

Yours Truly

Managing Public Relations in Development of an Airport Project

Ty Sander, P.E. Crawford, Murphy and Tilly Inc.

THE Conference

February 25, 2020



Airport History

- 1977 - City purchased Airport
 - Runway 18-36 is 2,400' x 60' asphalt
- 1979 - Runway 18-36 extended to 3,000'
- 1991 - Completed 3,800' x 75' RW 11-29 & taxiway
- 1992 - Rebuilt RW 18-36 to 4,014' x 75' concrete
- 2000 - Master Plan adopted by Council
- Environmental Assessment
- 2011 - Business Plan adopted by Council
- 2012 - ALP updated – RW 18-36 to 5,500'
- 2017- Runway 18-36 extended to 5,501' x 100' grooved concrete
- 1977- 2018 - Airport property expanded from 60 acres to 486 acres

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Airport History



McComas Airport
~1976

Airport History



McComas-Lee's Summit Municipal Airport
1979

Airport History



Lee's Summit Municipal Airport
2015

Airport History



Lee's Summit Municipal Airport
2017

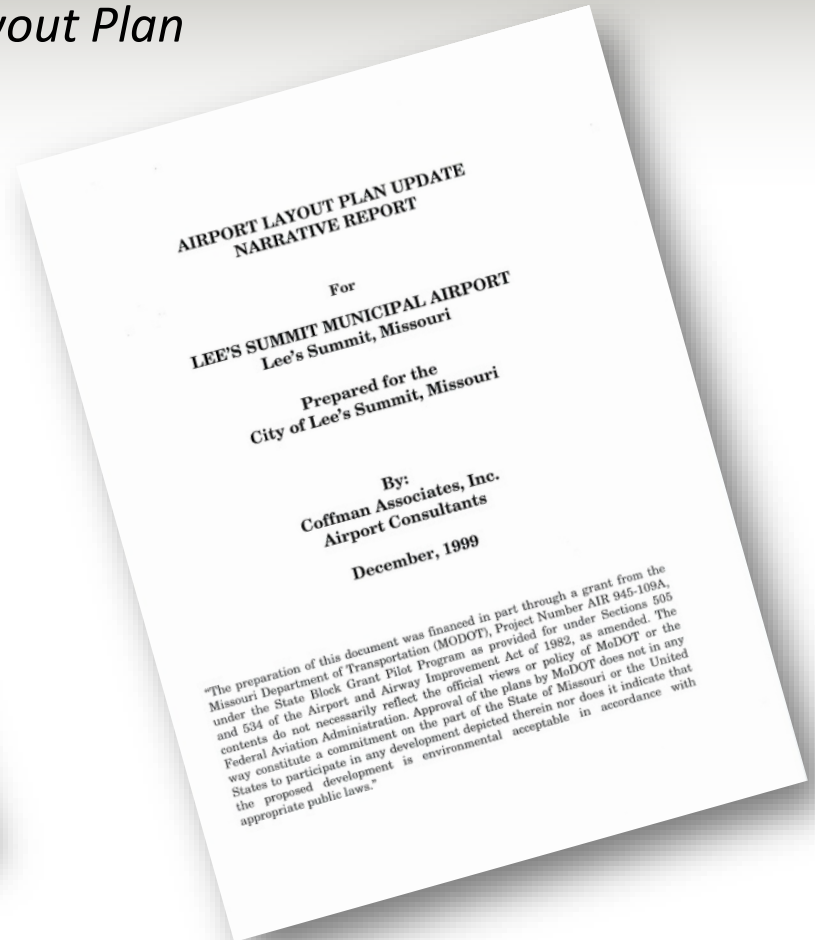
Airport History



Lee's Summit Municipal Airport
2018

Airport Planning

Airport Layout Plan



Airport Planning

Airport Layout Plan

Master Plan prepared by Coffman & Associates in 1996 & 1999
Adopted by City Council in 2000 (Airport Layout Plan updated in 2012)

Approved by FAA and MoDOT for funding purposes

Provides guidance on Airport development activities for the next 20 years

- Runway 18-36 to 5,500'; Runway 11-29 to 4,000'
- Add precision approach for runway 36
- Increase gross weight to 60,000 lbs.
- Change airport category from B-II to C-II
- Lays out plans for development of eastside terminal area
- Provides for ultimate land acquisition

Outside Forces

2000-2004

- Richards-Gebaur had closed
- Reliever capacity in the Kansas City metro area an identified need by FAA/MoDOT
- LXT expansion identified as key FAA/MoDOT priority
- Federal and state funding available

Local Political Climate

2000-2004

- No true political champion, but there was active opposition
- Council and community concerns about the Airport being financially sustainable
- Perceived loss of local control by accepting Federal funds
- Misconceptions about what Airport expansion meant to quality of life

Struggle to Move Forward

2000-2004

FAA/MoDOT

- Generous grant funding offers
- Environmental Assessment was funded and completed
- Land Acquisition program

Local Level

- Skepticism and concerns about how to fund local match
- Potential negative impact to the community (quality of life)
- Opposition growing and had momentum
- Contentious City Council Meetings

CITY OF LEE'S SUMMIT, MISSOURI

FINAL DRAFT REPORT

FOR THE

LEE'S SUMMIT MUNICIPAL AIRPORT DEVELOPMENT STUDY AND BENEFIT/ COST ANALYSIS

PHASE I- FAA BENEFIT/ COST ANALYSIS

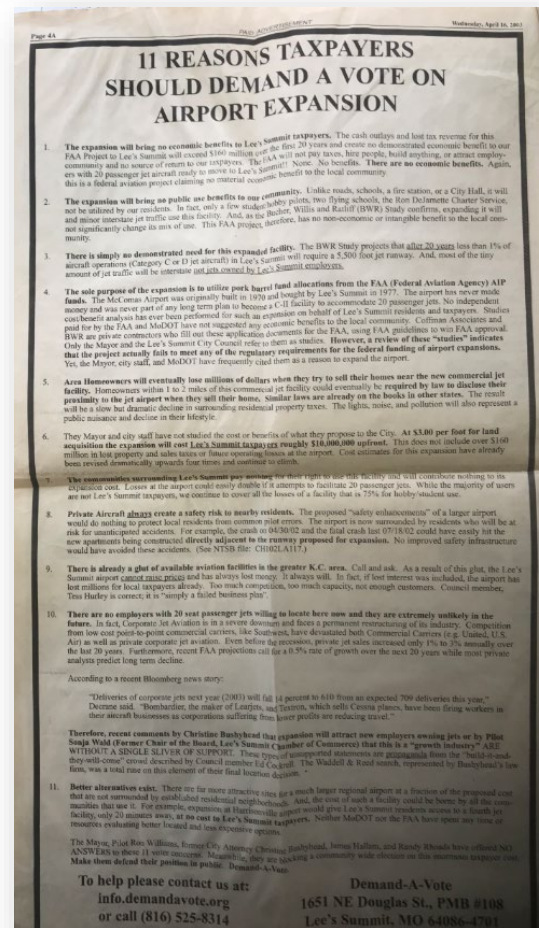
INTRODUCTION
AIRPORT SITE SELECTION INVESTIGATION
EXISTING AND ULTIMATE AIRPORT DEVELOPMENT COST ESTIMATES
AVIATION BENEFIT ANALYSIS AND DEMAND FORECAST UPDATE
AIRPORT DEVELOPMENT BENEFIT/ COST COMPARISON

AUGUST 2001

Airport Politics

2000 - 2004

- Full page ads and letters to the editor that we were reading...



Council Conclusions

2000-2004

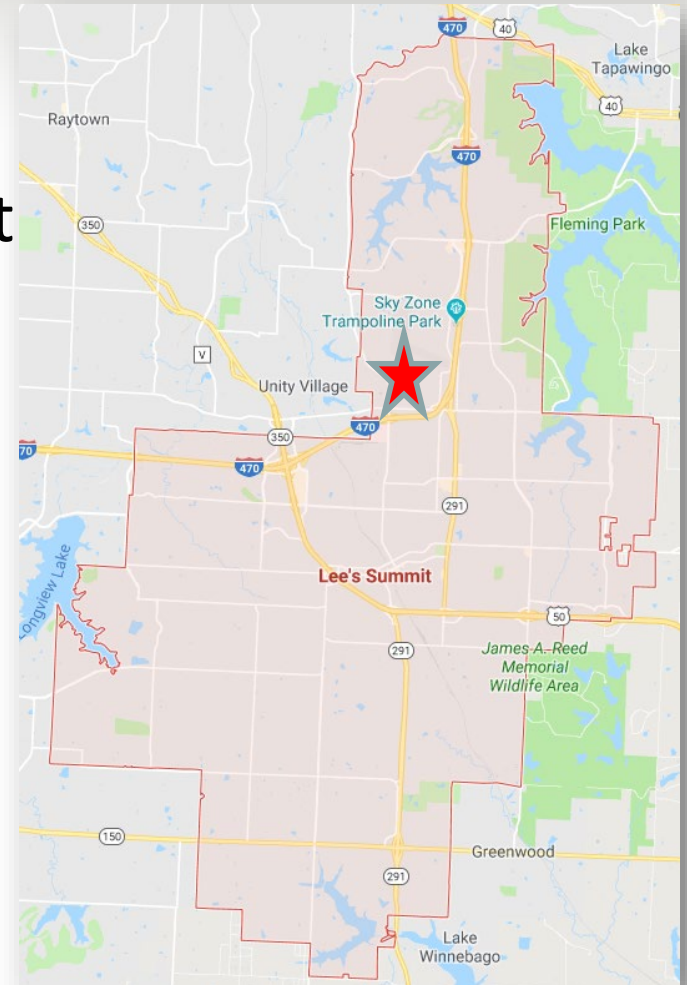
- Overall, elected officials:
 - wanted to preserve options for the future
 - Acquisition of property to south
 - wanted to maintain safe operating environment at Airport
 - still had significant concerns and questions regarding the costs and impacts of expansion

Where Do We Go From Here?

City Initiated Several Programs

2002-2006

- Development pressure
 - Strong market in Lee's Summit
 - Good access to I-470
 - Industrial Park
 - Good Infrastructure
 - High quality of life
- Land acquisition to preserve options



Friday, November 22, 2002

LEE'S SUMMIT JOURNAL

021804*****5-DIGIT 64063
PUBLIC WORKS DEPT.
CITY OF L S
PO BOX 1500
LEE'S SUMMIT MO 64063-7500

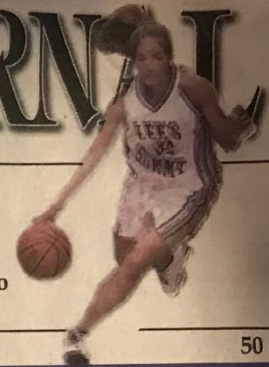
NEW YEAR, NEW LEADER

Jeanine Rann will take the reins of Downtown Lee's Summit Main Street Inc. in January.
Business . . . Page 4A



FLOOR GENERAL

Meet Lee's Summit point guard Toni Picerno
Sports . . . Page 16A



Volume 121, Number 41

Newspaper since 1881

50 cents

Airport issue flies back to forefront

By Matt Bird-Meyer
The Journal Staff

The question of airport expansion is back and the Lee's Summit City Council will face the issue on Dec. 5, three years sooner than planned.

The council voted last December to table the issue of expanding the runways at the Lee's Summit Municipal Airport until 2005. This decision followed a lengthy discussion of the completed cost/benefit analysis the city commis-

sioned. The analysis looked at the cost and benefits of three issues: Addressing existing deficiencies, expanding the runways and closing the airport and relocating to a different site.

On May 16, 2002 the council agreed to approve the study and to send it off to the FAA for its seal of approval. At the same time, the council also expressed interest in a \$5.8 million grant



administered by the Missouri Department of Transportation, a grant designated for airport expansion.

The council will make a formal decision on accepting or denying the grant on Dec. 5.

"This is (the council's) first big decision," said Brian Weiler, administrator of aviation with MoDOT. "They should not move on the grant unless it is their intent to expand the airport."

The grant amends a previous grant application for \$150,000 to reimburse the city for installing the new automated weather observation system at the airport. According to the amendment, the additional funds are to be used for land acquisition necessary to expand the municipal airport.

