

NEW PHILADELPHIA CITY COUNCIL MET IN SPECIAL MEETING IN COUNCIL CHAMBERS
ON JULY 23RD, 2012 AT 6:00 PM WITH PRESIDENT OF COUNCIL SAM HITCHCOCK
PRESIDING.

COUNCIL MEMBERS IN ATTENDANCE:

MS. SANDY COX
MS. COLLEEN ESPENSCHIED
MR. DAN LANZER
MR. DARRIN LAUTENSCHLEGER
MR. ROB MAURER
MS. WINNIE WALKER
MR. JOHN ZUCAL

ADMINISTRATION: MAYOR MICHAEL TAYLOR, SERVICE DIRECTOR JAMES ZUCAL, SAFETY
DIRECTOR GREG POPHAM, LAW DIRECTOR MARVIN FETE, AMY GILLAND ASSISTANT SERVICE
DIRECTOR

GUESTS: KERRY METZGER TUSCARAWAS COUNTY COMMISSIONER,
DON KENNEDY, ALAN WELCH, ANDY WORST, TED GENTSCH, KATHARINE MEAD, FRED
CROTHERS, RICK AND SUE STATTNER, BOB CONNER, RALPH RANDOLPH, MARY KATHERN
SAUNDERS AND ERIC HUBBARD /AIRPORT MANAGER

GUEST/PRESENTATION:

LORETTA SNIDER, P.E., CPESC
MICHAEL BAKER JR.,
THE HALLE BUILDING
1228 EUCLID AVE., SUITE 1050
CLEVELAND, OHIO

PRESIDENT OF COUNCIL, SAM HITCHCOCK ANNOUNCED THIS IS A SPECIAL MEETING OF
COUNCIL CALLED BY MAYOR TAYLOR TO DISCUSS MATTERS OF THE AIRPORT.

MAYOR TAYLOR GREETED COUNCIL ADMINISTRATION AND GUESTS
AND THANKED EVERYONE FOR ATTENDING THE SPECIAL COUNCIL
INFORMATIONAL MEETING ON THE CITY AIRPORT.

The Mayor announced that he called this Special Meeting to allow Ms. Loretta Snider, from the City's Airport Consultants, Baker Inc., to update Council on the next steps of the process that the City needs to decide in moving forward with the Airport. The Goal for this meeting is to communicate what the FAA is requesting and to allow Council ample time to ask questions tonight. Following that the Mayor is requesting the Council President assign this issue to a Council Committee or assign it to Council as a Whole to make a decision as to how they want to move forward with the Airport.

The Mayor informed all that the Airport is a valuable asset to the City and General Area as an aviation asset and also has important value from purely a monetary standpoint.

For those reasons and due to the future commitment of tax payer's dollar to operate and to improve the Airport the Mayor feels it is important as does FAA for Council to decide the next course of action.

The Mayor turned the Program over to Loretta Snider from Michael Baker for her presentation and for her to field questions Council might have after the presentation.

Ms. Snider from the City's Airport Consultants, Michael Baker, Jr. Inc. which is located in Cleveland Ohio. Ms. Snider thanked everyone for the special time to talk about the airport.

Ms. Snider updated Council on what has been talked about at the Airport Commission
And to get some feedback on what the general consensus is on moving forward.

1. Ms. Snider informed Council:

We are working on the Airport Ramp.

Construction will begin soon on the pavement; it is an ongoing current project.

We are looking at project improvements.

They are coming up against a couple of deadlines.

