



HALL COUNTY AIRPORT AUTHORITY | MINUTES
Planning Session | November 19, 2015

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54

A Planning Meeting of the Hall County Airport Authority (HCAA) Board was held at Home Federal Bank located at 3311 Stolley Park Road, Grand Island, Nebraska 68803 on November 19, 2015. Pursuant to proper legal notice, Board Chair Werner called the meeting to order at 1:26 p.m., and announced location of the Nebraska Open Meeting Act for public viewing.

REVIEW OF AGENDA.

PUBLIC REQUEST TO SPEAK ON AGENDA: None.

AIRPORT AUTHORITY BOARD MEMBER(S) PRESENT: Chair Lynne Werner, Vice-Chair Brian Quandt, Secretary/Treasurer Ken Caldwell, Joe Cook and Michelle Setlik.

AIRPORT AUTHORITY BOARD MEMBER(S) ABSENT: None.

AIRPORT AUTHORITY STAFF PRESENT: Executive Director Mike Olson, Operations Manager/Security Coordinator Doug Brown, Human Resource/Accounting Manager Annette Schimmer, and Administrative Assistant Debra Potratz.

LEGAL COUNSEL PRESENT: Airport Authority Attorney Ron Depue.

OTHERS PRESENT: Bob Beran from Dana F. Cole & Company, Pam Brown and Robert Reiser from SP+ Airport Services, and Mike Runde from Mead & Hunt.

Facilitator Depue gave an overview on bonding authority for the Airport Authority, bonded indebtedness and the 3.5 cent levy cap. This is the total levy amount which the Authority has the power to request as authorized by law, whether for bonded indebtedness or operations and/or a combination of the two. The aggregate amount can't exceed 3.5 cents. Authority can request the full 3.5 cent levy providing that the levy amount must be approved by the County and is included in the County's 15 cents which includes requests from a variety of other political subdivisions.

Scottsbluff Airport Authority was going through some bonding procedures and their bond council stated they are at the 3.5 cent limit for general operating funds and therefore they are at their max and could not request anymore. This started the discussion with our current bond council and they agree with the 3.5 cent limit for general operating funds and bond funds, where our previous bond council reported we had unlimited total bonding authority.

The Nebraska State Auditor was in agreement with the prior opinion that a County Airport Authority has no limit on bonding authority and is not subject to the 3.5 cent cap, but hedged they are not attorneys and the courts may disagree with them. One way to obtain clarification would be to request an Attorney General's opinion which can be done with the assistance of state legislature, or introduce a legislative bill in the upcoming session to obtain written confirmation in the statute that specifically states that the Airport Authority's bonding authority is not subject to the 3.5 cent cap. Depue recommended we sit down and talk this through before introducing any legislative proposals. At this point it was suggested the Authority go through the Attorney General for an opinion.

Bob Beran has spent a great deal of time studying and researching this issue. Beran has written to our bond council for clarification and is still awaiting for a response, but is using the 3.5 cents as our guide until an official opinion is determined. Beran presented a PowerPoint outlining the history of the levy and showed that we are currently at 3.25 cents on the levy and at \$1.6 million for general and debt service. Since the County has kept the Authority at the same general fund tax dollar amount for eight years, the General Fund

55 tax levy has decreased. Executive Director Olson stated the 2015-16 General Fund Tax asking includes
56 the \$30,000 for Law Enforcement Officers (LEOs) the County gave us this year, and it is unknown whether
57 the County will continue funding the LEOs at that amount. Beran also talked about our current levy status
58 and if we proceed with future projects we could max out our levy limit within the next couple of years and
59 not have enough money to fund future projects and suggested we find other revenue sources to complete
60 projects. The County has a levy cap of 15 cents for a variety of political subdivisions and the Authority is
61 competing for that 15 cents. Currently the Authority is allocated less than a penny per \$100 from that fund
62 and the County has the power to approve or disapprove the Authority's General Tax levy request.