The issue was to appear on Thursday's council agenda but was deferred to the Dec. 5 agenda

■ See **AIRPORT** on page 3

City Initiated Several Programs

2002-2006

- RFP for consultant selection
- 30% Master Plan design and cost estimates
 - Quantify safety and standards deficiencies outside of expansion
 - Validate costs, sequencing and schedule for expansion
 - 9 month process
 - 30% plans, design report, cost estimates
 - Educate stakeholders

City Initiated Several Programs

2002-2006

- Council accepts costs of the program as valid
- Votes to continue land acquisition to preserve expansion options
- Supports development of projects for standards related deficiencies
- The opposition continues

Opponents Initiated Petition

2002-2006

PAC drafts amendment for petition

By Matt Bird-Meyer
The Journal Staff

The Community 1st political action committee submitted its petition language to the Lee's Summit city clerk on July 23, marking the start of a citywide drive to amend the City Charter.

The purpose of the amendment is to allow citizen involvement in any future action regarding the expansion of the Lee's Summit Municipal Airport. The

petitioners' committee included five individuals whose signatures appear on the document. The document was notarized by Joe Spallo, District 3 councilmember and outspoken opponent to airport expansion.

The language of the petition was drafted by James Freeman, District 4 councilmember, said Mayor Karen Messerli. Freeman also has expressed concerns regarding airport expansion.

The five committee members who

signed the petition include Ned Luce, Fred Mayfield, Sue Evans, Jerry Haney and Dana Johnston.

Since 1998, the City Council has lobbied and received funds to expand the primary runway at the airport to 5,500 feet. The purpose of the expansion is to accommodate more business-class jet traffic.

The petition seeks to amend section 14.9 of the City Charter, the section that deals with "Public improvements and special assessments." This section of the

charter prevents citizens from embarking on voting initiatives to affect capital projects or budget matters.

The language included on the petition requires a public vote for any work to move forward at the airport, including land acquisition, construction, increase in length, width and capacity of the runways and taxiways, any change in FAA classifi-

■ See PAC on page 4

Opponents Initiated Petition

2002-2006

- Petition proposing an amendment to the City's Charter to require a public vote for airport improvements including:
 - Any land acquisition or construction
 - Increase in length, width or rated weight capacity of any runway or taxiway
 - Any change in the FAA reference code above B-II
 - Addition of any ILS
 - Extremely narrow approval language

File Original



Lee's Summit
COMMUNITY 1ST
COMMUNITY 1ST

Let's Vote

Lee's Summit
Chamber of Commerce

Governmental Relations Committee

To encourage appropriate
prioritization and allocation of Lee's
Summit community resources

6-25-2004

Anti-Airport Themes from Charter Amendment Proponents

- Safety
 - “Don’t more planes equate to more accidents?”
- Money
 - “How much property and tax revenue is LS giving up to expand the airport?”
- Local Control
 - “Do the Lee’s Summit leaders really know how much control the City will have after the FAA and MoDOT provide most of the money for planning, land acquisition, and construction for airport expansion?”

FRIENDS OF LEE'S SUMMIT

John C. Graham, Jr.
Chairman

Bob Guntert
Treasurer

Vincent Seif
Secretary

Members

Mark Anderson

Stan Atkinson

Steve Begshaw

Nancy Bruns

Carl Chinnery

Ted Dawson

Kay Ford

JoAnne Gabbert

Dave Gale

Gene Gamber

Mary Alice Gensor

Bob Glaser

Jane Henley

Chet Smith

Mary Stacy

Ken Stremming

Al Tranchilla

Sonja Wald

Jeanne Willerth

Larry Young

DO THE RESPONSIBLE THING!

VOTE NO

Airport Charter Amendment
February 8, 2005

Dear Friends,

We citizens of Lee's Summit face a critical issue and we need your help.

On February 8, 2005 Lee's Summit residents are being forced to vote on an irresponsible amendment to our charter. This shortsighted proposal is being promoted by a small number of people in one corner of our community who want to effectively shut down our airport. They have no concern for the long-term negative impact it could have on our community as a whole. Therefore, we are doing the only responsible thing and opposing the amendment because it would:

- 1 Weaken our city charter and representative form of government.
- 2 Set a dangerous precedent where this or another narrow, single-issue group from an elite corner of the community would try to impose their will on all of us, including our schools, roads, parks, sewers, etc.
- 3 Discourage businesses from locating in and bringing jobs to Lee's Summit.
- 4 Seriously damage any hopes of enhancing the safety and long-term viability of Lee's Summit Municipal Airport, and
- 5 Stop the city from receiving millions of dollars in federal funds to improve the airport.

Between now and February 8, Friends of Lee's Summit will be waging an all out campaign to educate the public and defeat this amendment. We cannot let one small group hijack our city's charter, and our community's future, for their own purposes.

As you can well imagine, this will be a challenging task. Please take time to inform yourself about this issue and join us as we work to protect and enhance the quality of our community. I invite you to read the comments of your friends and neighbors on the reverse side and to volunteer in our campaign.

Thank you,

John C. Graham, Jr.

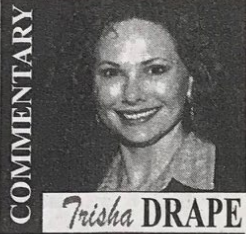
WE NEED YOUR SUPPORT
SEE BACK FOR DETAILS ⇒

Friends of Lee's Summit 4210 NW Lake Drive, Lee's Summit, MO 64064
Paid for by Friends of Lee's Summit, Bob Guntert, Treasurer.

Charter Amendment Opponents (Pro-Airport)

- Weaken city charter and representative form of government
- Set a dangerous precedent for single issue groups
- Discourage businesses from bringing jobs to Lee's Summit
- Stop additional safety improvements at the airport
- Stop the City from receiving millions of dollars in federal funds

Improving our airport is vital



Trisha DRAPE

During the city council's work session on Sept. 10, I would ask that each of our elected officials to carefully examine the transportation components of Lee's Summit 360 and the Airport Business Plan.

If the city council chooses not to move forward on expert recommendations for airport improvements, the city of Lee's Summit surely will slip from being a top-tier community in the years ahead.

One of the things I have always found most impressive about our city council is its visionary approach, looking far ahead at the needs of the city and planning for the future. Our city council cannot let the airport issue remain in limbo for another 10 years, and they should not pass this issue on to the public. Our city council should take a stand now for the betterment of the city's future.

The citizens deserve for

at least one of their city council members to step up to a leadership role regarding this issue and dare to say, "Improving and embracing our airport is what's best for our city now and well into the future."

To reach the top echelon of vibrant, economically thriving cities, we must not only have the best school system, the best parks system, the best cultural arts opportunities, the best historic downtown district, the best infrastructure, the best city government, the best balance of commercial and retail businesses, the best programs for all ages, but we also must have a top-notch municipal airport (all of the best cities do) — an airport that contributes to helping grow all of these other vital components of our city. And an improved, Lee's Summit Municipal Airport will bring in more business, more dollars and more opportunities.

In the 16 years I have lived in Lee's Summit, I have heard and listened to all sides when it comes to the airport. In the beginning, and not fully understanding the economic impact of a municipal airport, I thought, "I don't use the airport; some residents don't even know we have an airport;

why are we spending time debating the airport?"

However, during the past few years, I have had the privilege of seeing first-hand how general aviation airports in cities around the U.S. have impacted those communities and regions in very positive ways — from the close availability of air medical emergency services and traffic helicopters to aircraft serving large manufacturing businesses and pilots transporting patients and organ donations.

In addition, a few years ago, the issue of amending our city charter (our constitution) was brought to the forefront. From these discussions, the importance of a first-class city having a local airport were made even clearer to me; and more importantly, the fact that airport improvements should not be brought before voters was even more resounding.

Voters put their faith and trust in the city council members they elect; residents expect their representatives to make the tough, complicated decisions on their behalf. Most citizens of Lee's Summit are never going to see all of the important documents that pass before the eyes of the city council members. Do you think the majority of citizens

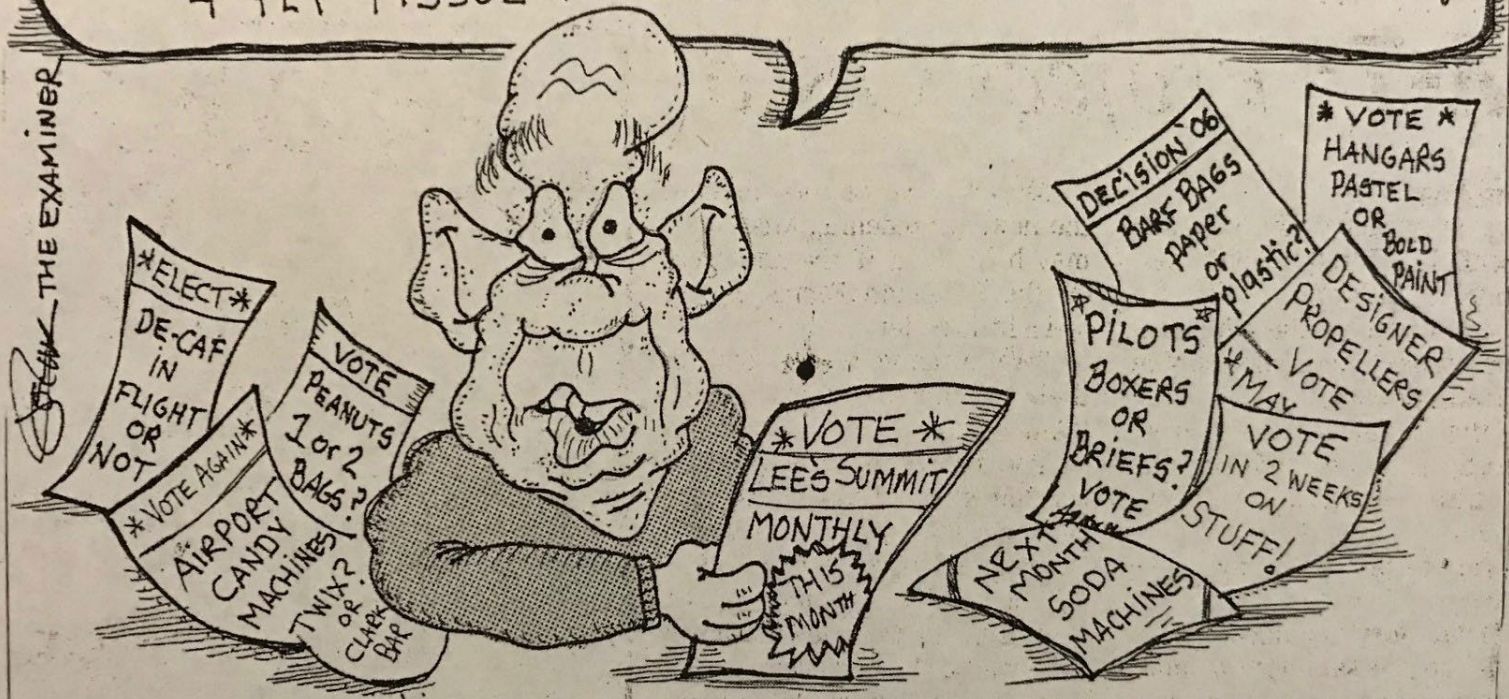
in Lee's Summit have read the Airport Business Plan? It's doubtful.

Most citizens know they do not possess the facts and knowledge to which the city council has been privy — which is the reason constituents expect their representatives to make informed decisions based on the best interests of the community (not on what they think might give them their best re-election chances).

When it comes to airport improvements and what's right for this city, our city council needs to take a stand and make an informed decision to move forward in the best interest of the voters and the community as a whole.

Trisha Drape has been a Downtown Lee's Summit resident for 16 years and has worked in Lee's Summit for more than eight years. Drape is the director of communications for the AEA, which moved its headquarters to Lee's Summit last year to be near the Lee's Summit Municipal Airport. She also is editor of Avionics News magazine. To respond to today's commentary, call 816-282-7001 or e-mail editor@lsjournal.com.

I'M ALL ABOUT EXERCISING MY RIGHT TO VOTE
BUT HOLY SMOKES! THIS IS RIDICULOUS...
"SHALL THE GOVERNING BODIES APPROVE 2-PLY OR
4-PLY TISSUE IN LEE'S SUMMIT AIRPORT LAVATORIES?"



