Airports Council International-North America World Annual General Assembly in Toronto last month, along with other members of the Board and Airport Authority leadership.
- Our president and CEO, Michael Landguth, participated in a panel discussion about innovative airport initiatives.

² The meeting was live streamed on YouTube.

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- The discussion brought together perspectives from around the world about how sustainability efforts may impact future airport operations and air service.
- The World Annual General Assembly helps airport leaders stay ahead of emerging trends and explore the latest industry solutions.
- Our team is looking forward to putting what we learned into practice as we navigate growth and build the future RDU.

Sustainability Award

- I'm proud to announce that RDU was honored at this year's Airports Going Green Conference for outstanding achievement and lasting contributions to sustainable airport practices for our Park Economy 3 expansion project.
- The project will add more than 7,000 new parking spaces, a Customer Amenity Building, electric vehicle chargers, solar panels and an innovative stormwater management system to the economy lot.
- Delia Chi, our Vice President of Planning and Sustainability, accepted the award on behalf on RDU at the Airports Going Green Conference in Tampa.
- RDU also earned Envision Platinum verification for the Park Economy 3 expansion — a first for an airport in North Carolina.
- Congratulations to the members Team RDU who contributed to this prestigious honor.

Airport Tours

- RDU recently hosted two tours to inspire future airport leaders.
- On November 1st, we welcomed the Burlington-Graham chapter of Jack and Jill of America and the Orange County Composite Squadron Cadets. The squadron is part of the U.S. Air Force Auxiliary Civil Air Patrol.
- The cadets and students from Jack and Jill learned about every aspect of running an airport, including operations, public safety, fire-rescue, cargo, maintenance and other careers, and even took a tour of the airfield.
- It was our honor to show them RDU's facilities, introduce them to our team and help them explore the many opportunities the aviation industry offers.

Wrap-Up

- That concludes my remarks. Now let's turn to today's business.

IV. PUBLIC COMMENTS³

Betsy Beals

Thank you for the opportunity to speak to you again. You are focused today on your environmental compliance for John Brantley, but I wish to comment on the airport noise that I hear daily during the day and early in - as the planes are taking off, either from Fed Express or for cargo, at 4:00 and

³ Generated with AI.

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5:00 in the morning. So I get to wake up early every day. I can also hear your trucks in the economy three backing up. Beep, Beep, Beep, Beep and I can hear that in my own house. I am inside of my house and it used to be I could hear absolutely nothing from the airport. Now I know that this has been a trying time for airports with people not being able to have jobs that help us arrive safely, but this is not because of that. This is because we've cut trees. We've pushed dirt. We've caused more cars to be coming in and out of that at night. I also have bike riders who are riding behind my house in the dark with lights shining which come through the windows of my house and but yet no one from the Airport Authority has ever been on that side of the park to survey the fact that these people are on the airport property. Please remember each time that you cut another tree or that you move another load of dirt that there are residents who live here, who are concerned about their water, who are also concerned about what is happening to the Earth. And what is happening with greenhouse gases. Thank you for this opportunity.

Jean Spooner

Good afternoon, Doctor Jean Spooner, chair of the Umstead Coalition. I'm hoping the surprise resolution is not too surprising. Back to my comments, I want to remind the board and the new members we did support the runway you're now building to the West, and in fact, in support. And we do share 6.2 common miles of boundary between our two wonderful assets of our, International Airport and William B. Umstead State Park, and the Coalition has long said when we work together, we have a better future for our two resources. It's totally on record that we did and still oppose the heavy industrial, noisy, dusty, ugly blasting of 100 approximately 400 development at Lake Crabtree. This is not a neighbor you want to have in the transition from Lake Crabtree to 286 Park. Dusty, loud, noisy. But there are opportunities before you I wanted to relay. We don't have a judge ruling yet, but the hearing on the sunset clause to cease all quarry operations by May of 2031. The judge was very receptive to our arguments. We feel really good that that may happen. That's an opportunity that mining operations may seize in 2031. Also, the boundary issue with respect your consultants did a rapid assessment. And in the public record, we believe that there's still 125-foot encroachment on that boundary with the quarry. Another opportunity for the airport to help save your resources at Lake Crabtree County Park, and it's a connected open space. I look forward to talking to you about these opportunities we have together to protect both of our natural resources and our community assets. Thank you very much for your time.

Natalie Lew

So as almost 2 Million Miler, I'm a frequent user of the airport, so I really think runway on the new runway on the West is good. The things you're doing, John Brantley Blvd. Good. Terminal 2. That side is good. So we do appreciate the things that are being done. So not sure how many

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of you guys are Bible readers, but I read a verse this morning. Luke 12:2 and 3, there is nothing concealed that will not be disclosed or hidden that will not be made known. What you have said in the dark will be heard in the daylight and what you have whispered in the ear in the inner rooms will be proclaimed from the roost. So basically for all the good you guys are doing in the terminal area and we welcome it, your land use plan is overshadowing all that good now. I know your predecessors took the land knowing it was planned park land. I've done the research. While you guys are not responsible for what they've done wrong, now that you know about what they did, you are really responsible for, right? For righting it, or at least mitigating it, especially in light of knowing that one of your other predecessors, John Brantley, tried to protect the land from development by intentionally zoning all this land is residential 40. He intentionally wanted it not to be developed, and that includes Odd Fellows, 286 E and 286 W. So what Betsy said - that all that noise now because you took down every frickin tree on 286 W for Park Economy 3. It makes that whole area really, really noisy. Now again, you guys could have made RDU a destination in and of itself. If you would have followed the RDU Forest Village concept similar to, you know, the development of Lake Crabtree, you could have put that development from the lake on to the Park Economy 3, taken down less trees, but long story short, short as you guys know that the land was taken. I'll go ahead and cut it there, but it was intentionally zoned R40, so please consider that with the rest of the development that you're doing. Thank you.

