

**SLCC Special Meeting (Anchorage Airport Development) Minutes**

Monday, December 7th, 2020 - 6:00 PM

Zoom Meeting

1. Welcome – Parker Haymans
  - a. Meeting started a few minutes after 6:00pm
2. Introduction of Airport Staff & Lease Applicants (Developers) on call – Parker Haymans
  - a. Teri Lindseth – TSAIA Planning Manager
  - b. Jim Szczesniak – TSAIA Airport Manager
  - c. Trudy Wassel – TSAIA Division Operations Manager
  - d. John Johansen – TSAIA Engineering, Environmental, & Planning Manager
  - e. Jim Patton – TSAIA Airport Leasing & Properties Manager
  - f. Jason Gamache – Project Architect (MCG Explore Design)
  - g. Michael Carlson – MCG Explore Design
  - h. John Tichotsky – C Change Group (IC Alaska)
  - i. Russell Read – C Change Group (IC Alaska)
3. Snipped Photos of IC Alaska/C Change Group Presentation:



# The Company

## C Change Group Introduction

- IC Alaska Airport is a part of C Change Group, BLLC (a Delaware, USA Statutory Public Benefit Limited Liability Company) that unites a team of investment professionals and initiatives focused on infrastructure projects across the globe which can transform the utilization and production of natural resources across the world
- Since its inception in 2008, the C Change Group has been dedicated to helping the investment community propel the development and application of game-changing technology related to energy and other natural resources. In doing so, both the utilization of the world's natural resources would be materially improved along with exerting a parallel positive impact on the world's ecology and mitigation of climate change risks
- C Change has a strong focus on sustainable development that makes a lasting impact on the local communities
- By its nature, The C Change Group intends to promote sustainable and resource-efficient economic development through the application of game-changing energy and materials technologies



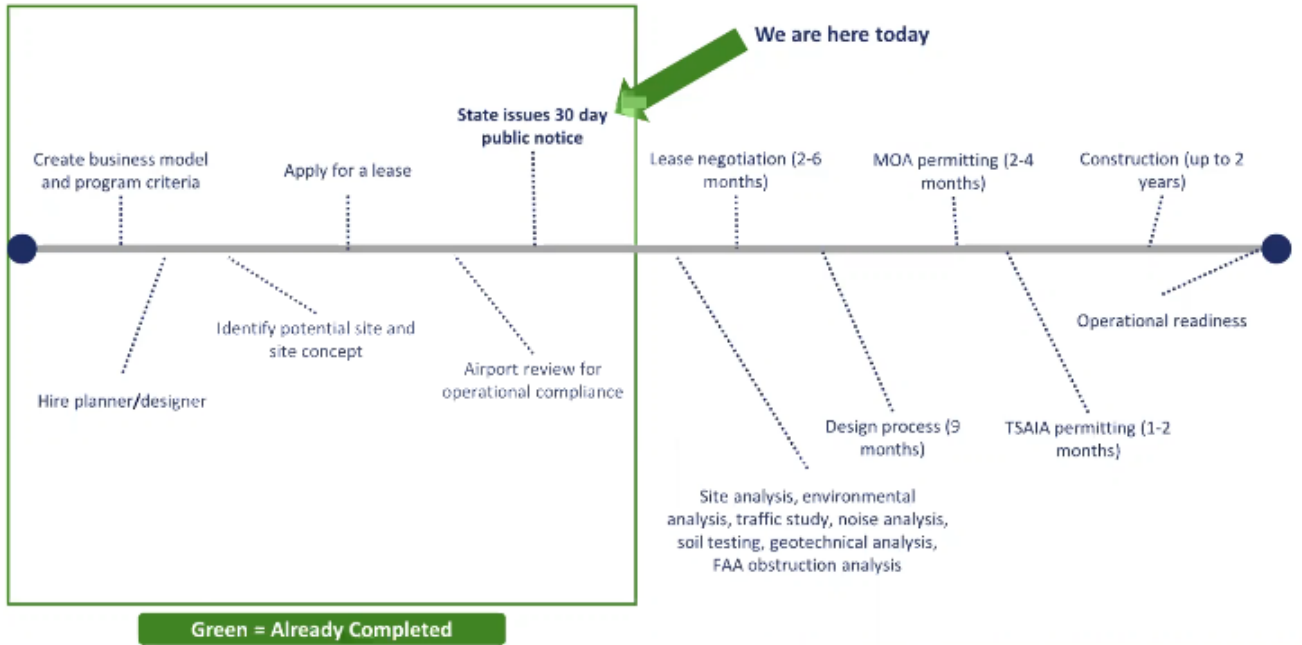
Project	Airport Benefits	Impact Thesis	SDG <sup>(1)</sup> Focus
Anchorage Airport	<ul style="list-style-type: none"> <li>▪ Modernization and expansion at a world-leading cargo airport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop transformative infrastructure that furthers the sustainability of municipal infrastructure and developments</li> </ul>	  