63
64 Should the Authority take out a Revenue Bond for the parking system, the revenue from parking would be
65 restricted and can only be used to pay off that bond. There is a risk with this type of bond should parking
66 revenues drop or cease. Once the bond is paid off the revenues could be used for operations. Board Vice-
67 Chair Quandt asked if the Authority did not take out a Revenue Bond and paid the parking project with
68 cash, could revenues be used for Airport Operations and Maintenance and pay off bond debt. Beran
69 concurred, but cautioned using reserves to fund projects.

70
71 SP+ Airport Services representatives Pam Brown and Robert Reiser presented on parking rates and
72 revenues, parking business models and benefits of self-managed versus outsourced services, contract
73 structure for the various types of agreements, requirements for remote management, and discussed the
74 Request for Proposal process. SP+ Airport Services leases revenue control equipment as well. Handouts
75 were distributed for future reference.

76
77 The Airport Capital Improvement Plan (ACIP) was distributed. Executive Director Olson stated every
78 January we have to submit our ACIP to the Nebraska Department of Aeronautics and they in turn forward
79 it to the Federal Aviation Administration in Kansas City, MO.

80
81 **FEDERAL PROJECTS**

82 Short-term Improvements are:
83 2014/2015/2016 Construction administration plus construction of the Passenger Terminal.
84 2017 Joint replacement on concrete surfaces on runways and taxiways. Runway 13/31 was reconstructed
85 in 2000-2001 and Runway 17-35 was done in 2005. It is recommended every 10-12 years for pavement
86 preventative maintenance.
87 2018 Runway Snow Blower.
88 2019 Runway 17/35 Extension (Design/Construction Administration/Reimbursable Agreement)

89
90 Intermediate-term Improvements are:
91 2021 Runway 17/35 Extension construction.
92 2022 Runway Snow Plow/Broom combination.
93 2023 Master Plan Update & Electronic ALP
94 2024 Airfield Lighting Upgrades.
95 2025 Airline Passenger Terminal Expansion (Design/Construction).

96
97 Long-term Improvements are:
98 2026 ARFF Truck.
99 2030 Airline Passenger Terminal Expansion (Design/Construction).

100
101 **OTHER PROJECTS**

102 Other Projects Short-term are:
103 2015 Construct new General Aviation Terminal building.
104 2015 Passenger Terminal (Ineligible costs)
105 2015 Terminal West Parking Lot/Loop Road Phase II
106 2016 Construct Airport Administration building.
107 2016 Parking Access Revenue Control System (PARCS)
108 2016 Demolish Existing Terminal & South Ramp FBO terminal buildings.
109 2016 Terminal Parking Lot/Covered Parking/Metro Road Rehab Phase III
110 2016 Construct Consolidated Car Wash/Service Area Facility.

111 2019 Construct Snow Removal Equipment (SRE) building.
112
113 Other Projects Intermediate-term are:
114 2020 Construct T-Hangar (5-6 units).
115 2020 Construct 30,000 sq. ft. metal building.
116 2021 Construct Conventional Hangar 1
117 2021 Construct Cargo facility general repair & maintenance
118 2022 Construct T-Hangar (5-6 units).
119 2023 Upgrade/expand 42,000 gallon FBO fuel tank farm.
120 2023 Construct 10,000 sq. ft. metal building (Replace Bldg 804).

121
122 Other Projects Long-term are:
123 2024 Sewer upgrades. The city has hired Olsson Associates to layout/inspect current Airport sewer system
124 and report findings.
125 2025 Construct new Fire Station. Executive Director Olson has been in contact with the city to build and
126 man fire station at the airport and provide ARFF operations.

127
128 Executive Director Olson reviewed the potential sites for the Administration Building and discussed the pros
129 and cons for each area. Board would like to see costs associated with renovating the current passenger
130 terminal for Administration and Transportation Security Administration office use. Executive Director Olson
131 will contact our consultants Cannon, Moss & Brygger Associates to get quote on what they would charge
132 to determine renovation costs.

133
134 ADJOURNMENT: 4:43 p.m.

135
136 HALL COUNTY AIRPORT AUTHORITY

137
138
139
140 _____
Debra Potratz | Administrative Assistant

141
142
143
144 _____
Lynne Werner | Board Chair

145
146 _____
Ken Caldwell | Board Secretary/Treasurer

147 (SIGNATURES ON FILE)