V. OLD BUSINESS

1. Construction Committee – Ghosh reported Board members met during the Committee work session held on November 13, 2025, including the following:

- a. Approval of Duke Energy Easement – John Brantley Boulevard Extension Project
Motion by Ghosh; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

- b. Approval of City of Raleigh Sanitary Sewer Easement – Runway 5L/23R Replacement Program, RDU 080879

Motion by Ghosh; Second by Polanco-Galdamez

ADOPTED BY UNANIMOUS VOTE

- c. Authorization for the President/CEO to Approve/Execute Future Easements Associated with the JBB Extension and Runway 5L/23R Replacement Program
Motion by Ghosh; Second by Asante-Smith

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ADOPTED BY UNANIMOUS VOTE

- d. John Brantley Boulevard (JBB) Extension Environmental Compliance Report (ECR)

No action taken.

- e. John Brantley Boulevard (JBB) Extension Project – Utility Relocations (Design Package A) – Award of a Guaranteed Maximum Price Construction Services Amendment to Balfour Beatty/Metcon, JV

Motion by Ghosh; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

- f. John Brantley Boulevard (JBB) Extension Project – Construction Administration Services Amendment for Design Package A (Utility Relocation) – Amendment 6⁴

Motion by Asante-Smith; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

2. Operations Committee – Asante-Smith reported Board members met during the Committee work session on November 13, 2025, and discussed the following:
- a. Rental Car Operations & Customer Experience Enhancement Program – RAC Area Refresh Project – The Hertz Corporation – Donald Griffin

Chair Hall-Roberts deferred this item.

VI. NEW BUSINESS

1. Consent Agenda
- a. Professional Services Agreement with McKim & Creed, Inc. – Design Services for RDU Central Energy Plant Upgrades, as part of the Terminal 2 Landside Expansion
- b. Purchase of Mini-Pumper Truck
- c. Consideration of a Multi-Year Contract with Hexagon

⁴ Ghosh recused himself from this vote.

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Motion by Ghosh to approve the three consent agenda items; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

2. Adoption of Resolution Commending and Thanking Federal Airport Workers

**RESOLUTION COMMENDING AND THANKING
FEDERAL AIRPORT WORKERS**

WHEREAS, the Raleigh-Durham International Airport depends on the dedicated service of thousands of federal employees, including the Transportation Security Administration (TSA) officers, Customs and Border Patrol (CBP) employees, and the Federal Aviation Administration (FAA) air traffic controllers, who work tirelessly to ensure the safety, security, and efficiency of air travel;

WHEREAS, during the recent federal government shutdown, many of these federal employees continued to perform their critical duties without pay, demonstrating exceptional professionalism, integrity, and commitment to the traveling public;

WHEREAS, their steadfast dedication enabled the continued safe operation of the Raleigh-Durham International Airport, ensuring that passengers, airlines, and airport employees were able to travel and conduct business despite extraordinary circumstances;

WHEREAS, the Raleigh-Durham Airport Authority recognizes that the safety and security of every passenger rely upon the skill and vigilance of these federal professionals, whose work is fundamental to the national air transportation system; and

WHEREAS, the Authority wishes to formally acknowledge and thank these individuals for their service, sacrifice, and devotion to public duty.

NOW, THEREFORE, BE IT RESOLVED by the Raleigh-Durham Airport Authority Board that it extends its deepest gratitude to all federal employees serving at the Raleigh-Durham International Airport, including TSA officers, CBP employees, FAA air traffic controllers, and other federal agency personnel, for their unwavering dedication to the safety and security of the traveling public during the government shutdown.

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ADOPTED THIS THIRTEENTH DAY OF NOVEMBER 2025.

Motion by Hankins to adopt the resolution included above; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

VII. GENERAL COUNSEL’S REPORT

No items were reported.

VIII. PRESIDENT AND CEO’S REPORT – President and CEO Landguth reported on recent Airport activities

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Government Shutdown

- I would like to begin this afternoon by addressing the federal government shutdown and its impact on federal workers and airport guests at RDU.
- As you are aware, a government funding bill was signed last night, ending the 43-day federal government shutdown.
- Also, yesterday, the Federal Aviation Administration issued an updated emergency order regarding flight capacity reductions at 40 U.S. airports.
- The new order freezes flight reductions at six percent effective today.
- RDU is not on the list of 40 airports, but we have felt some ripple effects of the directive over the last week, since the first flight reduction order went into effect last week.
- In the meantime, we extend our gratitude to the federal agency partners for their commitment to ensuring travelers reach their destinations safely during a challenging time.
- During the shutdown, RDU partnered with the Food Bank of Central and Eastern North Carolina and the Raleigh Police Department to distribute food and other essential items to federal workers on the airport campus.
- We also collected and distributed gas gift cards donated by local businesses and community groups.
- We will continue to closely follow any new developments at the federal level.