2. Ms. Snider gave a presentation for the Airport Capital Improvement Program update.
 - o 2012 FAA Deadlines
Ms. Snyder informed council that Grant applications where we define our project when we request money from the FAA those are due on December 1, 2012
The Airports lists of project are updated (Projects for the next 10 years) All things that we would like to Ms.Snider for planning their overall program for all the Airports.
Airport Capital Improvement Program is due December 15, 2012
 - o Both the Grant applications and the Airport Capital Improvement Program is based on the Master Plan (approve July 23rd, 2007) everyone should have a copy of the Master Plan if not there are additional copies available. We have seen this plan a couple of years ago.
What the plan does is put on paper what are short term and long term needs.
This plan is to be updated every 10 or 20 years or when needed (when a change is made) and addresses short term and long term needs of the Airport.
 - o The Airport Commission is focusing on Short Term Needs - Meet Design Standards.
Ms. Snider informed Council that some of the standards at the New Philadelphia Airport are not up to date.
The next step is the Runway Safety Area, a hard patch grass surface that runs 300 feet long and 150 feet wide is off the end of both runways. It is not mandatory that we look at this right now but the FAA wants it looked at before Council asks for anything else such as putting money into a new runway. Rehabilitation of the runway is anticipated within the next 3 to 6 years. Investigation is underway to better predict this time frame. The cost of rehabilitation is around 3 million dollars. Possible solutions to improving RSA's include relocation the Schoenbrunn access drive from East High Avenue and closing a section of Delaware Drive. Land is needed on each end of the runway.
What is at the end of the runway Schoenbrunn Village the other side is Delaware Drive. To address the Runway Safety Areas is a combination of one or both or one or the other. Doing something with those will improve the safety of the Airport.
Ms. Snider informed Council that the FAA will work with us. It is not something where they are going to come and say the whole Delaware Drive needs to be shut down. We can provide access another way. Whatever these cost may be in all part are fundable through FAA. So we can look at combinations of getting that runway in there.
The FAA is on board, they are aware of all the challenges at the Airport and the strengths of the Airport. We need to work with them.
We have met with FAA/ Irene Porter, Program Manager for the Airport at the Ohio Aviation Conference. We met with Irene and Brad Davidson, Airport Planner a few weeks ago at the Airport. They saw what the challenges were and are willing to help in any way they can to move the program forward. Ms. Porter supports the City in whatever the decision they make so keep that in mind.
FAA is requesting a Resolution from the City on the next steps forward of the Airport.

We are looking at two options:

Looking at Delaware Drive and Schoenburnn Access Drive and moving forward with the concepts and going into the Environmental Phase.

Ms. Snider informed Council the other option is to update the Master Plan. If there are concerns for certain reasons that members of the community feel these are options that are not feasible, we can go back to the drawing board.

Ms. Snider informed Council of the chart you can see the typical process for a brand new project. Begin with a plan move to environmental design and then construction.

For any project of any kind that involves federal dollars there is an Environmental Component in the project. The National Environmental Policy Act (NEPA) has 23 categories.

It is important to know for this Airport we are going to be looking at the Social Impacts and the Cultural Resources Impacts.

Options looking forward

Two options:

Begin Environmental Phase-Move forward with concept shown on the "Future Airport Layout Plan"
Return to the Planning Phase – re-evaluate alternatives

Overview of Option 1

Benefits of Environmental Assessment- Determine if this can be done.
Moves toward improving safety of the Airport
Can rehabilitate the runway sooner
Public involvement
Will study in more detail
Drawbacks perceived lack of community support for Master Plan

Overview of Option 2

Update Master Plan
Benefits can study in more detail
Public involvement- maybe find a more feasible alternative
Drawback lengthy 2 to 3 years not many feasible alternatives costly (redo what has already been done)

NEPA Elements
Purpose and need
Alternatives
Affected environment and constraints
Environment consequences
Public involvement
Mitigation

“Why do we need this?”

Ms. Snider informed Council to justify; we look at all the alternatives as well as different ways of accomplishing the same result.

Public involvement component, we can meet once or twice or as many times as we need to understand the issues.

What the overall goal of Environmental Assessment is to come up with a plan to overcome the impacts that your desired action takes so if we would like to relocate the entrance drive at Schoenbrunn Village maybe we can enhance another road. A quick over view of some of Pros & Cons of looking at this Option we would be moving forward. Moving towards other projects such as resurfacing/ repaving the runway. There is public involvement phase maybe more details and study will be done. We understand that the Airport Commission there are some concerns with moving in those directions and that is one of the reasons we are here to understand those much better.

The other option is redoing the Master Plan.

Some of the similar benefits will be studying more detail. The public Involvement phase maybe we can find another solution. Some of the draw backs many of you have been through the update which was done 2007 that took a long time. It is quite a process to do a full update of the Master Plan. Truthfully going thru the Master Plan and looking at all the alternatives that we did already study I don't see too many feasible alternatives.

So we might be redoing what is already been done.

