

**MINUTES OF REGULAR MEETING OF THE
PRINCETON MUNICIPAL AIRPORT ADVISORY BOARD
MONDAY, JULY 12, 2021**

MEMBERS PRESENT: Gene Stoeckel, Barry Ramage Jr., John Sautter, Troy Minske

MEMBERS ABSENT: Jason Erickson

OTHERS PRESENT: John Glesne, KLJ Engineering (via Zoom), Michele McPherson, City Administrator, Thom Walker, Mayor.

CALL TO ORDER/PLEDGE OF ALLEGIANCE:

Chair Stoeckel called the meeting to order at 5:36 pm and lead those present in the Pledge of Allegiance.

AGENDA ADDITIONS/DELETIONS:

Mr. Ramage stated that he would like to discuss the street signs that were recently installed.

Ms. McPherson stated that while it was not in the Manager's Report, she would like to discuss Mr. Kruse's request from the joint meeting regarding his taxiway.

Motion by Minske, seconded by Sautter, to approve the agenda as amended. Motion carried.

APPROVAL OF JUNE 7, 2021 MEETING MINUTES:

Motion by Ramage, seconded by Minske, to approve the minutes as presented. Motion carried.

OLD BUSINESS:

Mr. Ramage relayed a concern from Mr. Erickson regarding the recently installed street signs. He feels that those along the roads near the t-hangar are too close to the centerline of the taxiway. They appear to be about 28 feet from the centerline and some of the airplanes are just clearing them.

Mr. Glesne noted that they should be about 39.5 feet from the centerline of the taxiway.

Ms. McPherson stated that she would relay the message to Public Works Director Gerold and they would be relocated to comply with the TOFA requirements.

NEW BUSINESS:

Engineer's Report:

Glesne reviewed the information contained in the written report. He noted that a draft version of the closeout for the runway project, design portion has been prepared and pay summaries have been requested from MNDOT.

The project to reconstruct runway 15-33 is substantially complete. The final flight inspection was scheduled for July 1, but the flight inspection plane had broken down and would not be able to make the flight. The inspection will be rescheduled to a later date.

Mr. Stoeckel asked a follow up question from a previous meeting regarding bolstering the asphalt to accommodate larger/heavier planes. Would an overlay resolve the issue?

Mr. Glesne stated that it may be a possible solution, but more research would need to occur to determine if it would be helpful.

Mr. Stoeckel further asked if a variable asphalt profile would be helpful.

Mr. Glesne stated that flat surfaces such as roads and runways are designed with a consistent profile. It is difficult to be able to identify where exactly a plane might actually touch down during a landing.

Bids were opened for the taxiway reconstruction and the contract awarded to Knife River as the qualified bidder. They have signed the paperwork and the grant has been submitted to the FAA, so we are in a holding pattern until the grant is issued.

Manager's Report:

McPherson reviewed the items in the written manager's report:

- Taxiway signage is installed.
- The taxiway reconstruction contract was awarded to Knife River Corporation. The bid amounts are attached for the Board's information.
- The FAA is relocating its communication circuitry in anticipation of vacating the Flight Service Station.
- The 21st Avenue project is progressing with an anticipated fall bid schedule. The City's engineer has been receiving inquiries regarding the possibility of fall work, so we are moving forward to finish the plans and specs for a fall bid. A requirement of the contractor will be to maintain a passable entry road into the airport. The easement exhibit for that portion of the road over Parcel 10 was shared with the Board.
- Information regarding operations and maintenance funding was shared. State monies will be \$26,759.00 in FY 2022 and the same in FY 2023. Additional ARPA funds will add \$32,000.00, although those funds have very limited uses.

Mr. Ramage stated that the new roof on the AD Building looked very nice.

Kruse Taxiway

Mr. Stoeckel stated that this subject was closed by the Board a number of years ago. He suggested staff check the minutes regarding the topic.

It was noted that the business/hangar is not on airport property and the taxiway serves a single use so FAA monies cannot be used on improvements to it.

Mr. Glesne stated that he went back through KLJ's notes on the issue and stated that FAA dollars could be used to acquire land and construct hangars, but he confirmed that no monies could be used to improve or maintain the taxiway. He further stated that State funding would be a questionable option. He suggested that the taxiway be an alternate on future maintenance contracts and that the private owner invest in the improvements.

Mr. Sautter asked if the taxiway could be connected to the taxiway near the t-hangar.

Mr. Glesne noted that there are wetland impacts that would need to be replaced so that connection is unlikely.

Mr. Ramage asked if the performance and contract requirements were less for state funding versus federal funding.

Mr. Glesne stated that they are, but with State funding there is an increase in the local portion of the cost-share agreement.

It was suggested that the site be sold and the operation be moved *onto* airport property.

There was more discussion about the through the fence agreement. Staff agreed to find and include in the next agenda the agreement.

Mr. Sautter asked what should happen with the Flight Service Station.

Ms. McPherson stated that the adjoining business would like to expand, but would need that parcel to do so.

There was discussion regarding payback of funding, relocating the Kruse operation to the site, splitting the property and other options. Staff stated that the topic of the Flight Service Station would be brought back once all the research had been completed.

ADJOURNMENT:

Motion by Minske, seconded by Ramage to adjourn. Motion carried and the meeting adjourned at 6:36 pm.

Respectfully submitted,

Michele McPherson

Michele McPherson
City Administrator/Airport Manager