Passenger Traffic

- 1,435,909 passengers flew through RDU in October – an increase of 3.7 percent over the same month last year.

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- Delta had 26.2 percent of market share, with American at 25.4 percent and Southwest at 13.5 percent.

Air Service

- Triangle-area travelers will have more options for flying to San Diego when Alaska Airlines begins daily flights to the southern California city next spring.
- The new service will provide even greater connectivity from RDU to the West Coast.
- Alaska Airlines will be the second carrier to serve San Diego from RDU, with Breeze Airways also offering nonstop service. Alaska plans to launch the route on April 22.

T2 Ticketing Wall

- RDU will spend \$2.5 billion over the next 10 years to accommodate growth and transform the travel experience.
- Airport guests will begin to see changes during the holiday travel season when construction starts in the north end of the Terminal 2 ticketing hall.
- Crews will erect a temporary floor-to-ceiling wall during the first week of December as part of a multi-year project to expand the pre-security spaces in the terminal.
- Over the next several years, crews will be working to expand the ticketing hall, international arrivals area and bag claim. Once work on the north end of the terminal is complete, similar construction will begin at the south end.
- All ticket counters and security checkpoint lanes in Terminal 2 will remain open during construction.

CBP Entrance

- As part of the terminal expansion project, the public entrance to RDU's U.S. Customs and Border Protection office will be relocated from the lower-level curb to the upstairs ticketing hall area in Terminal 2.
- Wayfinding signage will be posted in the terminal and the terminal directory map at RDU.com will be updated to help guests find the new entrance.

Park Economy 4

- RDU is also restructuring its economy parking offerings as we plan for continued growth.
- Starting January 2nd, the Park Economy 4 lot near I-540 and U-S 70 will permanently close to airport guests. The lot will become employee-only parking.
- Travelers can choose to park in the newly expanded Park Economy 3 lot off National Guard Drive, in ParkRDU Express on International Drive, or in the parking garage between the terminals.

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- Park Economy 4 will not accept online bookings beyond January 1st.
- You can learn more about our major campus construction projects at TransformRDU.com

Connipion Opening

- RDU welcomed another local dining concept to Terminal 2 recently when Connipion Cocktails and Cuisine opened its doors.
- Connipion offers imaginative hand-crafted cocktails and spirits from Durham Distillery, along with non-alcoholic selections, brunch, small plates and entrees.
- We hope travelers will stop by Connipion at Gate D8 during their next trip through the airport.

Jaymes Carter Recognition

- Finally, I'd like to congratulate a member of Team RDU for an outstanding professional achievement.
- Jaymes Carter, our Vice President of Building and Building Systems, is now a licensed architect in the state of North Carolina.
- Being a licensed architect means having the qualifications, experience and legal authority to practice architecture, ensuring that the built environment is safe and well-designed for the public.
- Congratulations, Jaymes, on this accomplishment, and thank you for commitment to ongoing education and professional development in your field.

Wrap Up

- That concludes my remarks.

IX. MEMBERS COMMENTS

Polanco-Galdamez congratulated Jaymes Carter. Kushner thanked Jaymes and federal employers. Winters echoed Kushner's comments. Ghosh wished everyone a Happy Holiday and Hankins endorsed all of the previous comments.

X. ADJOURNMENT

Motion by Ghosh to adjourn; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY SPECIAL MEETING MINUTES DECEMBER 11, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco-Galdamez¹, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and SVP & General Counsel Locklear, and other staff members and guests.

Chair Tammie Hall-Roberts called the special meeting to order.

I. Closed Session

Motion by Szlosberg-Landis to note that the closed session will include information about litigation regarding Wake Stone quarry “sunset clause”; Second Kushner

ADOPTED BY UNANIMOUS VOTE

Motion by Asante-Smith to enter a closed session to consult with an attorney in order to preserve the attorney-client privilege between the attorney and the public body pursuant to NCGS §143-318.11(a)(3); Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

The closed session ended and the Board returned to open session.

II. Consideration of Taxiway F Construction Claims Settlement Agreement

Erin Locklear, SVP and General Counsel – Since construction completion in 2018 Taxiway and Taxilane F have been experiencing significant cracking along various pavement joints. The cause of this cracking has been the subject of dispute between the contractor and engineer, with significant research and analysis accomplished over the last 7 years intended to determine a responsible party(s). To avoid the further expense associated with continuing to arbitrate the dispute staff has negotiated a settlement agreement in the amount of \$6 million with all parties, summarized below:

- \$3.2 Million will be paid by Allega, with \$2 Million of that amount to be paid to RDUAA within 30 days of Board approval of the executed settlement agreement and \$1,200,000 to be paid over two years in quarterly payments. Allega will sign a Confession of Judgment.

¹ Yesenia Polanco-Galdamez attended the meeting virtually.

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- The remaining \$2.8 Million will be paid by the other parties to RDUAA within 30 days of Board approval of the executed settlement agreement.
Staff believes the approval of this settlement agreement is the best outcome for the Authority especially given the collection risks and significant upcoming arbitration-related expenses.