STEWART THE EXAMINER

SHOULD THE CHARTER AMENDMENT PASS IN LEE'S SUMMIT

Charter Amendment Voted Down

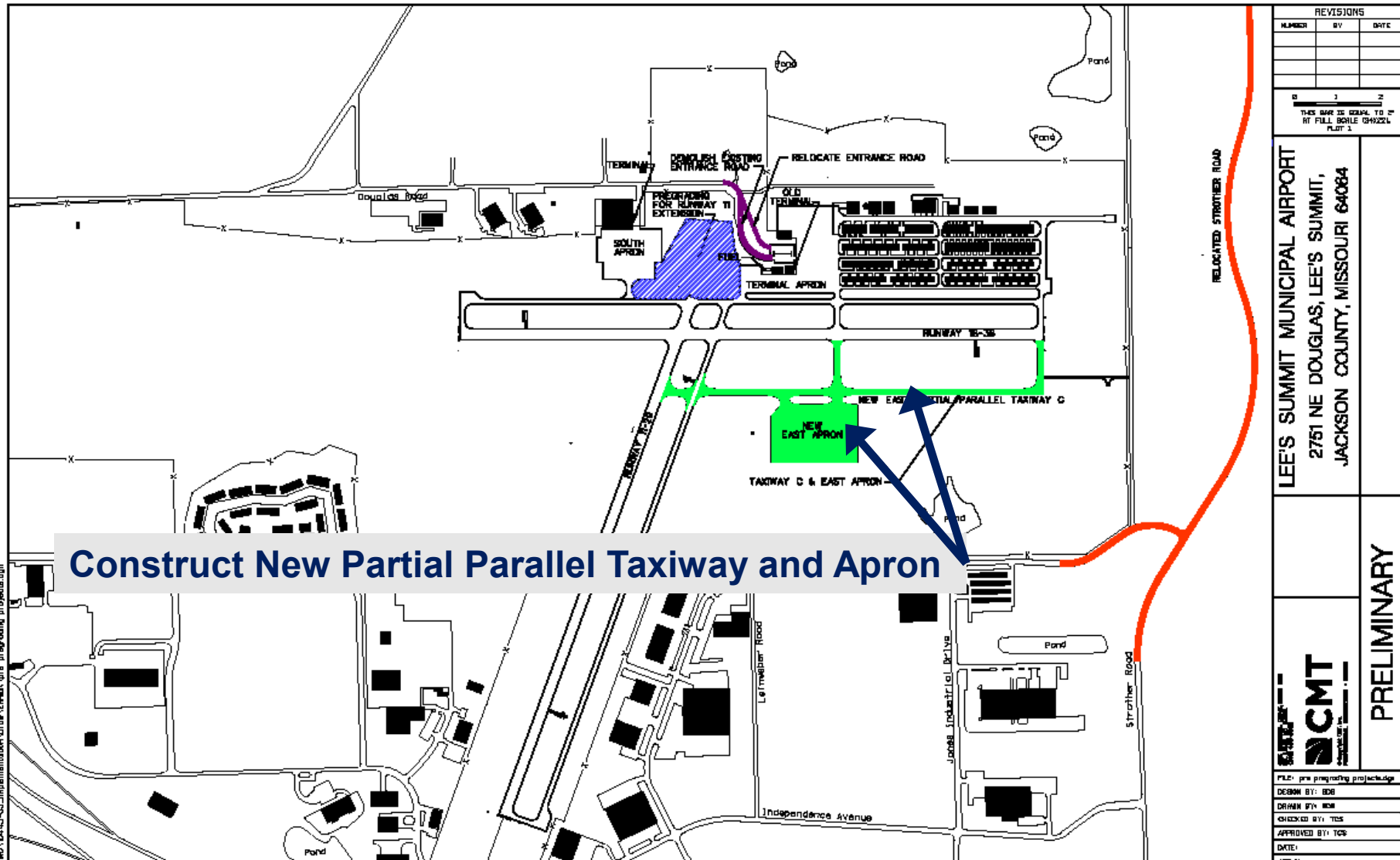
Vote on charter amendment took place on Feb. 8, 2005. Outcome was to not change the charter which would requiring a vote on all airport improvements.

Yes: 4,674 44%

✓ No: 5,905 56%

Safety & Standards Program

2005-2009



Construct New Partial Parallel Taxiway and Apron

| REVISIONS | | |
|-----------|----|------|
| NUMBER | BY | DATE |
| | | |
| | | |
| | | |

THIS BAR IS EQUAL TO 1" AT FULL SCALE (48X22.5' PLAN)

LEE'S SUMMIT MUNICIPAL AIRPORT
 2751 NE DOUGLAS, LEE'S SUMMIT,
 JACKSON COUNTY, MISSOURI 64084

PRELIMINARY

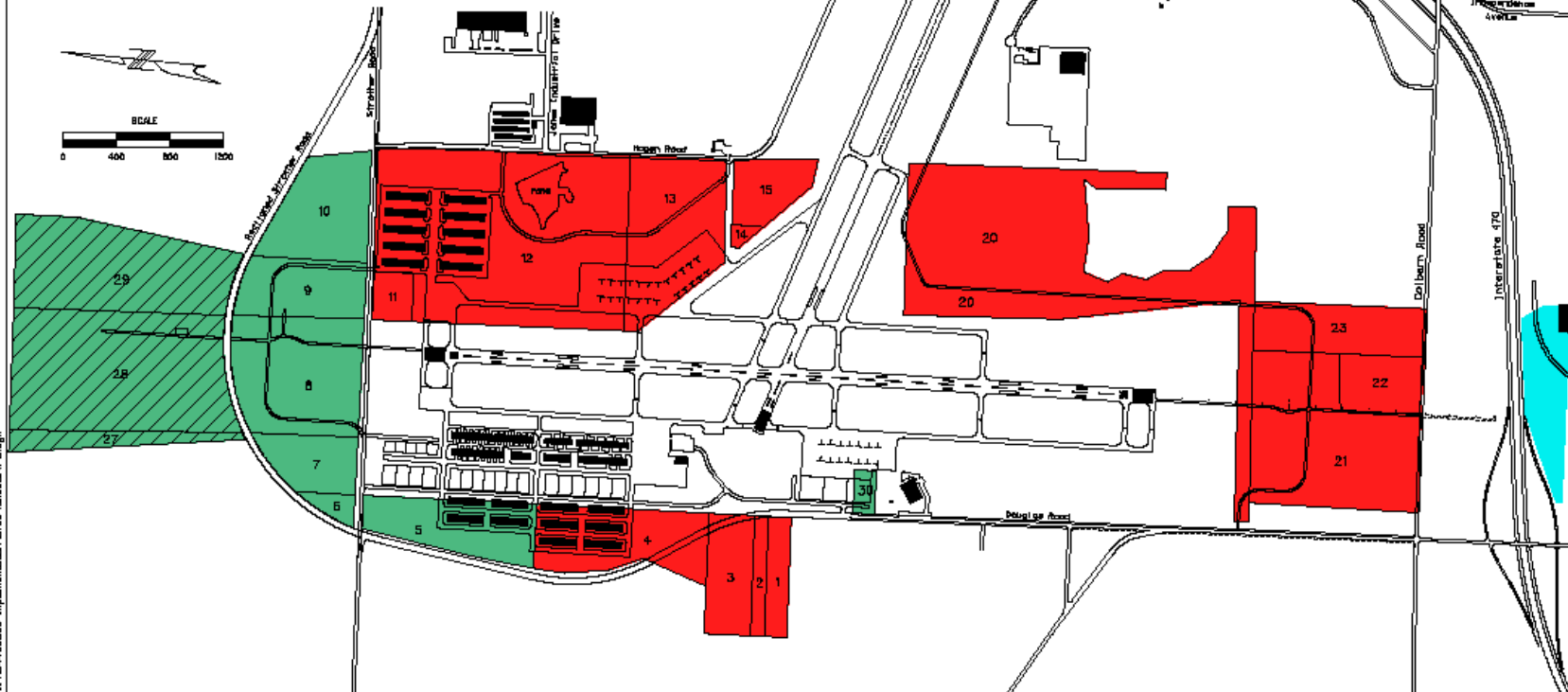
FILE: pre pregrading project.dwg
 DESIGNED BY: BOB
 DRAWN BY: BOB
 CHECKED BY: TOS
 APPROVED BY: TOS
 DATE:

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Land Acquisition Program

2004-2014

| PARCEL # | OWNER | ACRES | ACQUISITION | PROPERTY CHARACTERISTICS | ESTIMATED COST |
|----------|-------------------------------------|-------|--------------------|--|----------------|
| 1 | BRUMEL, DAVID F & DOUGLE L-TRUSTEES | 3.44 | FEES SIMPLE | RESIDENTIAL - LARGE HOUSE | |
| 2 | HOLLUM, BOBBY J | 2.04 | FEES SIMPLE | RESIDENTIAL - HOUSE | |
| 3 | WANNATT, MERRY D & DOROTHY J | 2.21 | FEES SIMPLE | RESIDENTIAL - HOUSE | |
| 4 | MCKEAN, JAMES W | 16.50 | FEES SIMPLE | VACANT LAND | |
| 5 | RENSE, LARRY H-TRUSTEES B | 16.00 | FEES SIMPLE | RESIDENTIAL - HOUSE | |
| 6 | RENSE, LARRY H-TRUSTEES B | 2.67 | FEES SIMPLE | AGRICULTURE | |
| 7 | RENSE, LARRY H-TRUSTEES B | 6.07 | FEES SIMPLE | AGRICULTURE | |
| 8 | POLLARD, DOROTHY P-TRUSTEE & | 16.00 | FEES SIMPLE | RESIDENTIAL - SMALL HOUSE PLUS AGRICULTURE LABEL | |
| 9 | RTG, LLC & EXCEL HOLDING LLC | 9.02 | FEES SIMPLE | AGRICULTURE | |
| 10 | RTG, LLC & EXCEL HOLDING LLC | 10.44 | FEES SIMPLE | AGRICULTURE | |
| 11 | STEPHENSON FAMILY COMPANY LC | 2.33 | FEES SIMPLE | VACANT LAND | |
| 12 | STEPHENSON FAMILY COMPANY LC | 12.00 | FEES SIMPLE | AGRICULTURE - PINE TREE ORCHARD | |
| 13 | STEPHENSON FAMILY COMPANY LC | 17.06 | FEES SIMPLE | RESIDENTIAL - HOUSE | |
| 14 | STROTHER INVESTMENT PROPERTIES | 2.58 | FEES SIMPLE | VACANT LAND | |
| 15 | STROTHER INVESTMENT PROPERTIES | 3.90 | FEES SIMPLE | RESIDENTIAL - SMALL HOUSE AND POOL | |
| 20 | CITY OF LEE'S SUMMIT | 30.30 | FEES SIMPLE | VACANT LAND | |
| 21 | UNITY SCHOOL OF CHRISTIANITY | 27.80 | FEES SIMPLE | MAINTAINED AGRICULTURE BARN / SILO | |
| 22 | UNITY SCHOOL OF CHRISTIANITY | 6.00 | FEES SIMPLE | VACANT LAND | |
| 23 | CLARA & LARRY-TRUSTS | 10.04 | FEES SIMPLE | VACANT LAND | |
| 25 | LOEFFLER, BRIGIDE L-TRUSTEE | 1.51 | FEES SIMPLE | VACANT LAND | |
| 26 | PERKINS, RESERVE INC | 1.06 | FEES SIMPLE | VACANT LAND | |
| 27 | RENSE, LARRY H-TRUSTEE & | 3.00 | AVIGATION EASEMENT | AGRICULTURE | |
| 28 | POLLARD, DOROTHY P-TRUSTEE & | 33.20 | AVIGATION EASEMENT | AGRICULTURE PLUS LARGE STORAGE BARN | |
| 29 | RTG, LLC & EXCEL HOLDING LLC | 23.33 | AVIGATION EASEMENT | AGRICULTURE | |
| 30 | SUNCO | 11 | FEES SIMPLE | VACANT LAND | |



LEGEND

- PROPERTY ACQUIRED
- NEGOTIATION/CONDEMNATION
- LAND ACQUISITION PROCESS UNDERWAY
- ADDITIONAL ACQUISITION EASEMENTS FOR OBSTRUCTION REMOVAL

REVISIONS

| NUMBER | BY | DATE |
|--------|----|------|
| | | |
| | | |
| | | |

SCALE: 1" = 1000'
AS SHOWN IN THIS PLAN
AT FULL SCALE (2000')
PLAT 1

LEE'S SUMMIT MUNICIPAL AIRPORT
2751 NE DOUGLAS, LEE'S SUMMIT,
JACKSON COUNTY, MISSOURI 64084

IMPLEMENTATION REPORT

PRELIMINARY

DATE: MAY 11, 2010
BY: [Signature]
FOR: [Signature]

CMT
CONTRACTOR: MERRY B. HILL, INC.
2751 NE DOUGLAS, LEE'S SUMMIT, MO 64084
TEL: 816.224.1111
WWW.CMTINC.COM

FILE: 1-3.dgn
DESIGN BY: RDB
DRAWN BY: RDB
CHECKED BY: TCS
APPROVED BY: TCS
DATE: MAY 11, 2010
JOB No: 10410-00

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Establish Airport Economic Viability



Establish Airport Economic Viability

Airport Business Plan

Business Plan prepared by Clough Harbour & Associates (CHA)