**Note:** (1) SDG is an acronym for the United Nation's Sustainable Development Goals



# Project Timeline

## Project Timeline



Source: MCG



# The Project

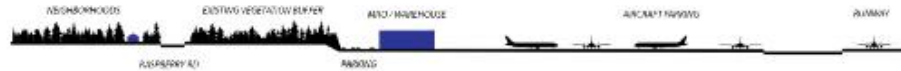
## Anchorage South Park Project Details & Updated Site Plan

### Project Components

- I. 14 Hardstands
- II. 1 Cargo Facility

### Project Details

- Project involves securing Block 23 lease area for construction and development for a designed development plan for 14 hard stands and a major cargo facility for a 2021-2022 completion
- Warehouse and MRO Facilities will provide much needed weather protected space for storage and aircraft repair which requires, note that engine run-up is prohibited
- Project will result in approximately 150 construction jobs and 220 ongoing jobs after completion



Source: MCG



# Community Benefit

## Positive Impact on Anchorage

- C Change management, as local Alaskans themselves, have continued to be mindful of the community impact of the Anchorage Airport project
- It is of the utmost importance to the C Change team that the community benefits from this project
- C Change has greatly benefited from the exchange with community member already!



### Economic Impact

- Increasing revenues for the Anchorage Airport as well as Anchorage businesses
- Targeted equity investment of \$500M and total investment of approximately \$2B to be spent locally



### Labor Impact

- 150 construction jobs during the development phase of the project
- 220 long-term jobs for fuel and cargo employment
- Estimated indirect job creation of 159 jobs

## Potential Long-Term Benefits

- ✓ Increased availability for more international or domestic goods
- ✓ Further economic development for the Anchorage Airport as well as businesses in the Anchorage area
- ✓ Ongoing job creation in Anchorage
- ✓ Increased municipal taxes resulting from higher revenues
- ✓ Increased local spending as the airport already sees higher traffic

**Improving the Anchorage Airport with 14 additional hardstands and a cargo facility will have large positive economic and labor impacts for the community.**



# C Change Group Team Biographies



**Russell Read**

- **Russell Read, Ph. D.** is the Group Managing Partner and Co-Founder for The C Change Group. Dr. Read was formerly the Chief Investment Officer for the Alaska Permanent Fund (APFC), the Gulf Investment Corporation (GIC, Kuwait), and the California Public Employees' Retirement System (CalPERS)
- During his tenure at APFC in particular, the Permanent Fund achieved top 6 percentile investment returns among US Public Funds (Callan) while helping to transform it effectively from a sovereign wealth fund into a sovereign endowment fund, capable of sustainably funding roughly one-third of the State of Alaska's operating needs. APFC was named "Top Private Equity Institutional Investor for 2017" by PEI Magazine during his tenure
- Dr. Read also served as Chairman of the President's Working Group on Financial Markets under Treasury Secretary Henry Paulson, named one of America's 30 most influential players in business and finance by *SmartMoney*, and identified as #35 on *Institutional Investor's* list of the 75 most effective chief executives
- He received his undergraduate degree in Statistics and his MBA in Finance and International Business from the University of Chicago and his masters in Economics and doctorate in Political Economy from Stanford University



**John Tichotsky**

- **John Tichotsky, Ph. D.** is Managing Partner and member of The C Change Group, LLC focusing on real asset projects across Alaska and the Arctic
- For over three decades, Dr. Tichotsky has specialized in the finance and economics of natural resources development
- He has worked in Alaska, Northeast Asia, Europe, and Central Asia. He served as international advisor and consultant on natural resources opportunities (oil and gas, power, whale quotas, governmental relations), as Economic Advisor for the Alaska Gasline Development Corporation (AGDC), and as the State of Alaska's Chief Economist and revenue economist under two governors. In 1989, he wrote a report for the Anchorage Airport about the future of international air traffic, and managed an airplane that flew from Anchorage to Russia in the 2000s
- He earned his masters and doctoral degrees in economics from the University of Cambridge in the United Kingdom (Jesus College) and his undergraduate degree with a double major in economics and Russian language from Dartmouth College (New Hampshire)
- John is an avid skier and his family owns a dozen dogs

4. IC Alaska representative on call spoke of possible development/creation of a website and/or social media page to provide updates and notices about the development should they secure the lease with TSAIA
5. Below is a list of questions (cut directly from Zoom chat, excuse grammar or spelling errors) posed from members of the Sand Lake Community to IC, Alaska, Anchorage Airport Development:
  - a. Who is the AIA Liaison to the State of Alaska DOT Highways Division?