Motion by Ghosh to approve a Settlement Agreement in the amount of \$6 Million with Anthony Allega Cement Contractors, Inc., W.K. Dickson & Co., LLC, All About Pavements, Inc. Parsons Transportation Group, Inc.; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

III. Consideration of Contract with MV Transportation

David Kruse, SVP and Chief Information Officer – MV Transportation, Inc. is a nationally recognized transportation services company for airports, municipalities, and universities. This request is for a leadership team and support staff to manage 24/7 bus, shuttle, and valet operations. Parking is seeking approval of a three (3) year agreement with two (2) one-year options with MV Transportation, Inc. at a total cost of \$41,847,574 over the five (5) year period. MV Transportation, Inc. has extensive experience delivering transportation staffing and operational services to both public and private sector clients. MV currently operates multiple local transit and shuttle services in the Triangle, including GoCary services for the Town of Cary, the Apex Shuttle (GoApex Route 1), and the Morrisville Smart Shuttle, and maintains a local facility in the area to support these operations. This procurement initiative has been reviewed and is supported by the Authority's Small Business Programs Office.

Motion by Asante-Smith to approve a three (3) year agreement with two (2) one-year options with MV Transportation, Inc. for transportation services at a cost of \$41,847,574; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

Chair Hall-Robert requested a motion to adjourn.

Motion by Asante-Smith to adjourn; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

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RALEIGH-DURHAM AIRPORT AUTHORITY COMMITTEE WORK SESSION MINUTES DECEMBER 11, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests².

I. Finance Committee – Winters presided over the following items:

1. Presentation of Financial Results for the Q2 YTD Fiscal Year Ending March 31, 2025

Shibu Indichandy, Sr. Director of Accounting & Treasurer – Presentation to the Board of Directors of an update on the Authority’s financial results for Q2 year-to-date of the fiscal year ending March 31, 2025.

No board action was requested.

II. Construction Committee – Ghosh presided over the following items:

1. Consideration of Construction Contract for Taxiway F Repairs

Hillary Sudbury, Project Manager FAM – Taxiway F pavement is continuing to develop cracking, which is evolving and causing FOD (Foreign Object Debris) potential. This will be the third round of temporary crack repairs to Taxiway F. This round of repairs will continue with the crack repairs on the south end while addressing similar cracks on the north end of Taxiway F. The previous repairs were successful, and staff intends to continue with sealing of hairline cracks using a spray application and partial depth crack repairs using a cold mix product. On October 15, 2025, the project was advertised for bid, and a pre-bid meeting was held on October 23, 2025. At the initial bid opening on November 13, 2025, an insufficient number of bids were received. The project was re-advertised on November 17, 2025, for a second bid opening on November 24, 2025. Two bid proposals were received, with both proposals under the Engineer’s estimate. Freyssinet Inc. is the low bidder, with a bid amount of \$631,685.00. The Engineer has reviewed the Freyssinet bid proposal and deemed it to be the lowest responsive and responsible bid. Based on the Engineer’s review of the bid proposal, both Staff and the Engineer recommend award of the Construction Contract to Freyssinet for the Taxiway F Repairs. Before bidding, it was determined there was no Small Business availability, so the goal was set at 0%. The work will be self-performed. The Small Business

² The meeting was live streamed on YouTube.

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Office has reviewed this solicitation and concurs with this approach.

Staff requested approval of a construction contract with Freyssinet Inc., in the amount of \$631,685.

2. Consideration of Runway 5L-23R Replacement Program – Amendment 3 to GMP 2 with Balfour Beatty for Erosion and Sedimentation Control Devices

Jim Novak, Director of Airside Engineering – Authority staff seeks approval of Amendment 3 to GMP 2 with Balfour Beatty (BB) to authorize a change order with Rifenburg Construction Company to install additional Sedimentation and Erosion Control (ESC) devices for the Runway 5L-23R Replacement/Lumley Road Relocation project. The locations for the ESC devices (i.e., basins) are shown in the blue and pink colors in the figure below.



GMP 2 with BB included the installation of ESC devices associated with the Runway 5L-23R Replacement project. Rifenburg was the subcontractor under BB to perform the ESC work and has offered to hold their bid prices for GMP 2 which was awarded on January 2024 with no escalation. Rifenburg did an excellent job constructing the ESC devices and completed the construction within budget and ahead of schedule. The reason for this request is to install additional ESC devices in advance of the next phase of construction (GMP 6 - Lumley Rd Relocation and GMP 7- RW 5L-23R Replacement, Grading and Drainage) in order to reduce the risk to the schedule associated with potential impacts to migratory birds and Tri-color Bats beginning in March 2026, plus, mitigate the delays associated with EPA's approval of the agreement necessary to proceed with work within the former Ward Transformer site. The scope of work for installation of the additional ESC devices consists of the following primary

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tasks:

- Installation of Silt Fence (30,500 LF)
- Clearing and Grubbing Trees and Shrubs in the Areas of the ESC devices (80 Ac)
- Installation of Sedimentation/Riser Basins
 - 22 RW ESC Basins (233,858 CY)
 - 9 Lumley Rd. ESC Basins (127,850 CY)
- Installation of Drainage Channels and Devices

The proposed contract amendment establishes the Contract Amount (Fixed Guaranteed Maximum Price) and authorizes the construction phase services, as summarized below:

- Leverages low bid pricing from 2024 with no escalation which is better pricing than the current bid market
- Mitigates potential schedule impacts to migratory birds and tri-color bats and the schedule delays associated approval of the EPA Agreement
- Could reduce schedule risk by a minimum of 4-6 months and realize an estimated \$1.7M in cost savings
- Rifenburg did an excellent job constructing the ESC devices for the EW package and has proven performance in meeting their schedule.
- The proposed ESC work was not included in GMP 02 since the package was strategically let prior to receiving the Section 401/404 and ESC permits to get work started in the deep fill areas and drainage work outside of these regulated areas.
- Rifenburg kept unit prices the same as 2024, and even reduced certain line-items, because they have labor available to commence work immediately and wanted to provide a good value incentive to the Authority – which is a win/win proposition.

