

Kearney, Nebraska
August 25, 2017
7:30 a.m.

A special meeting of the City Council of Kearney, Nebraska, was convened in open and public session at 7:30 a.m. on August 25, 2017 in the Council Chambers at City Hall. Present were: Stanley A. Clouse, President of the Council; Lauren Brandt, City Clerk; Council Members Randy Buschkoetter, Bruce Lear, Bob Lammers and Jonathan Nikkila. Absent: None. Michael Morgan, City Manager; Wendell Wessels, Director of Finance; Paul Briseno, Assistant City Manager and Jim Lynaugh were also present. Members of the media present included Kyle LaBoria from KGFW Radio.

Notice of the meeting was given in advance thereof by publication in the Kearney Hub, the designated method for giving notice, a copy of the proof of publication being attached to these minutes. Advance notice of the meeting was also given to the City Council and a copy of their acknowledgment or receipt of such notice is attached to these minutes. Availability of the Agenda was communicated in the advance notice and in the notice to the Mayor and City Council. All proceedings hereafter shown were taken while the meeting was open to the attendance of the public.

ROUTINE BUSINESS

ANNOUNCEMENT

Mayor Clouse announced that in accordance with Section 84-1412 of the Nebraska Revised Statutes, a current copy of the Open Meetings Act is available for review and is posted on the wall of the Council Chambers.

RUNWAY 18/36 RECONSTRUCTION FAA GRANT AGREEMENT

City Manager Michael Morgan presented an overview of the Grant Agreement between the City of Kearney and FAA for the Runway 18/36 Reconstruction at the Kearney Regional Airport (AIP Project No. 3-31-0045-030/031). The AIP Program is used to identify capital projects, like the Airport, and is a five year program. For some time, the runway reconstruction project has been in the list of projects and is estimated at approximately \$10.1 million on the capital side which does not include the engineering costs (as this would be an additional cost).

The City's total cost is 10% of estimated total, which is the City's match. Of the Federal funds, the majority of the funds are discretionary funds, which are very difficult to obtain, and include approximately \$9.2 million of the total project. Those are competitive funds, across the country and then filter down through the state.

Then there are entitlement funds which is the \$1 million that the City use to get when the City hit the 10,000 enplanements. The City only has \$1.6 million in the entitlement funds left; all of it is going towards this project. \$920,000 of the \$1.6 million would expire; as these funds do have an expiration. Keep in mind, the City has not received the \$1 million for the few years although it is hard to sort out because the Federal Government keeps changing the rules, whether cities get the money or not.

The start date for this project would be April 2018 through December 1, 2018 however

there is always the ability to change the dates based on weather. This reconstruction would take down the City's primary runway and would be considered a complete rehab. The contractors will not take construct the runway down to the bare earth but since the runway is an old military runway, there is a lot of depth.

The last time the City had the runway reconstructed was 22 years ago. The life expectancy of the runway is approximately 20 years. The reconstruction would take the runway from 150 feet to 100 feet. The reason for this change is because the Federal Government will not fund anything beyond what is needed based on the aircrafts used. The City had to argue to maintain the current length which is a little over 7,000 feet due to some of the aircraft in the past not needing this length. For example, in the past, PenAir or Great Lakes would not have needed an entire length but the engineer was able to get that accomplished in this project.

This reconstruction is a significant project. Depending on the type of aircraft that the City secures in the upcoming EAS bid process, there could be an impact based on the runway being out of service for a certain period of time. The project will be phased, also the City will commence negotiations separately with the contractor to hopefully expedite, possibly incentivize with local funding for a quicker completion. The City has had preliminary conversations with the contractor and they are very open. The City will commence those discussions if Council approves this project in the coming weeks.

Mayor Clouse asked if this project is narrowing the runway. City Manager stated the runway will be narrower, down to 100 feet. The City does not have any aircraft or jets that would come close to requiring anything beyond 100 feet.

Mayor Clouse asked is this being constructed so that the City can handle 737 aircrafts. City Manager stated that there are two issues that affect Mayor Clouse's question. First, the Federal Government will not fund charter flights with Allegiant or our runway to accommodate that. Secondly, it is not the width necessarily; it is the taxiways and the width of the taxiways that affect how much a runway can handle.

Mayor Clouse asked while the City is having this reconstruction completed, could the City get the runway constructed so that the runway can handle those larger types of aircrafts on a routine basis. City Manager stated the City cannot afford this construction as it would cost another five to six million dollars which City would have to pay all of. The Federal Government will not pay for 737 aircrafts to go to the City's type of airport.

Mayor Clouse stated he believes it is a key point that constituents need to know that the sole extra cost on the City of Kearney is the reason why the runway is not being reconstructed to handle larger aircrafts. City Manager stated that to actually have the runway constructed to handle larger aircrafts would require a whole new project entirely since not only the width, but the depth would be affected. Mayor Clouse requested talking points to help answer potential future questions on why the City was not able to rehab the runway to allow for larger aircrafts and these points could include the costs, width requirements, charter flight requirements and other criteria. The City Manager stated the City is fortunate to have received this project.

Moved by Lear seconded by Buschkoetter to approve the Grant Agreement between the City of Kearney and FAA for the Runway 18/36 Reconstruction at the Kearney

Regional Airport (AIP Project No. 3-31-0045-030/031). Roll call resulted as follows: Aye: Clouse, Lear, Nikkila, Lammers, Buschkoetter. Nay: None. Motion carried.

ADJOURN

Moved by Clouse seconded by Lammers that Council adjourn at 7:40 a.m. Roll call resulted as follows: Aye: Clouse, Nikkila, Lammers, Buschkoetter, Lear. Nay: None. Motion carried.

ATTEST:

**STANLEY A. CLOUSE
PRESIDENT OF THE COUNCIL
AND EX-OFFICIO MAYOR**

**LAUREN BRANDT
CITY CLERK**