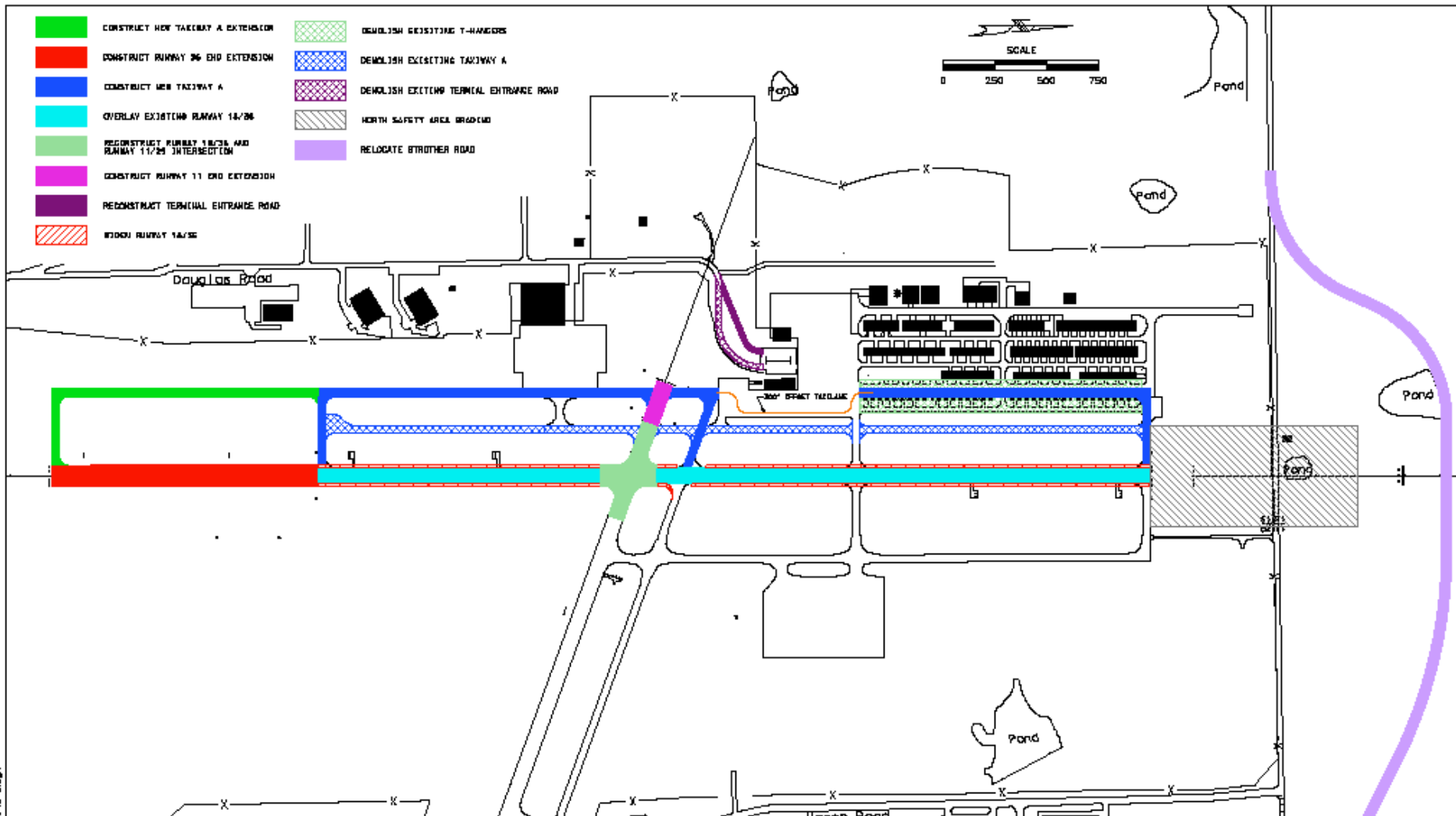
Adopted by City Council in 2011

Provides financial guidance on Airport development

- Re-sequence Airport Capital Improvement Plan project timelines to advance projects related to corporate aircraft traffic
- Increase revenues
- Attract corporate tenants
- Improve amenities
- Improve marketing and branding efforts

Funding Challenges

2011-2015

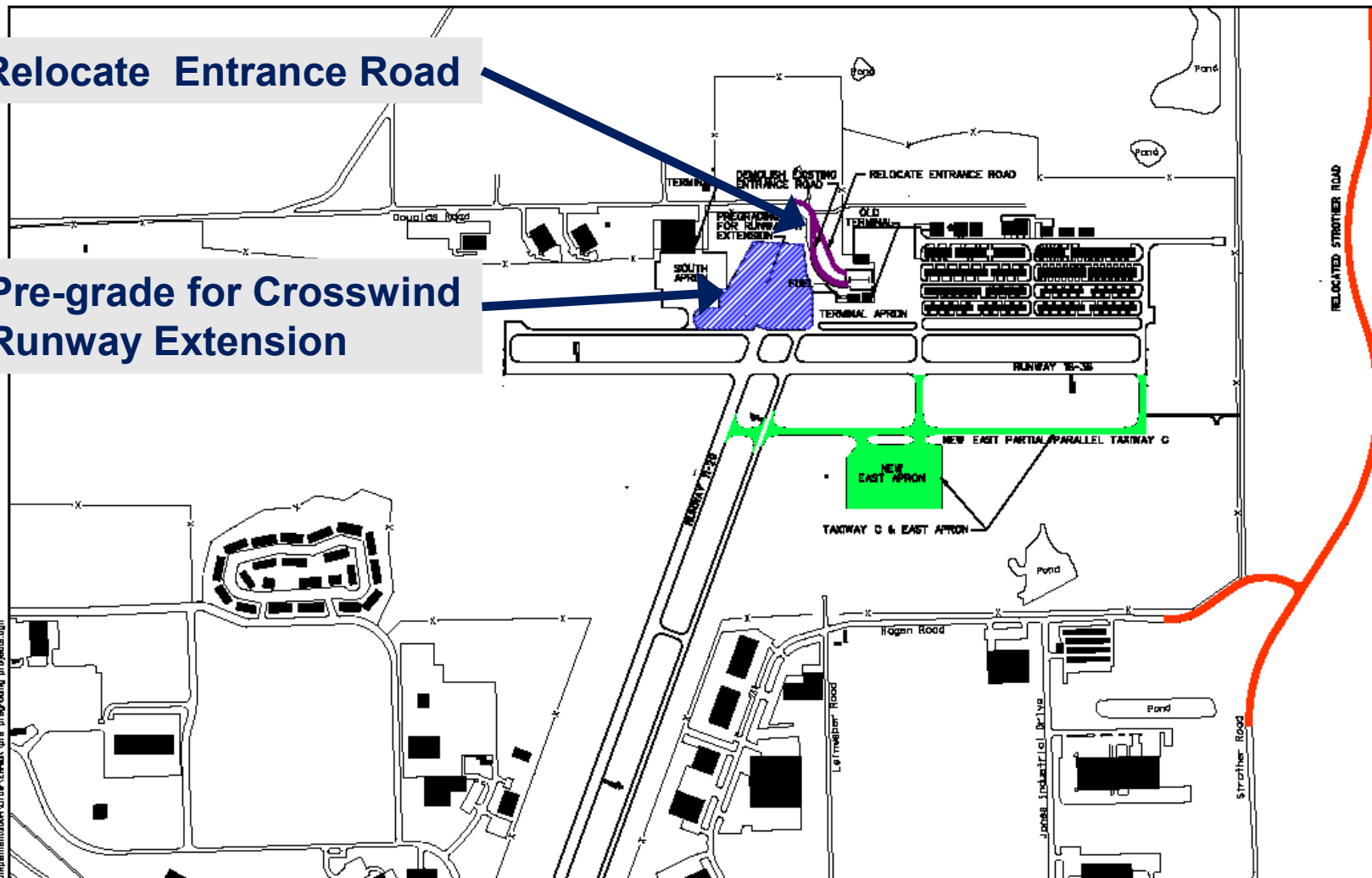


Runway Pregrading/Enabling Projects

2013-2014

Relocate Entrance Road

Pre-grade for Crosswind Runway Extension



| REVISIONS | | |
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LEE'S SUMMIT MUNICIPAL AIRPORT
 2751 NE DOUGLAS, LEE'S SUMMIT,
 JACKSON COUNTY, MISSOURI 64084

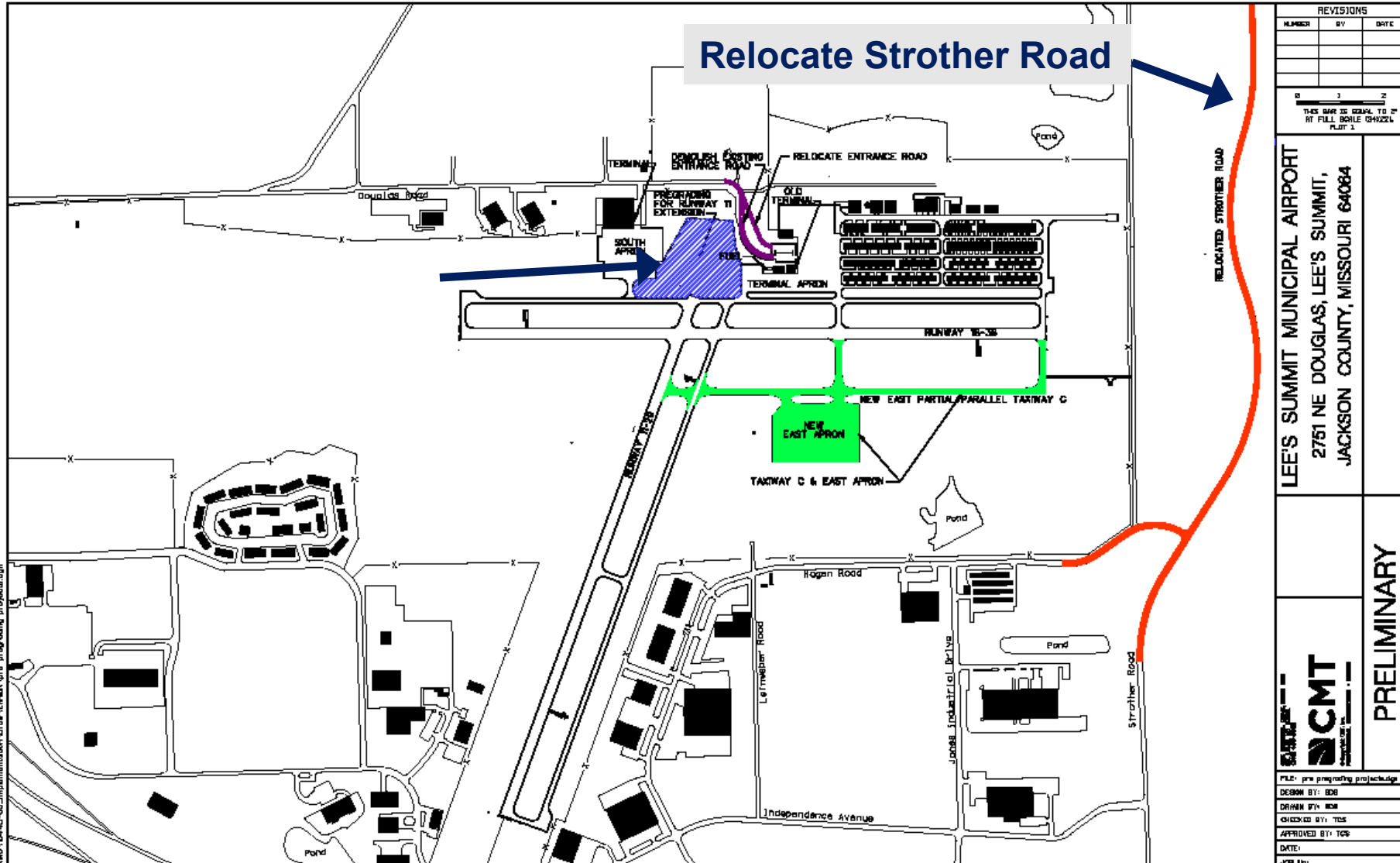
CMT
 CONSULTING & MANAGEMENT TEAM

PRELIMINARY

FILE: pre pregrading project.dwg
 DESIGNED BY: BCB

Strother Road Relocation

2014-2015



| REVISIONS | | |
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| NUMBER | BY | DATE |
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0 1 2
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AT FULL SCALE (30026)
PLAT 1