Staff requested approval of Amendment 3 to GMP 2 with Balfour Beatty to install erosion and sedimentation control devices in the amount of \$16,305,746.

3. Park Economy 3 Expansion Electric Vehicle Charging and Solar Installation Discussion
France Campbell, Director of Landside Engineering and Delia Chi, Vice President of Planning & Sustainability – Park Economy 3 is in the process of being expanded from 3,820 to nearly 11,000 spaces for RDU passengers. The project features numerous sustainability elements including submerged gravel wetlands to help manage stormwater and reduce downstream effects on local communities, solar energy generation to reduce greenhouse gases, and electric vehicle (EV) charging stations that reduces the reliance on fossil fuels, promotes zero tailpipe emissions, and makes transportation more sustainable. In late 2024 the Board requested staff

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to evaluate the installation of solar panels to provide power to the EV Chargers. While project construction has continued staff have completed their analysis and developed various scenarios for consideration. The various scenarios include installation of additional solar panels, a battery storage system, and/or the purchase of renewable energy certificates, with associated costs. Staff will present an analysis of various scenarios considering the four pillars of Sustainability documented in our Sustainability Policy.

Staff requested a policy decision concerning which scenario to implement, or a decision to move forward without any additional solar panels to power EV chargers.

III. Operations Committee - Asante-Smith presided over the following items:

1. Recreation and Wellness Destination Update Presentation

Kerry McComber, VP of Communications – Vice President of Communications, Kerry McComber, Chief Revenue Officer, David Freedman and a representative from Pacific Elm Properties provided a summary of the public workshops and community feedback for the potential recreation and wellness destination project.

No board action was requested.

2. John Consideration of Rental Car Operations and Customer Experience Enhancement Program Refresh Project Applications and Agreements

Donald Griffin, Senior Director of Ground Transportation & Rental Cars – At the March 20, 2025, Board meeting, staff presented an overview of the Rental Car (“RAC”) Operations & Customer Experience Enhancement Program (“Program”) for informational awareness. The Program is a strategic initiative aimed at addressing the demand for RAC services at RDU International Airport while enhancing guest experience, RAC operations, and planning for RDU’s long-term infrastructure needs. The RAC Area Refresh Project was presented during the discussion, and following is the project background and progress update:

- RAC Area Refresh Project: This is a \$12 Million Customer Facility Charge (“CFC”) funded interim bridge program to implement guest-facing improvements at existing RAC facilities. Immediate efforts focus on refreshing millwork, signage, flooring, lighting, and weather-protected canopies, as well as resurfacing pick-up and return areas.
- Costs proposed in the tenant applications reflect \$10 Million in CFC reimbursement allocations determined by CY 2024 market share per RAC trade brand, and as listed in staff’s Board presentation dated March 20, 2025.
- The project has proceeded to the tenant application phase in June 2025, and four (4) RAC proposals are currently being reviewed by staff under the Authority’s updated tenant

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modification procedures, which increase overall time required to review and approve proposed improvements. The application submitted by The Hertz Corporation (“Hertz”) is being presented as a representative example of improvements to occur under the program, in order to obtain Board approval of administrative actions needed to expedite development due to the increased time needed for staff review.

- The Hertz application was reviewed by staff in September 2025, and the tenant-proposed refresh projects were recommended for CEO approval to proceed to design review. Hertz proposed refresh improvements totaling \$2,905,759 in reimbursable CFC funding, which represents 99% of the approved allocation (\$2,908,000).
- Staff requests Board approval of the CEO authorizing the Hertz and remaining RAC applications to proceed to the design review stage, and to execute the associated Tenant Reimbursement Agreements once design review is complete.
- If any deviations to the above outlined approach are needed, staff will present that request to the Board for consideration.

Board Actions Requested:

1. Approval for the CEO to authorize Hertz’s tenant application to advance to the staff design review phase under the Authority’s tenant modification procedures.
2. Approval for the CEO to authorize the remaining RAC Area Refresh Project tenant applications to advance to the design review phase after successful completion of the initial staff review.
3. Approval for the CEO to execute Tenant Reimbursement Agreements with each Rental Car Company after successful completion of the staff design review phase.

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RALEIGH-DURHAM AIRPORT AUTHORITY BOARD OF DIRECTORS MEETING MINUTES DECEMBER 18, 2025

Chair Hall-Roberts presided. Present: Asante-Smith, Hankins, Ghosh, Kushner, Polanco-Galdamez, Szlosberg-Landis and Winters. Staff present included: President and CEO Landguth, and General Counsel Locklear, and other staff members and guests³.