- b. Snow removal for the ramp? Snow removal for the parking lot? Snow storage (on site at airport or snow plows in an out of S. Airpark Road)? Plow route? Traffic light at Raspberry & Sand Lake Road? New Round About?
- c. So the developers came up with this idea on their own? I figured the airport put out the request for submissions in some way. Or does this really \*start\* with the specific developer idea?
- d. Would that future placement of the tower affect Lake Hood Traffic?
- e. Can someone from the airport confirm that no Maintenance engine run-ups are allowed in the South Airpark area?
- f. How is DOT/airport considering cumulative impacts of apparently four development projects at the airport at once?
- g. Is there need for such a huge scope? Does the developer anticipate this facility being full?
- h. Have they considered scaling back the size of this project?
- i. And not to beat a dead horse but will the berm mitigate air pollution?
- j. Would it be reasonable to have a website focused on this project that would provide a gateway for providing residents information and a platform for our concerns to be addressed?
- k. Did the Master Plan from the 90's contemplate expansion of Raspberry before use of this parcel for the contemplated use? Are the developers willing to commit to not initiate construction until the necessary road upgrades are in place?

- l. Will the public get to see the public comments submitted? Is there a process for that feedback loop?
- m. Will they be clear cutting and replanting? Can they explain the revised sit plan again? Not sure where the parking is.
- n. Can the tower see that area or is there a plan to move the current tower
- o. Have you committed to monitoring air quality like you are going to study noise?
- p. In case my follow up question was not heard, I'm wondering if ATC can actually handle 5000 more landings a year? It seems there is currently a bottle-neck on arrivals from Asia into ANC. And can Customs handle more cargo? It seems like this needs to be studied prior to building such a huge development.
- q. Will you include Sand Lake residents to be present and voting in the lease negotiations as we are major stakeholders?
- r. What are the plans to expand the road system to provide for the huge traffic increase on Raspberry Rd.?
- s. Is this facility for TSIA's use, a specific company to lease, or to attract investors/lessee?
- t. If there is inadequate area for a full height earthen berm, could the berm be topped with a decorative sound fence?
- u. Rather than air monitoring is their VOC capture systems that can be used to limit fueling emissions similar to what is used at gas stations in California?



- v. This project will have a detrimental effect on not only our neighborhood but also the whole city by being backed up to Kincaid Park. Athletes both professional and amateur will be impacted. How can you address this to our city?
- w. How close will firefighting facilities be to this development?
- x. Why was this site chosen for the project vs. the open area near FedEx & UPS, north of Charlie parking? Wouldn't co-locating with existing cargo ops be more beneficial than this site on the opposite side of the airport?
- y. Will the MOA conduct a traffic survey for vehicles? (not aircraft traffic)
- z. As we have agreed not to sue after our homes were soundproofed this new development will make those agreements null and void, correct?
- aa. What studies are planned for the economic impact on the neighboring home values? How is this being addressed?
- bb. What regard has been given to surface runoff of deicing fluid into local wetlands and ground water?
- cc. So is there any point at which there IS a "go-no go" study (or more) done? Vs. just informing the design?
- dd. Who is financing this development?
- ee. What consideration was made for development in the Kulis Land area?
- ff. Is there going to be a curfew for flights? Or will there be take-offs and landings 24-7?

- gg. What will be the impact to home values in our neighborhood? (Lowell Circle)? Would the developers like to live in our neighborhood if this project goes forward as planned?
- hh. Is there consideration for constructing the building to deflect the sound before the hardstands are in use?
- ii. Is there not a better location for this facility on another section of airports land?
- jj. Do you really think you'll use all 14 hardstands at once? Is it really necessary to have that many?
- kk. How does higher cargo traffic result in an increase in local spending?
- ll. How much light pollution can we expect?
- mm. Has consideration been given to directing the tie downs to limit noise impacts on the neighborhood?
- nn. We are all on wells alongside Raspberry. Is there any plans for possible well contamination?
- oo. Has consideration been given to placement of sewer/water lines and the necessary reinforcement to accommodate aircraft weight?
- pp. Will you be clear cutting and replanting?
- qq. Is there current air quality monitoring and will there be continuous monitoring once this is operational?
- rr. What construction standards will be adhered to?

- ss. Does the public have an opportunity to comment on the studies before they are finalized?
6. \*\*Please keep in mind, these are just a sampling of questions made by residents of Sand Lake to IC Alaska, Anchorage Airport Development; several questions were offered verbally\*\*
  7. The official public comment period for this proposed development (lease application) closes 01/15/2021; all comments must be submitted in writing and can be emailed to Teri Lindseth, the TSAIA Planning Manager at [teri.lindseth@alaska.gov](mailto:teri.lindseth@alaska.gov). However, comments submitted by MOA residents are still accepted after 01/15/2021.
  8. Most written comments referenced above received answers from IC Alaska staff or affiliates on the call; for some questions, the developers offered to provide an answer at a later date (possibly at another special meeting).
  9. Please see attached (to email or in Minutes folder on FCC SLCC webpage) Notepad file to view full Zoom Chat discussion and questions asked during this Special Meeting of the SLCC
  10. Meeting adjourned at 9:30pm AKST