LEE'S SUMMIT MUNICIPAL AIRPORT
2751 NE DOUGLAS, LEE'S SUMMIT,
JACKSON COUNTY, MISSOURI 64084

CMT
CONSULTANTS & ENGINEERS

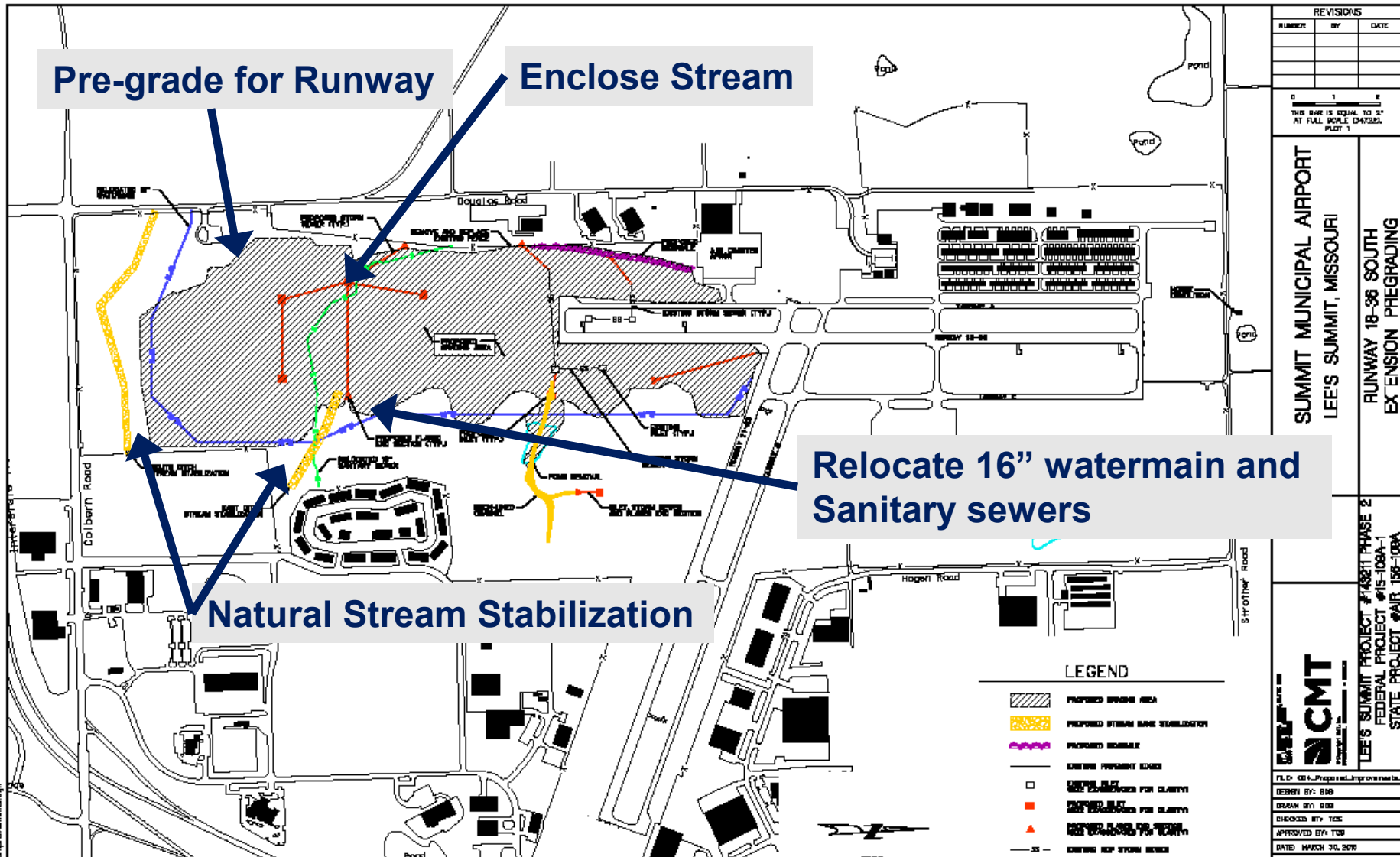
PRELIMINARY

| |
|-----------------------------------|
| FILE: pre programming project.dwg |
| DESIGN BY: EDG |
| DRAWN BY: RDM |
| CHECKED BY: TDS |
| APPROVED BY: TCR |
| DATE: |
| USER: |

\\p01\p01\03_Information\Draw\Lee\1414\1414.prd\pre programming project.dwg

Runway 18 Pregrading

2015-2016



Runway 18 Pre-grading



Nov 5, 2015 4:05:37 PM
Lee's Summit

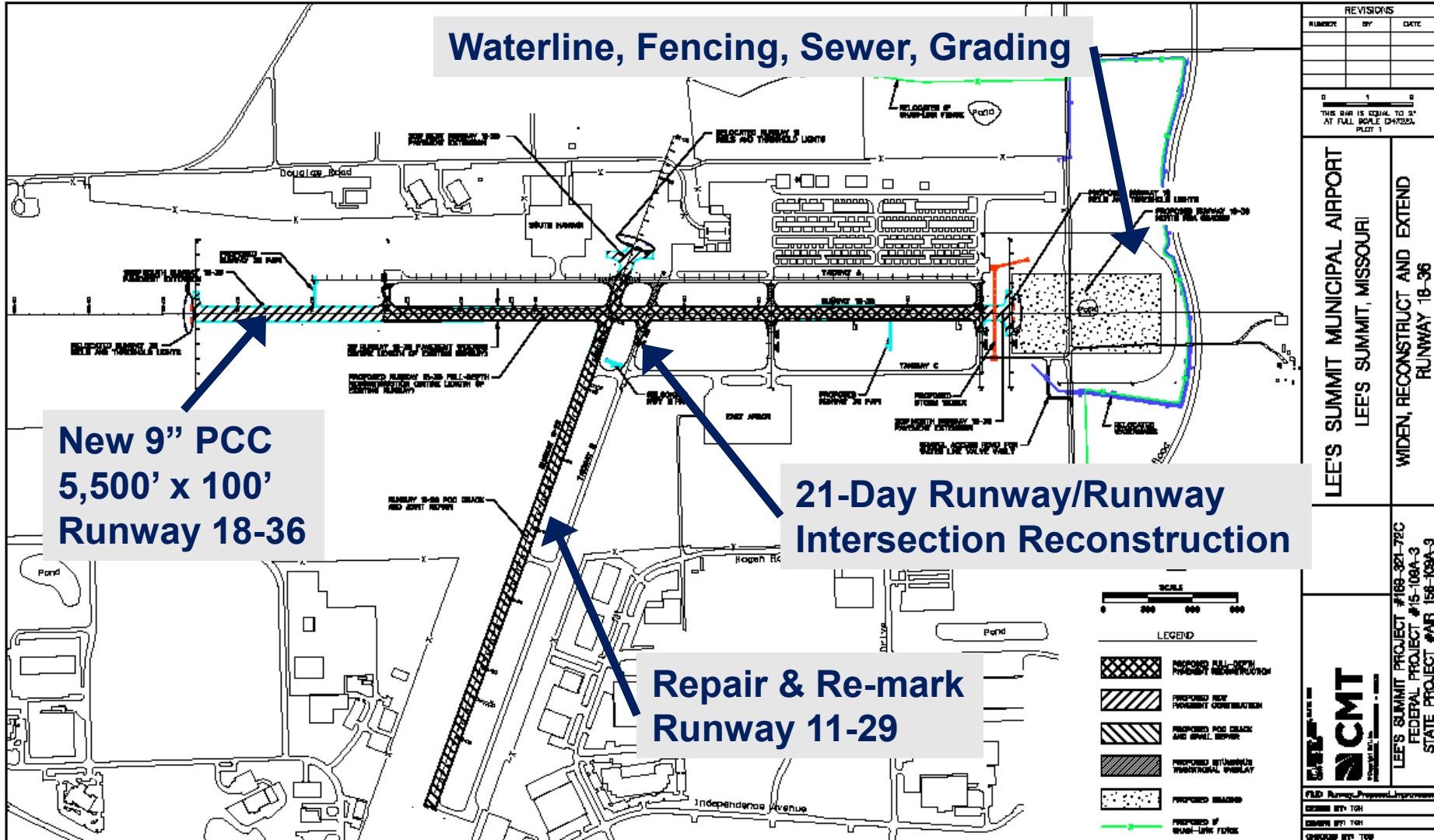


Nov 5, 2015 2:03:38 PM
Kansas City



Runway 18-36 Expansion

2017



Waterline, Fencing, Sewer, Grading

New 9" PCC
5,500' x 100'
Runway 18-36

21-Day Runway/Runway
Intersection Reconstruction

Repair & Re-mark
Runway 11-29

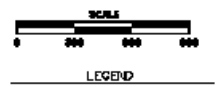
| REVISIONS | | |
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| NUMBER | BY | DATE |
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THIS BAR IS EQUAL TO 3" AT FULL SCALE (48000) PLOT 1

LEE'S SUMMIT MUNICIPAL AIRPORT
LEE'S SUMMIT, MISSOURI

WIDEN, RECONSTRUCT AND EXTEND
RUNWAY 18-36

LEE'S SUMMIT PROJECT #168-321-72C
FEDERAL PROJECT #15-108A-3
STATE PROJECT #AIR 158-108A-9



DESIGNED BY TGI
DRAWN BY TGI
CHECKED BY TGI

Runway 18-36 Expansion



Ribbon Cutting Ceremony



Taxiway A Relocation

2018



Conclusions and Take-aways

- Environment opposition took place was different than it is today
- Taking advantage of friendly environment today with proactive approach to outreach/interaction with community
- Important for Airport to be active member of community

Changing Political Climate

- Business community supports Business Plan and Airport expansion
- Community views Airport as a driver of economic opportunity and development

Thank You



Questions



Questions?





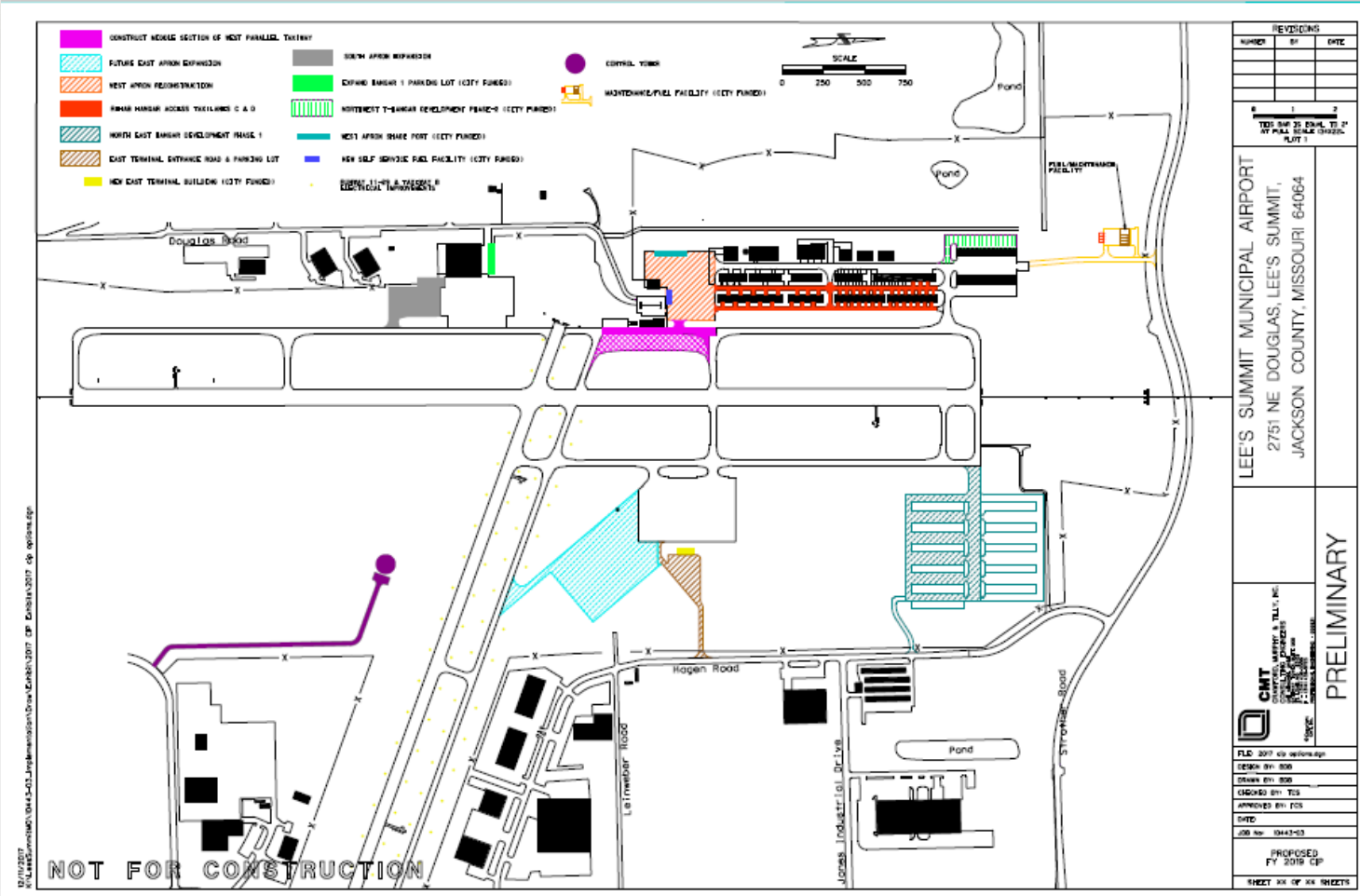
Business Plan Opposition

Business Plan Support

Resolution Adopting Business Plan

Airport Planning and CIP

Capital Improvement Plan



Airport CIP Overview

- The Airport receives capital funding from:
 - Federal Aviation Administration
 - State of Missouri MoDOT Aviation Division
 - For capital improvements and some maintenance
- Funds come from aviation user fees
 - Approx. \$.30 federal and state aviation fuel taxes per gallon
 - Fees/taxes on commercial airline tickets
- Construction of aircraft hangars, administration facilities and fuel farms are not eligible for federal or state funding
 - Local funding required for vertical construction