I. APPROVAL OF AGENDA

Motion by Ghosh to change the Agenda to the following order: Public Comments, Finance, Operations, and Construction Committee Chair reports, Consent Agenda, Approval of Minutes, Chair Comments, General Counsel Report, President and CEO Report and Member Comments; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

Motion by Asante-Smith to approve the amended Agenda; Second by Kushner

ADOPTED BY UNANIMOUS VOTE

II. PUBLIC COMMENTS⁴

Natalie Lew

Good afternoon. Merry Christmas everybody. Not really prepared for this. Anyway, as you heard, we had a good ruling in regards to the quarry fight recently. In that, the judge reinstated the sunset clause in buffers. So we're really happy and all I can say is that finally, the truth is used in deciding a ruling and I and I know that because as you guys know, I'm a researcher and I've dug up some of the details that were used in, in that ruling. So I'm so glad that they came out. So eventually the truth's going to come out too with respect to the border issue and the zoning. And again, I know this because I've dug up some details that weren't, you know, online or anything like that. I had to dig in some pretty good and, you know, deep and dusty files. And you know, you guys are the Authority of the Airport and you know, I do read my Bible and spoke that much, but there was an interesting proverb I read the other day when the right to star authority, the people rejoice, but when the wicked rule, the people groan. You know we want. We all want a good airport, so we're rejoicing when you do good things. It's when you know other things come along. We don't. So all the

³ The meeting was live streamed on YouTube.

⁴ Generated with AI.

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public wants is for you guys to use the truth in your rulings and how you treat this airport. You know, you can stop the quarry with the truth regarding because you can use the border and the zoning issue and same thing with regard to Lake Crabtree County Park. The truth is that you're cramming too much into a small place. The truth is, your predecessors got control of the land. The truth is, the public wants a good airport, but not at the expense of this long planned public recreation corridor. So there's a way to work this out. We can stop, you know this. The destruction of just a glorious thing we have with Lake Crabtree County Park and Odd Fellows, and that whole corridor again. It was planned before the airport took control of the land. And so all I just ask you is if you've got questions because you know, please contact me. There's things I can't say out here in the public comment because I've got 3 minutes. But anyway, Merry Christmas and May God bless you guys and please make good rulings. Thank you.

Jean Spooner

Happy holidays everybody. I want to speak to the panel of my e-mail yesterday on your solar EV chargers. It's a, you know course I don't know what your contracts are with Duke and what your commitments are, so but it's still my understanding no matter what, you should be able to generate as much power as you want and use it on site. You shouldn't have to just sell it back at 30 percent and buy it back at 100%. And in looking at the presentation, you know the slides. Again, it's unclear whether you know other professionals in the field have been fully consulted. You've got the North Carolina state's clean Energy Technology Center, as well as the other resource I sent you in the e-mail yesterday. And of course I'm assuming you're buying everything off state contractors because you don't have to bid it. It's already reduced price. Also they come now where you can just clip, if you're going to have existing canopies, you can just clip them to your metal canopies so that you know, you know, that's got a long life to it as well. Or they can stand alone, but overall and then EVs make up now 10% of our vehicles on the road so. The reason you can't count them now is because you don't have any EV charges. Right now, but we know they're 10% and I wonder what other airports are doing. We know other airports are doing more. We can too. And then why is it? It would have to apply just to the sustainability program. Why isn't it amenity? Just like canopies, Wi-Fi, service animal relief areas. This is an amenity that we serve. It shouldn't have to be against one little part. And then \$40,000 annual O&M costs. That's \$400 annual for each space you're already paying operation and maintenance for that space. Why is it all being docked in the budget towards solar? It doesn't make sense. And why can't we use the solar for other things on site such as your customer service, your lights,

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etcetera. And also, why doesn't the sustainability plan include a mention of solar or EV charging.

Chair Hall-Roberts: Your time is actually up.

I'm sorry. I got carried away and got a little lost here, so thank you for the for your indulgence. The point is I think there's a lot of options here that we can move forward with these EV charges at a more economical and a better plan for the airport. Thank you so much.

Betsy Beales

Good morning. Thank you for the opportunity to be able to speak to you again. As you know, I live on the boundary of RDU. I say it every time I've been there 56 years. I say it every time. I hope you'll build me a wall to keep that noise on economy lot 3 cause 12,000 acres of, I mean 12,000 cars park there, make a lot of noise. Or somebody's making a lot of noise. Also, I know that the birds are not in my house. The animals are not there. I don't know where the animals are, but we used to have a lot of trees used to have a lot of birds. We used to have a lot of animals. None of that is at my house now. You can come by anytime. I even try to feed everybody, but they don't come. So I would appreciate. If you would replant trees because we are close to the City of Raleigh. In fact, my property adjacent to the City of Raleigh, which is an oak city and every time they cut trees, they replace them. But you all have never replaced any trees that I know of that were cut down, and there's been lots and lots of acres since I've lived here. I appreciate the opportunity each time to be able to air my opinions, but I don't ever see any comments in the Minutes. Is there a reason for that?

III. SPECIAL PRESENTATION

Jennifer Gordon, the Federal Security Director for the Transportation Security Administration at Raleigh-Durham International Airport, presented the Authority with a letter of appreciation for its support of federal workers during the federal shutdown.

IV. OLD BUSINESS

1. Finance Committee – Winters reported Board members met during the Committee work session held on December 11, 2025, including the following:
 - a. Presentation of Financial Results for the Q2 YTD Fiscal Year Ending March 31, 2025

No action taken.