Overview of Airport Funding:

Airport improvement Program administered by FAA

These are Federal Funds for the Airport that are included in the National Plan of Integrated Airport System.

Federal funds for planning and development of public use Airport that are included in The National Plan of Integrated Airport Systems.

New Philadelphia Airport is eligible for \$150,000.

FAA \$150,000 granted per fiscal year with 10 % City match

It can be accumulate for 4 years and then moved if any money is left over from a project it goes back into the funds for the Airport. There is a 10% match on local contribution for a project.

There is a catch a total of 39 obligations. When and Airport sponsor accepts a grant the sponsor agrees to 39 assurances. (17 page document) This is a contract. It means when you operate the Airport for the next 20 years in compliance with all the safety and operation standards. This is how the process works.

Listed a summary of everything that has been done at the Airport since 2008.

Many project have been through City Council and have received approval.

Recent Airport improvements.

Listing of Airport projects and maintenance since January 1, 2008 (City funds)

\$271,153 Grants that have been received over the past few years.

FAA Projects at Airport since January 1, 2008 (95% /5% cost share.)

The cost share increased from 5% to 10% this year.

The Airport has been a big benefit to the community and within the whole aviation system.

The state does studies; state is going through update right now the numbers presented here are from 2006 publication.

Economic impact Harry Clever Field

Total Payroll \$2.6M, Total Output 7.5 M

Aircrafts visit the Airport, park their planes, buy fuel, parts, maintenance, and stay at Hotels in the area.

All these expenditures are rolled up into these numbers.

Airport use:

Med flight

Business tourism travel

Recreation

Eric Hubbard comments:

“Three to five times a week there are Charter Airplanes coming in and out of the Airport.

Two to 3 time a week there are Turbine Airplanes coming in and out of the Airport /and 3 to 5 time a week Piston powered Airplanes. Corporate Airplanes come in and out.

Corporate planes from other businesses people in out to. Don’t know how you would calculate the impact. I can’t give you a list and why. A lot of times pilots won’t tell you who they are flying I can’t compile that data I can only tell you it happens.”

Our Airport is an important Business Tool. The Airport certainly is a big benefit to the community and within the system.”

That’s very important for him to stress.

Conclusion:

Airport Commission Requests City Council to draw up and pass a resolution by October 9th 2012

to select Option 1 or 2

Airport Commission Recommendation is to proceed with Option 1

Ms. Snider reminded all the Mayor mentioned in the opening the Airport Commission supports Option One and accepts the geometry that is shown in the Master Plan as the most valuable for the Airport and to proceed in further study under Environmental Assessment

For questions contact Loretta Snider

Michael Baker Jr., Inc.

216-776-6810 isnider@mbakercorp.com

President of Council Sam Hitchcock informed council the reason for this meeting is for Council to ask questions and to clear up any issues.

Comments and questions from Council members

Question from Council Member Sandy Cox “What is Option 2?”

Ms. Snider answered “Redoing the Master Plan.”

Guest from the audience;

Ralph Randolph Dennison Ohio

Addressed Council: Mr. Randolph recently purchased an airplane and would like to have a hangar for his plane and none are available at this Airport. What should I do? He wanted to know if there was anything in the plan that would permit him to build his own hangar.

President of Council informed Mr. Randolph that the main purpose of this meeting is for the Runway Safety Area and to give Council an opportunity to ask question to Ms. Snider

Ms. Snider replied to Mr. Randolph that she will make a note of his question and respond to him in writing.

Council Member Dan Lanzer

Question “when was our last contract the last grant given to us”

Ms. Snider’s answer: “about this time last year.”

Council Member Mr. John Zucal announced for himself and as a matter of being on public record, “As a member of Council on the Airport Commission I’ve expressed myself in a lot of different ways to the members of the commission as well as to Ms. Snider so I have relinquished my time to other members of Council who feel they need to ask questions.”

Question Mr. Rob Maurer “Why did the Airport Commission support Option One versus Option Two?”

Ms. Snider answered “primarily because the Master Plan was in effect before Baker came on board. Considerable time and effort was put into it developing/studying each one of those alternatives to make the most use of the foot print of the Airport. The Airport Commission deals with the future plans of the Airport.”

Guest from the audience Mr. Bob Connor, 122 North Avenue NW, New Philadelphia, Ohio
“is there anything with the Airport the way it stands now is in violation or of concern by FAA as far as the Airport operations.”