Airport Politics

- What we were hearing...
 - “Make money – run it in the black! But don’t get bigger”
 - “Make money - but don’t sell jet fuel”
 - “Build the E/W runway/Don’t build it”
 - “Shut it down”
 - “Move it outside the city”

Airport Politics

- Headlines we were seeing...
 - “Airport issue flies back to forefront”
 - “Airport must prove ‘community worth’”
 - “Mayor plans to take stronger role in Lee’s Summit airport expansion”
 - “Lee’s Summit officials debate plan to expand financially strapped airport”
 - “Expand the runway, ease the burden”
 - “It’s time to put the airport issue to rest”

Airport Politics

- As a community, what we were doing was...

Nothing
(1993 – 2011)

Airport Politics

- As a community, what we were doing was...

Nothing from 1993 – 2011

- 1992 - Rebuilt RW 18-36 to 4,014' x 75' concrete
 - *2000 - Master Plan adopted by Council*
- *2005 - Built 80' x 80' aircraft maintenance facility*
 - *2009 - Added modular office space*
 - 2011 - Business Plan adopted by Council

Airport Politics

- How we got the Airport going again – back to the business plan
- Provides financial guidance on Airport development
 - Re-sequence Airport Capital Improvement Plan project timelines to advance projects related to corporate aircraft traffic
 - Increase revenues
 - Attract corporate tenants
 - Improve amenities
 - Improve marketing and branding efforts

Airport Planning and CIP

Capital Improvement Plan

| DRAFT - Proposed FY19 Airport CIP | | | | | | | | | | | | | | | 11/17/2018 | | | |
|--|--|------------|--------------------|-------------|---------------|---------------|----------|----------|----------|----------|----------|-----------|------------|-------------|------------|--|--|--|
| Federal/State Project Participation | Activity Number | Acc't Unit | CIP Total Lifetime | Prior Years | Prior Year 17 | Prior Year 18 | 2019 | 2020 | 2021 | 2022 | 2023 | OUT YEARS | TOTAL COST | TOTAL LOCAL | Local | Notes | | |
| 1 | Land Acquisition of ALP Properties Phase 2 | 293211 | 32185750444 | \$ 5,500 | | \$ 500 | \$ 850 | | | | | | \$ 6,350 | \$ 318 | 5% | Includer North acquisitions (and NOT South Acquisitions Elements) | | |
| 2 | Land Acquisition of ALP Properties Phase 3 | | | | | | \$ 320 | \$ 1,425 | | | | | \$ 1,745 | \$ 87 | 5% | Acquisition + Easement in 2019 and RTC in 2020 | | |
| 3 | Earthwork for Runway 18-36 and West Parallel Taxiway Extension | 143211 | 32185750444 | | \$ 8,317 | | | | | | | | \$ 8,317 | \$ 416 | 5% | Work completed. Waiting for Final Project clearance | | |
| 4 | FAA Review and Testing for NavAid Relocation | 327321 | 32185750444 | | \$ 557 | | | | | | | | \$ 557 | \$ 28 | 5% | Work completed. Waiting for Final FAA accounting | | |
| ** | Airport Entrance Road Relocation | 16932172 | 32185750444 | | \$ 848 | | | | | | | | \$ 848 | \$ 31 | 5% | Includer \$93,413 in grants and \$31,457 in local funds - \$924,570 | | |
| 5 | Construct Pavement for Runway 18-36 | 16932172 | 32185750444 | \$11,085 | \$ 2,040 | \$ 6,560 | | | | | | | \$ 8,600 | \$ 430 | 5% | 9/16/16 - Received notice of SBG for \$9.4M and AAA for \$5.21M | | |
| 5 | Perimeter Fencing Phase II | 16932172 | 32185750444 | | \$ 62 | \$ 188 | | | | | | | \$ 250 | \$ 13 | 5% | 9/16/16 - Received notice of SBG for \$9.4M and AAA for \$5.21M | | |
| 5 | Grade North Safety Area | 16932172 | 32185750444 | | \$ 250 | \$ 750 | | | | | | | \$ 1,000 | \$ 50 | 5% | 9/16/16 - Received notice of SBG for \$9.4M and AAA for \$5.21M | | |
| 5 | Extend Runway 18-36 North End | 16932172 | 32185750444 | | \$ 307 | \$ 928 | | | | | | | \$ 1,235 | \$ 62 | 5% | 9/16/16 - Received notice of SBG for \$9.4M and AAA for \$5.21M | | |
| 6 | Construct Pavement for Taxiway Alpha | 17432172 | 32185750444 | \$ 6,676 | \$ 820 | \$ 605 | \$ 5,251 | | | | | | \$ 6,676 | \$ 334 | 5% | 11/2/17 - CC approved SBG for \$6,234 & AAA for \$346 | | |
| 6 | Extend North Parallel Taxiways | 17432172 | 32185750444 | \$ 701 | \$ 152 | \$ 549 | | | | | | | \$ 701 | \$ 35 | 5% | 11/2/17 - CC approved SBG for \$6,234 & AAA for \$346 | | |
| 7 | Update Airport Business and Master Plans | 44232172 | 32185750444 | \$ 800 | | \$ 400 | \$ 150 | \$ 150 | NPE??? | | | | \$ 700 | \$ 70 | 10% | | | |
| 8 | Site Development - Northeast Side | 17232172 | 32185750444 | \$ 2,480 | | | \$ 596 | \$ 2,880 | | | | | \$ 3,476 | \$ 348 | 10% | Site work only. Does not include hangars | | |
| 9 | Site Development - East Side | 41732172 | 32185750444 | \$ 2,120 | | | \$ 510 | \$ 2,143 | | | | | \$ 2,653 | \$ 265 | 10% | Site Work only. Includer entrance road, term. parking, ring road, W&S. | | |
| 10 | Construct Middle Section of West Parallel Taxiway Alpha | 16832172 | 32185750444 | \$ 626 | | | \$ 155 | \$ 1,190 | | | | | \$ 1,345 | \$ 67 | 5% | Must includer demm of apron, terminal, and fuel tanks. | | |
| 11 | Rehabilitate Hangar Taxiways Charlie and Delta | 44132172 | 32185750444 | \$ 952 | | | | \$ 150 | \$ 1,182 | | | | \$ 1,332 | \$ 133 | 10% | | | |
| 12 | West Apron Reconstruction | 32832172 | 32185750444 | \$ 3,000 | | | | | | \$ 600 | \$ 1,093 | | \$ 1,693 | \$ 169 | 10% | | | |
| 13 | South Apron Expansion | 47832172 | 32185750444 | \$ 1,200 | | | | | | \$ 240 | \$ 400 | \$ 863 | \$ 1,503 | \$ 151 | 10% | | | |
| 14 | Rehabilitate Airfield Lighting Runway 11/29 and Taxiway Bravo | 44032172 | 32185750444 | \$ 503 | | | | | | | \$ 50 | \$ 453 | \$ 503 | \$ 50 | 10% | | | |
| 15 | Control Tower | | 32185750444 | | | | | | | | | \$ 5,610 | \$ 5,610 | \$ 561 | 10% | | | |
| 16 | Approach Lighting System (ALS) RW 18 | | 32185750444 | | | | | | | | | \$ 585 | \$ 585 | \$ 59 | 10% | | | |
| SUBTOTAL | | | | | ***** | ***** | ***** | ***** | ***** | ***** | \$ 840 | ***** | \$ 7,517 | \$ 55,685 | \$ 3,676 | 7% | | |
| Locally Funded Projects | Activity Number | Acc't Unit | CIP Total Lifetime | Prior Years | Prior Year 17 | Prior Year 18 | 2019 | 2020 | 2021 | 2022 | 2023 | OUT YEARS | TOTAL COST | TOTAL LOCAL | Local | Notes | | |
| A | Construct Replacement 1-Hangars (northwest corner) | 47632185 | 32185750444 | \$ 3,000 | | | \$ 2,200 | \$ 525 | | | | | \$ 2,725 | \$ 2,725 | 100% | Bid December 1, 2017 | | |
| B | New Fuel Farm Facility | 17832172 | 32185750444 | \$ 1,631 | | | \$ 325 | \$ 1,555 | | | | | \$ 1,880 | \$ 1,880 | 100% | Council Agenda on 12/21 | | |
| C | Mill and Overlay Hangar Taxiways Charlie and Delta | | | | | | | \$ 288 | | | | | \$ 288 | \$ 288 | 100% | | | |
| D | New Airport Equipment Maintenance/Storage Facility | 17732172 | 32185750444 | \$ 602 | | | \$ 150 | \$ 544 | | | | | \$ 694 | \$ 694 | 100% | | | |
| E | Expand Hangar 1 Parking Lot | | | | | | \$ 100 | | | | | | \$ 100 | \$ 100 | 100% | | | |
| F | New Terminal Building | 17932172 | 32185750444 | \$ 1,100 | | | | \$ 283 | \$ 817 | | | | \$ 1,100 | \$ 1,100 | 100% | | | |
| G | New Fuel Self Service Facility | | | | | | | \$ 450 | | | | | \$ 450 | \$ 450 | 100% | | | |
| H | West Apron Shade Ports | 44332172 | 32185750444 | \$ 365 | | | | | | \$ 500 | | | \$ 500 | \$ 500 | 100% | | | |
| SUBTOTAL of LOCALLY FUNDED | | | | | \$ - | \$ - | \$ 2,525 | \$ 2,618 | \$ 1,277 | \$ 817 | \$ 500 | \$ - | \$ - | \$ 7,737 | \$ 7,737 | 100% | | |
| GRAND TOTAL | | | | | \$ 18,353 | \$ 9,931 | \$ 8,921 | \$ 7,483 | \$ 6,335 | \$ 1,999 | \$ 1,340 | \$ 1,543 | \$ 7,517 | \$ 63,422 | \$ 11,413 | 18% | | |
| <p>Purple Text = Funded and under way</p> <p>Yellow Shading = Discuss with MoDOT</p> <p>Red Text = New Projects in FY-19</p> | | | | | | | | | | | | | | | | | | |

Airport Politics

We got past it -

- Outstanding support
 - Chamber of Commerce
 - Economic Development Council
 - Friends of the Airport
- Funding
 - FAA
 - MoDOT
 - Local match from Transportation Tax
- Council Support

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Time for a Charter change



MATT
BIRD-MEYER

COMMENTARY

A Charter amendment is a big deal for Lee's Summit.

It's a big deal for two reasons. One, this would be the first Charter amendment in Lee's Summit history, and, two, this appears to be a surefire way to finally settle the issue of airport expansion.

Let the voters decide.

For those who haven't been following the issue, the Community 1st political action committee in Lee's Summit is gearing up to circulate a petition in order to amend the City Charter. The amendment would allow Lee's Summit voters the option of shutting down or moving forward the runway expansion project at the airport. Since it is a capital project, airport expansion is strictly a legislative issue according to the Charter and cannot be put before the voters.

James Freeman, District 4 councilmember, thinks a Charter amendment is a big deal. He should as a former member of the Charter Commission that spent many hours drafting the document. Freeman said the provision allowing amendments to the Charter was specifically put in place to allow the citizens of the city an action plan should they feel their elected officials are not being responsive.