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2. Operations Committee – Asante-Smith reported Board members met during the Committee work session held on December 11, 2025, including the following:

a. Rental Recreation and Wellness Destination Update Presentation

No action taken.

b. Consideration of Rental Car Operations and Customer Experience
Enhancement Program Refresh Project Applications and Agreements

Motion by Asante-Smith to approve Hertz's tenant application to advance to the staff design review phase under the Authority's tenant modification procedures; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

Motion by Kushner to approve the remaining RAC Area Refresh Project tenant applications to advance to the design review phase after successful completion of the initial staff review; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

Motion by Asante-Smith to execute Tenant Reimbursement Agreements with each Rental Car Company after successful completion of the staff design review phase; Second by Ghosh

ADOPTED BY UNANIMOUS VOTE

3. Construction Committee – Ghosh reported Board members met during the Committee work session held on December 11, 2025, including the following:

a. Consideration of Construction Contract for Taxiway F Repairs

Motion by Ghosh; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

b. Consideration of Runway 5L-23R Replacement Program – Amendment 3 to GMP 2 with Balfour Beatty for Erosion and Sedimentation Control Devices⁵

Motion by Ghosh; Second by Hankins

ADOPTED BY UNANIMOUS VOTE

⁵ Asante-Smith recused herself from Consideration of Construction Committee item b.

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- c. Park Economy 3 Expansion Electric Vehicle Charging and Solar Installation Discussion

Motion by Kushner to approve adding solar panels on existing Park Economy 3 walkway canopies with battery back-up; Second by Szlosberg-Landis

ADOPTED BY 5-3 VOTE

V. NEW BUSINESS

1. Consent Agenda

- a. Consideration of Updated Internal Audit Charter Policy & Procedure
- b. Consideration of Contract with Johnson Controls Fire Protection
- c. Consideration of RDU Law Enforcement K9 Buster's Medical Retirement

Motion by Ghosh to approve the three consent agenda items; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

VI. APPROVAL OF MINUTES

Secretary Polanco-Galdamez noted her review of the minutes of the committee work sessions and regular meeting of the Board held on November 13, 2025, and asked if any edits were needed.

Motion by Polanco-Galdamez to adopt the minutes; Second by Asante-Smith

ADOPTED BY UNANIMOUS VOTE

VII. CHAIR COMMENTS

Welcome

- Good afternoon, and welcome to the November meeting of the Raleigh-Durham Airport Authority Board.

Shutdown Assistance

- Today I would like to thank all of the federal workers who helped keep operations running smoothly during the 43-day federal government shutdown.
- The Airport Authority is grateful for your service during a challenging time.
- I would also like to recognize Team RDU, our vendors, and other business and community partners for their generosity in helping federal workers during the shutdown.

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- RDU was able to assist more than 400 TSA and FAA employees by distributing food and personal items, gas cards and meal vouchers. Those efforts required coordination with our federal partners and many outside organizations including:
 - The Food Bank of Central and Eastern North Carolina
 - The Raleigh Police Department and Serve and Connect
 - RDU concessionaires Bongiorno & Sons, Guy's Pizza Joint, Salsarita's and Char-grill
 - The Triangle Volleyball Sports Club
 - And local non-profit Slice325.
 - Additionally, Airport Authority staff held two drives to collect toiletry items and distributed them in October and November.
- I'd like to thank all of the Airport Authority employees who made donations, along with Concessions, Maintenance, Parking, Human Resources, Guest Experience, Law Enforcement and our Airport Security Officers for their support of the federal employees who help keep RDU running.

Holiday Activities

- RDU is welcoming travelers during this busy season by spreading holiday cheer in Terminals 1 and 2.
- Airports guests are being greeted by holiday trees and menorahs as they fly through RDU to visit family and friends.
- Santa is making his first appearance of the season today in Terminal 2, and he will be strolling through both terminals this weekend.
- Guests can also enjoy performances through New Year's Day from carolers, a string ensemble and musicians playing the piano, guitar, fiddle and flute.
- If you still have names to check off your shopping list, be sure to visit our concessionaires. Your longtime favorites and new concepts are holding a sidewalk sale and offering samples through Friday.

Support Local at RDU

- While you're here, we invite you to discover the flavors, craftsmanship and spirit of North Carolina as part of our "Support Local at RDU" program.
- From restaurants featuring culinary icons of the Triangle, to homegrown products and brands, our terminals showcase the best of what the state has to offer.
- Look for the "Support Local at RDU" logo when you shop and dine at the airport to help boost North Carolina businesses.
- Every purchase helps strengthen our local economy and celebrates the unique culture of our Triangle community. You can learn more at rdu.com/local.

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Bobby's Burgers Opening

- Travelers also have more options for grabbing a bite to eat at RDU.
- We recently welcomed a new dining concept from celebrity chef Bobby Flay to Terminal 2.
- Bobby's Burgers opened the weekend before Thanksgiving, just in time to bring the Food Network star's love of the grill to holiday travelers.
- The chef himself recommends his signature bacon Crunchburger, topped with American cheese, Bobby's sauce and potato chips, a side of buttermilk onion rings and a pistachio shake.
- Bobby's Burgers is located at Gate C18.

Raleigh Beer Garden Opening

- A popular concept with local ties has opened its doors in Terminal 1. Raleigh Beer Garden brought its three-time Guinness Award-winning experience to Gate A4 this month.
- They offer a laid-back vibe with pub food, a full bar with more than 30 drinks on tap and a variety of selections for non-beer drinkers.
- Raleigh Beer Garden and Bobby's Burgers are among more than a dozen concepts opening through 2026 as RDU reimagines the airport dining scene.