Ms. Snider “No the Airport is regularly inspected by the FAA for Safety. .
Mr. Hubbard asked “Are you concern with us not having the run off area?”
Mr. Connor answered “yes.”

Ms. Snider: “as with everything over time things change. FAA prioritized funding if they could they would Safety enhancements are addressed. Long term plan for the Airport we would like to fund other things in the future, such as funding for hangars. Safety issues come first.”

Mr. Conner “Are there Safety issues at the Airport now”
Ms. Snider answered “not that I know of.”

Mr. Hubbard informed all that “in the past Council viewed the many options, they were massive, such as Shift the runway, buy property, you were hesitant to sign on and say yes we approve the Master Plan because of some of the options that were listed they were mind boggling with some of the folks that live around the Airport and he understands that.” Don’t think accepting the Master Plan doesn’t mean you’re signing off on those options. The option we were recommending to Council is where we would not lose actual pavement.

We gave upon getting a longer runway now to preserve the pavement that we have we need these clear run off areas. At each end of the run way and so that is where we decided to take our stand. And say this is what we need. This is what you need to maintain and preserve your Airport interest .

To accomplish these things to say to alleviate your fears of approving the Master Plan I don’t know where we are at on that process. But I think some point the Feds were interested in hearing the City Council say some of those options were the way we want to go with our Airport

“That is part of the value of this meeting the other part is if you have concerns or question about what the goals are definitely can get answered right now. We have a lot of people in the room that can answer questions.”

President of Council informed council that he appreciated those that have attended this meeting who are obvious interested in the Airport. “I think we all deserve to have a part in this whether it would be a question or comment Anyone who has any concerns, Mr. Hubbard says if there is something that is not setting well with you this is the time and the opportunity to bring it up and talk about.”

Council Member Ms. Sandy Cox, “ I made myself clear two years ago I will not close Schoenbrunn’s Road and I will not close Delaware Drive it is out completely for me and Ms. Snider just said there are no safety issues at the present time. So what are we doing?”

Mr. Hubbard, “that is a good question. The FAA is interested in fixing RSA.
Ms. Snider replied “Correct?”

Council Member Dan Lanzer “we can do that by shortening the runway too.”
Ms. Snider, “Yes”

Mr. Hubbard “If you shorten the runway don’t we end up with displaced threshold because of the wind issue.

Ms. Snider “shortening the runway, we do have enough space on the air field without effect the others. That is one of alternatives that would be looked at Master Plan Update. Falls under Option two category. Where you would shorten the runway it is talked about in the Master Plan. Shortening the runway is detrimental to the Airport.”

Mr. Hubbard “we are at the limit of a lot insurances companies. They will not let students pilot in and out of there. Business men flying jets. You’re at the limit as to what your airplane is capable of in moving in/out of there.”

Mr. Hubbard to Ms. Cox
“You feel personally about this taking part of Schoenbrunn Village”
Ms. Cox “Not taking any of Schoenbrunn Village.”

Mr. Hubbard “all they need to do is run off the end of the runway to the point where they just about hit the access road. It would be zero impact on Schoenbrunn Village, show Ms. Cox on the picture.

Council Member Colleen Espenschied “does the Historical Society have to approve moving of Schoenbrunn Village if they are not” If they say no we are still back to not shutting down that Schoenbrunn Access Road.

1. It has to go through Historical Society
2. We have to get permission from them.

Ms. Snider replied “that is absolutely correct.”

Council Member, “John Zucal the other part is it falls under the blanket for the folks here on Council the Environmental Impact Study. You look at the cultural aspect of that Mr. Hubbard I don’t want to see tonight so many times that the Airport Commission that this is exactly what I saw two years ago when we came together with hurt feelings the hard division that took place at the public hearing. That is the emotional attachment from the folks who make up both sides of this group. The purpose of tonight is question and answer not debate. I hope we are using that forum for this evening.”

Ms. Snider thanked everyone and said she is available for questions.
President of Council Sam Hitchcock thanked Ms. Snider for the presentation.

MOTION BY MS. COX TO ADJOURN AT 6:33 PM

CLERK OF COUNCIL_____

APPROVED_____

PRESIDENT OF COUNCIL_____