"It was quite the fight," Freeman said of creating the amendment provision. "There was extensive discussion on making the process workable.

were steadfast in their support for an expansion, one that would accommodate more jet traffic. To serve as a constant reminder of this, I taped a copy of Resolution No. 98-07 on the wall near my desk. This resolution, ironically co-signed by Christine Treat, who is now Christine Bushyhead, former city attorney and now councilmember, specifically outlines the council's support for airport expansion in 1998.

The resolution served as clear instructions for the city administration and mayor to lobby the federal government for funds to expand the airport. The primary purpose of airport expansion is to enhance the economic development of the city, according to the resolution.

Although the political action committee continually asks for specific examples of how runway expansion would encourage economic development, the committee doesn't seem interested in seeking those answers. I say this out of pure frustration after a member of Community 1st accused me a writing "slanted" stories relating to airport expansion.

One thing I have learned in journalism is that a primary source will only respond negatively to a story if the facts are wrong or someone is misquoted. An opposition group will not be happy unless a story makes their case. In researching the airport issue, I sought out specific examples of how the airport has or has not served as an economic development tool.

There are numerous local companies that use and rely on the airport to enhance their business. Major Saver, Townsend Capital, Pavestone and Unitech are four major players that frequently use the airport to attend out-of-state meetings or transport materials and products.

How an expanded airport would or would not spark more local development is difficult to determine. The industrial park surrounding the airport is far from fully built-out, and Townsend Capital is about to hit full stride in attracting large users to the Summit Technology Campus. Many other

ty and the airport's continual siphoning of operating money from the city's general fund.

The opposition to airport expansion also vehemently insists that closing the airport is the best thing to do because commercial development would mean new revenue instead of lost revenue. Another major complaint is the perceived notion that the city would lose local control of the airport the more federal grants it accepts.

I really don't know what that means as nobody has been able to explain it very well. The FAA is a regulatory body that imposes rules and regulations on all airports nationwide. The airport is currently owned by the city of Lee's Summit, which would continue to be its owner should the primary runway be extended.

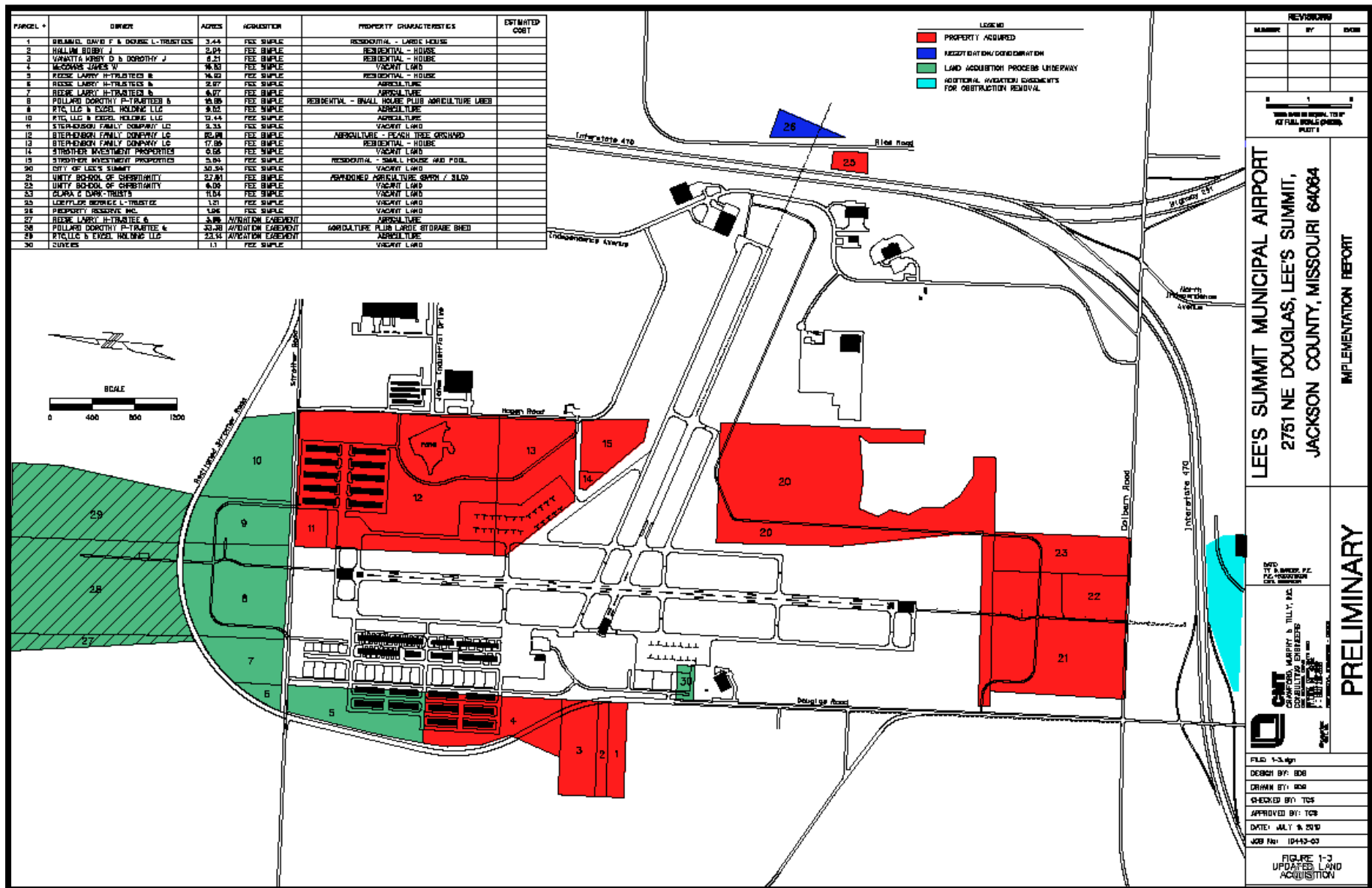
Should the FAA mandate all airport employees wear plaid and greet all visitors with ukulele music and flower necklaces, I would agree that local control is an issue. But as it stands, there is no way in Hades that a 737 will ever be allowed to land in Lee's Summit. Joe Pestka, administrator of aviation for the Missouri Department of Transportation, said it is not likely that commercial sized aircraft would ever land in Lee's Summit.

First of all, under the proposed expansion, the runway length and load capacity would still not be adequate. Second, Lee's Summit has a general aviation airport that serves as a reliever. That means Lee's Summit helps separate general aviation traffic from commercial airports.

The city would certainly put the kibosh on that anyway by closing the airport and returning all grant money. And if voters are allowed a say on the issue, there's no way Lee's Summit would allow a 737 to land.

So, as the petition circulates, sign it. This is the democratic process at work.

Land Acquisition



LEE'S SUMMIT MUNICIPAL AIRPORT
 2751 NE DOUGLAS, LEE'S SUMMIT,
 JACKSON COUNTY, MISSOURI 64084

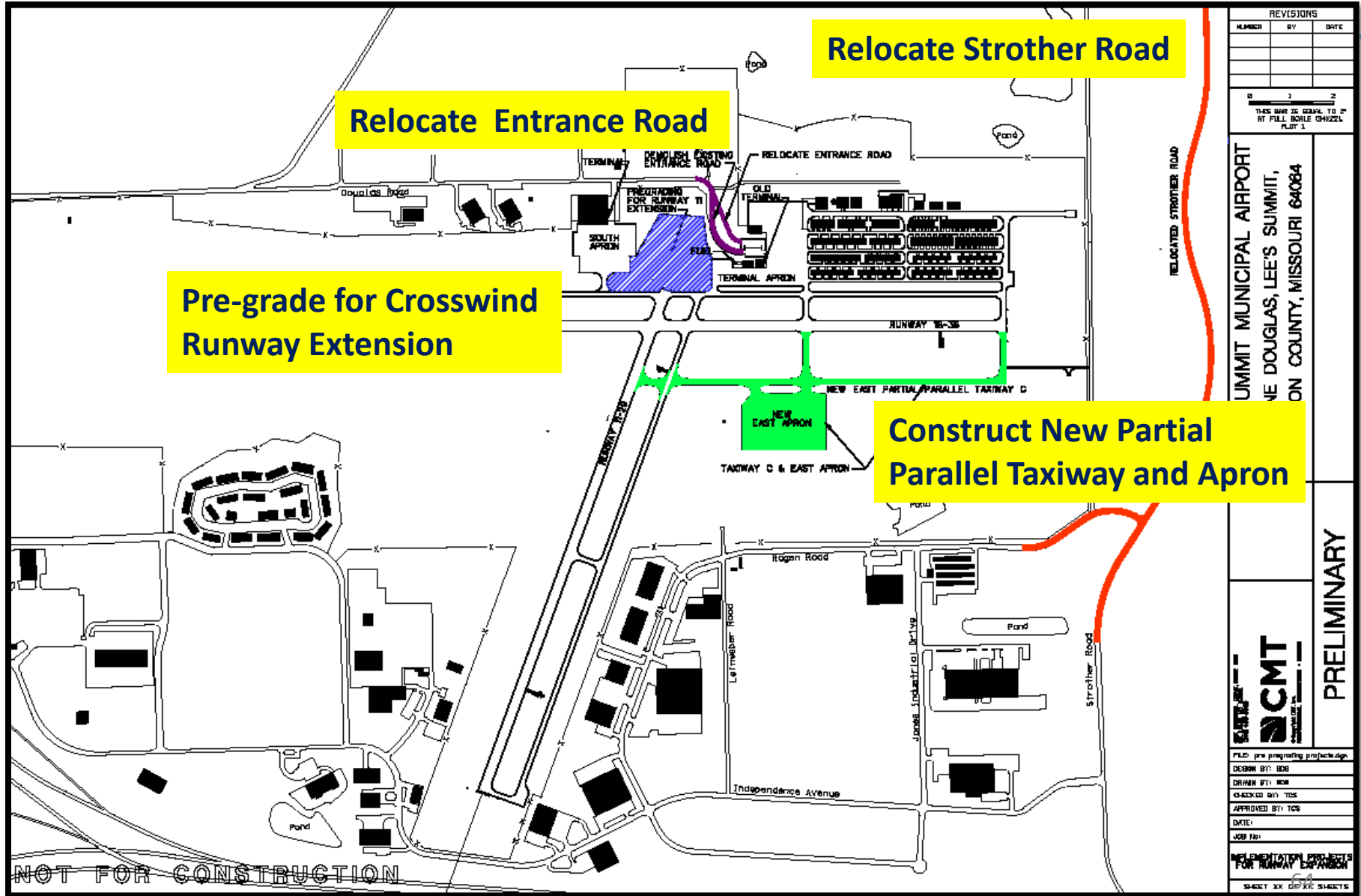
IMPLEMENTATION REPORT

PRELIMINARY

FILED 1-3-19
 DESIGN BY: EDB
 DRAWN BY: EDB
 CHECKED BY: TCS
 APPROVED BY: TCS
 DATE: JULY 9, 2018
 JOB No: 18193-03

FIGURE 1-3
 UPDATED LAND
 ACQUISITION

Enabling Projects



Relocate Strother Road

Relocate Entrance Road

Pre-grade for Crosswind Runway Extension

Construct New Partial Parallel Taxiway and Apron

| REVISIONS | | |
|-----------|----|------|
| NUMBER | BY | DATE |
| | | |
| | | |
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1" = 200'

THIS MAP IS EQUAL TO 1" AT FULL SCALE (HORIZONTAL PLAT 1)