Wrap-Up

- And finally, on behalf of the Airport Authority Board, we hope everyone has a joyful holiday and a happy new year.
- We appreciate everyone who is making RDU part of their holiday plans, and we wish you safe travels.
- That concludes my remarks.

VIII. GENERAL COUNSEL'S REPORT – No items were reported.

IX. PRESIDENT AND CEO'S REPORT – President and CEO Landguth reported on recent Airport activities

Welcome

- Good afternoon, Board members, Team RDU, business partners and guests who are joining us today.

Passenger Traffic

- RDU set a new single-day record for passenger traffic on the Sunday after Thanksgiving.
- 33,218 travelers were screened on November 30th – an increase of 2.4 percent over the same day last year.

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- Traffic was up 3.2 percent overall for the holiday weekend, with 191,735 travelers passing through checkpoints from Tuesday, November 25th through Monday, December 1st.
- The month of November brought 1,277,665 passengers to RDU. That is on par with the passenger traffic we saw during the same month last year.

Air Service:

- Breeze Airways will launch four new destinations from RDU next spring and summer.
- The airline will begin nonstop service Stewart, New York and seasonal flights to Bangor, Maine in May.
- Seasonal service to John Wayne Airport in Orange County, California and Vero Beach, Florida begins in August.
- Frontier Airlines is also expanding at RDU, with nonstop flights to Cancun, Mexico beginning in March and to Fort Lauderdale, Florida starting in April.
- Delta had 26 percent of market share at RDU in November, with American Airlines at 25 percent and Southwest at 13.6 percent.

Economy 4

- The ParkRDU Economy 4 lot near I-540 and U.S. 70 will permanently close to airport guests on Jan. 2 and convert to employee-only parking.
- Guests will continue to have multiple options for convenient, on-airport parking that meet a variety of preferences and budgets including:
 - ParkRDU Premier, located on the ground level of the parking garage between Terminals 1 and 2. Premier provides direct walking access to both terminals and features dedicated covered spaces.
 - ParkRDU Central offers covered and outdoor spaces in the central parking garage and is within easy walking distance of Terminals 1 and 2.
 - ParkRDU Express on International Drive is a great option for families or travelers with extra luggage. Express offers a short, comfortable shuttle ride from your vehicle to the terminals with luggage assistance and free bottled water.
 - ParkRDU Economy 3 has the lowest daily rates at RDU and offers free 24/7 shuttle service to the terminals every 20 minutes. It is located near the intersection of Aviation Parkway and National Guard Drive.
- RDU recommends guests book parking at least 24 hours in advance at parkrdu.com to help make their holiday travels run smoothly.
- Making an online reservation guarantees you entry into the parking garage or lot of your choice.

Raleigh-Durham Airport Authority Board Members

CITY OF DURHAM
Tammie Hall-Roberts, **Chair**
Nana Asante-Smith

CITY OF RALEIGH
Nina Szlosberg-Landis, **Vice Chair**
Shelley Winters, **Treasurer**

DURHAM COUNTY
Yesenia Polanco-Galdamez, **Secretary**
Nil Ghosh

WAKE COUNTY
Ellis Hankins
David Kushner



Michael J. Landguth, A.A.E.
President & CEO

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Terminal 2 Construction

- Travelers will begin to see construction inside Terminal 2 in early 2026.
- In January, crews will install a temporary wall in the north end of the terminal as part of a project to expand the ticketing hall and international arrivals areas, add more security checkpoint lanes and upgrade the bag claim system.
- All ticket counters and security checkpoint lanes in Terminal 2 will remain open during construction. The expansion project is estimated to be completed in 2032.

CBP Move

- As part of the terminal expansion, the public entrance to the U.S. Customs and Border Protection office relocated from the lower-level curb to the upstairs ticketing area of Terminal 2 on December 1st.
- New wayfinding signage is posted in the terminal and the directory map at RDU.com has been updated to help guests find the new entrance.
- Learn more about how our capital program will shape the future of RDU at TransformRDU.com.

Runway Preservation Project

- Finally, I would like to thank our Facilities Asset Management team and contractors on another successful year of the runway preservation program.
- Under FAM's leadership, crews replaced 70 slabs of aging concrete on Runway 5L-23R and Taxiway B between September and November.
- The project involves demolishing and replacing 16-inch-deep slabs that measure 25-feet-by-25-feet. The work is done overnight while the runway is closed so the new concrete can cure and the runway can reopen to air traffic.
- The team has replaced 465 slabs since the preservation program began in 2019. It is a carefully orchestrated operation that will continue as needed until the new runway opens.
- Congratulations to FAM and our business partners for a job well done on a project that is critical to airport operations.

X. MEMBERS COMMENTS

Hankins extended warm wishes to everyone. He also discussed the Statesville Airport crash and sent his condolences to everyone. Ghosh wished everyone a Happy Holiday. Asante-Smith wished everyone a Happy Kwanza. Winters acknowledged federal recognition of the Lumbee tribe and the Wright Brothers. Tammie-Hall Roberts, Szlosberg-Landis and Kushner wished everyone a Merry Christmas.

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X. ADJOURNMENT

Motion by Asante-Smith to adjourn; Second by Winters.

ADOPTED BY UNANIMOUS VOTE

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