UMMIT MUNICIPAL AIRPORT
NE DOUGLAS, LEE'S SUMMIT,
MO. COUNTY, MISSOURI 64084

CMT
CONSULTANTS

PRELIMINARY

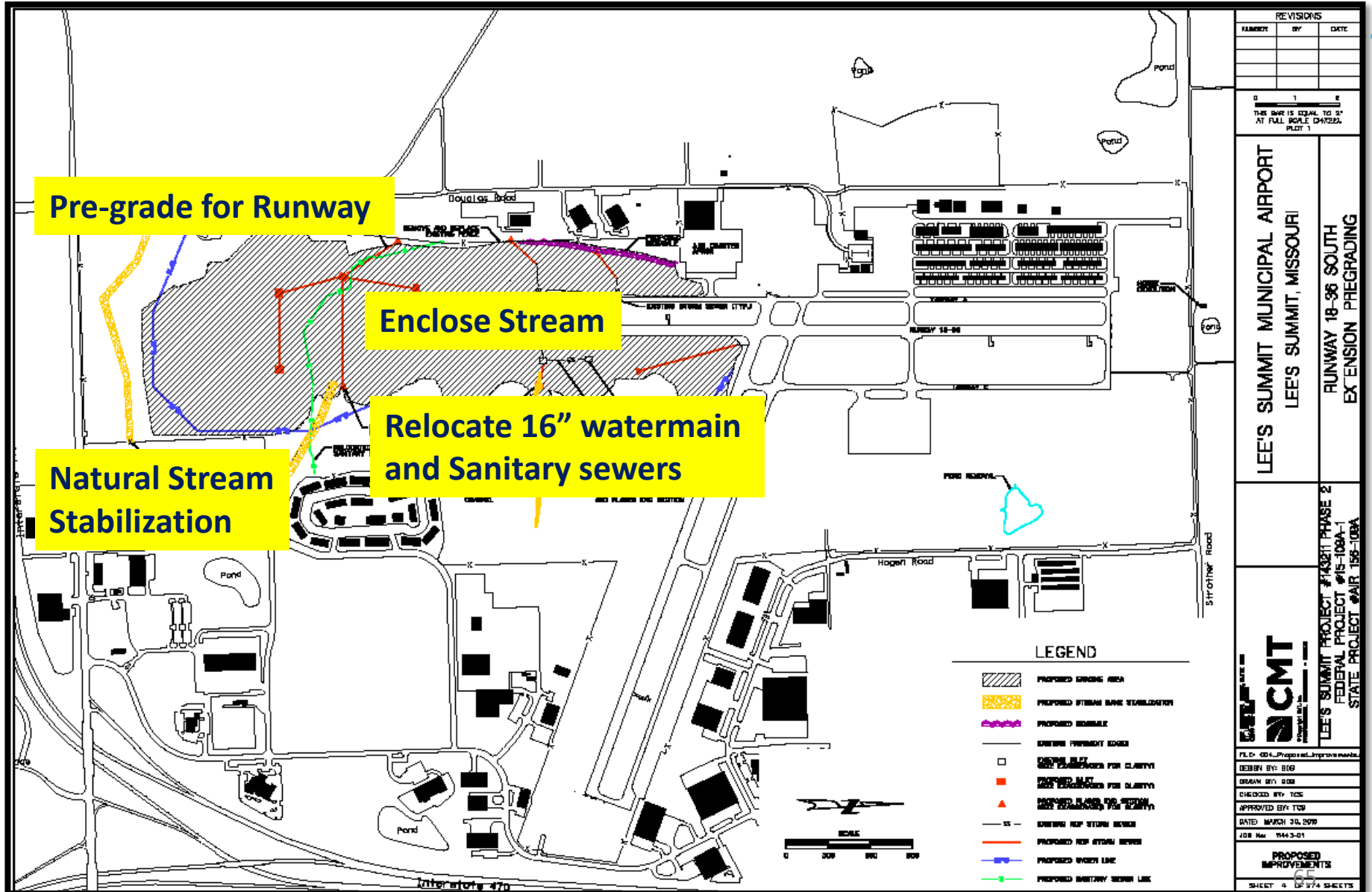
FILED: pre engineering projects, inc.
DESIGN BY: BOB
DRAWN BY: BOB
CHECKED BY: TOS
APPROVED BY: TOS
DATE:
JOB No:

IMPLEMENTATION PROJECTS
FOR RUNWAY EXPANSION

SHEET XX OF XX SHEETS

NOT FOR CONSTRUCTION

Runway Pre-Grading



Pre-grade for Runway

Enclose Stream

Natural Stream Stabilization

Relocate 16" watermain and Sanitary sewers

| REVISIONS | | |
|-----------|----|------|
| NUMBER | BY | DATE |
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0 1 2
 THIS SHEET IS EQUAL TO 2"
 AT FULL SCALE (48" X 24")
 PLOT 1

LEE'S SUMMIT MUNICIPAL AIRPORT
 LEE'S SUMMIT, MISSOURI
 RUNWAY 18-36 SOUTH
 EXTENSION PREGRADING

CMT
 CONSULTANTS
 LEE'S SUMMIT PROJECT #143211 PHASE 2
 FEDERAL PROJECT #15-109A-1
 STATE PROJECT #AIR 156-109A

FILED: 03-14-Proposed Improvements
 DESIGNED BY: B16
 CHECKED BY: TOS
 APPROVED BY: TOS
 DATE: MARCH 30, 2009
 JOB NO: 1443-01
PROPOSED IMPROVEMENTS
 SHEET 4 OF 374 SHEETS

LEGEND

| | |
|--|--|
| | PROPOSED GRADING AREA |
| | PROPOSED STREAM BANK STABILIZATION |
| | PROPOSED CHANNEL |
| | EXISTING PAVEMENT EDGES |
| | EXISTING UTILITY LOCATIONS FOR CLARITY |
| | PROPOSED 16" WATERMAIN |
| | PROPOSED 16" SANITARY SEWER |
| | PROPOSED 16" WATERMAIN |
| | PROPOSED 16" SANITARY SEWER |
| | PROPOSED 16" WATERMAIN |
| | PROPOSED 16" SANITARY SEWER |

Stream Stabilization/Enclosure



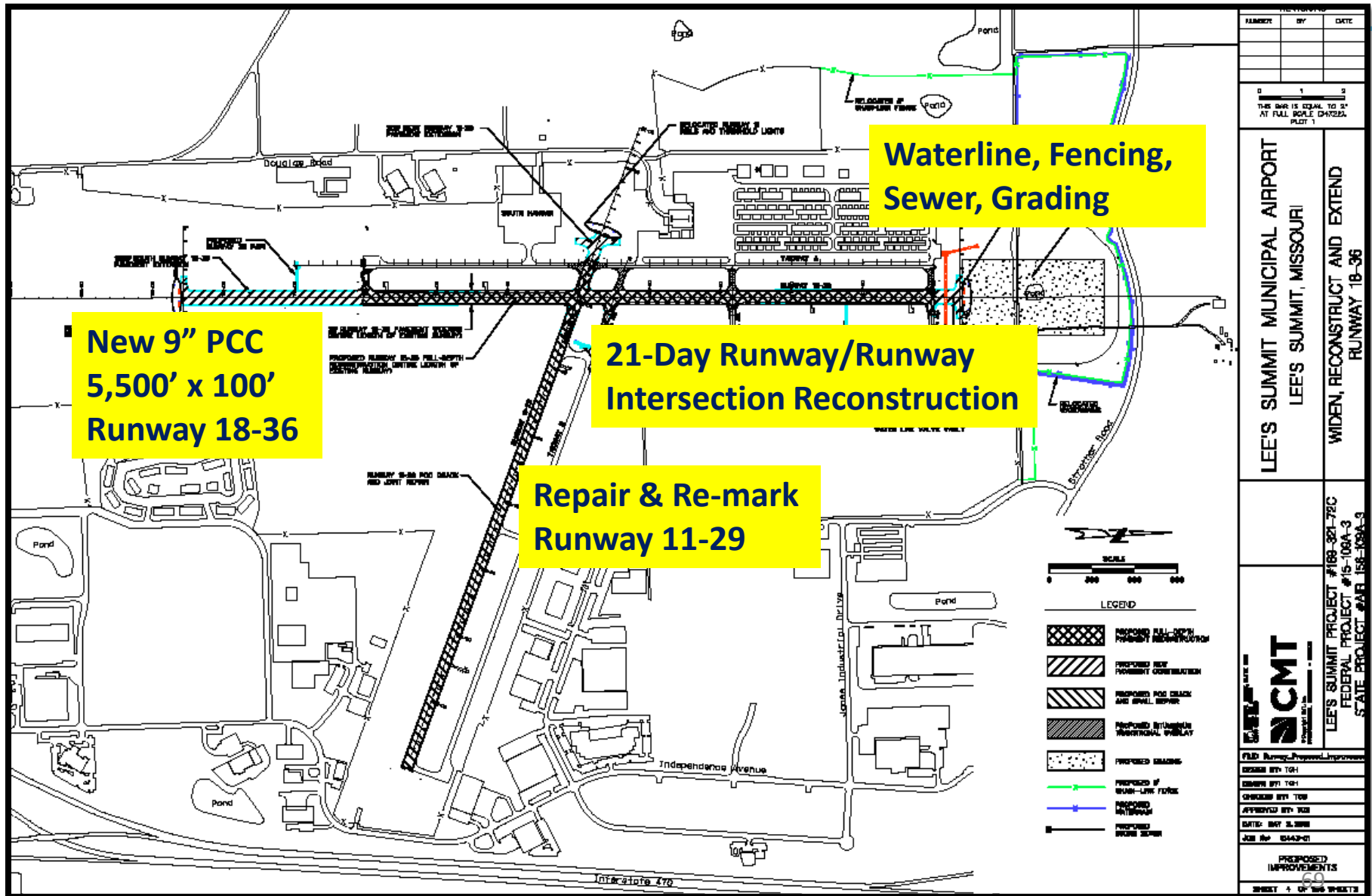
Runway Pre-Grading



Runway Pre-Grading



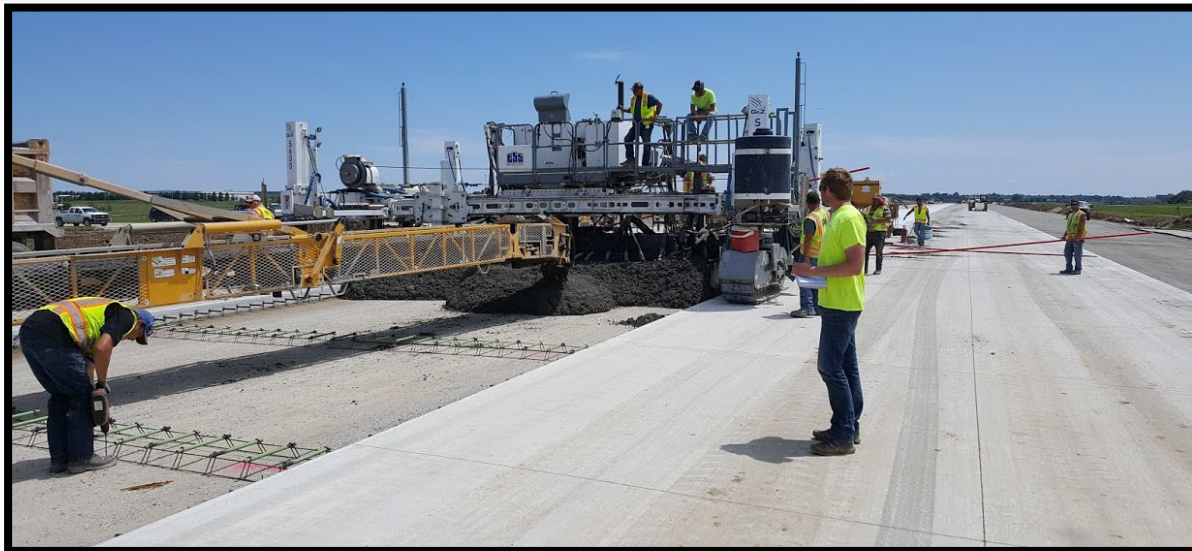
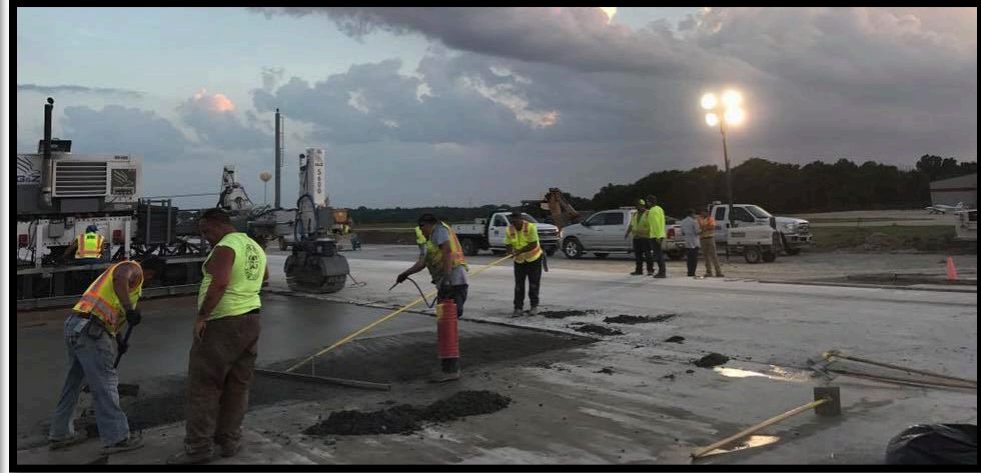
Runway Construction



Runway Intersection Construction



Runway Intersection Construction



Runway 18-36 Opening

