

1

2

3

4

5                   **CITY OF FORT SCOTT, KANSAS**

6

7                   **ENVIRONMENTAL ASSESSMENT HEARING**  
8                   **FOR IMPROVEMENTS AT THE**  
9                   **FORT SCOTT MUNICIPAL AIRPORT**

10

11

12                   **SEPTEMBER 15, 2020, 5:00 P.M.**

13

14

15

16

17

18

19

20

21

22

23

24

25

1

## I N D E X

2 **TUESDAY, SEPTEMBER 15, 2020****PAGE**

3

4 Call to Order

3

5 Project Overview by Diane Hofer

4

6 Environmental Consequences and Mitigation

7 by Tony Baumert

16

8

9 Public Comments:

10 Brian Comstock

22

11 Vivian Moore

27

12 Nancy Van Etten

30

13 Liz Merriman

32

14 Tim Allen

33

15 Randy Brasuell

37

16 Michael Hoyt

41

17

18

19 Meeting Adjourned

43

20 REPORTER'S CERTIFICATE

44

21

22

23

24

25

4

5 WHEREUPON, the following proceedings were had and entered  
6 of record beginning at approximately 5:00 p.m.:

7 MR. MCCOY: If I can get your attention for  
8 just a minute, we're going to be starting in just a  
9 couple minutes, so a couple points of interest. One, if  
10 you wish to speak, you need to sign up on the sign-up  
11 sheet. Number two is, please remember to put your cell  
12 phones on silent or vibrate. I used to be with the  
13 chamber a lot so we have a "Dollars for Dolly, the  
14 Trolley" and I'd be happy to collect a dollar from you to  
15 donate to Dolly, the Trolley. I am just a moderator.  
16 I'm not on the left side or right side. I'm just here to  
17 moderate this thing.

18 I'm going to go ahead and call this meeting  
19 to order. We ask that you sign in on the attendance  
20 sheet if you haven't already. There will be a record of  
21 the attendance and that's why we're asking everybody to  
22 sign in, please. The sign-in sheet is voluntary, but we  
23 would highly ask you to do that. If you haven't heard me  
24 before, please put your cell phone on silent or vibrate.  
25 I'm happy to collect a dollar for Dolly, the Trolley.

1                   It's 5:00 p.m. Our public meeting will  
2 start now. I'm trying to speak into the microphone and  
3 face the audience so everybody can hear me, and I guess  
4 we're not being recorded up there, so that's even better  
5 because they won't get my bald side.

6                   Again, I'm the moderator. My name is Mark  
7 McCoy. There are City representatives here today.  
8 That's Seth Simpson, our Airport Manager, and Rachel  
9 Pruitt, our Economic Development Director.

10                  Olsson Representatives are Diane Hofer and  
11 Tony Baumert. The Court Reporter is Vicki Hartmetz.

12                  Notice of the meeting was given by advance  
13 in the Fort Scott Tribune on August 12th and 15th, 2020,  
14 and by posting on the City website also.

15                  The purpose of the meeting is to address the  
16 proposed actions, potential economic, social, and  
17 environmental effects, and the project's consistency with  
18 the goals and objectives of each affected area's land to  
19 be used for planning strategy.

20                  At this time the project overview will be  
21 conducted by Diane Hofer. Diane.

22                  MS. HOFER: Okay. Thank you. I am Diane  
23 Hofer. We have been doing the planning study for the  
24 airport and so the environmental impact -- first of all,  
25 I want to go over what the proposed action is, what the

1 proposed project is. Vicki, can you hear me if I stand  
2 over here? Okay. Rachel has the drawing up there as  
3 well.

4 So the proposed action is to extend and  
5 widen the runway at the airport. So the existing runway  
6 is 4,400 feet. The first phase would be 5,500 foot  
7 runway, which would go to here. Just to get you  
8 oriented, north is this way and Indian Road is right  
9 here. We would also remove 450 feet of the road on the  
10 north end to create a bigger safety area before the  
11 river. So if a plane does have a problem, has to slide  
12 off of the runway, they've got a bigger safety area on  
13 the north end.

14 So the first phase would extend to 5,500 and  
15 widen it to 100 feet wide. Then the second phase would  
16 be another 900 feet to 6,400 feet, which is out to there.  
17 The FAA had suggested that the ultimate length be  
18 addressed in the environmental report, which is why it's  
19 included. Planning began in 2017 and federal funds have  
20 proved to be difficult to obtain, so the City is really  
21 focused on the first phase of the 5,500. The 6,400  
22 within the five year time frame of the environmental  
23 assessment appears to be difficult with funding.

24 Along with the longer runway, instrument  
25 approach procedures would be developed to the new end of

1 the runway. The airport does have existing instrument  
2 approach procedures, so if the clouds or low or  
3 visibility is poor, aircraft can fly by instrument to the  
4 airport with certain minimum standards, so those would be  
5 replaced for the new runway end. That's just a matter of  
6 FAA writing those approaches and providing the pilots  
7 with the proper procedures.

8                   The runway would be strengthened. It's  
9 currently 24,000 pound weight limit on the runway. It  
10 would be strengthened to 50,000 pounds. There are  
11 existing lights on the runway edges. They are about two  
12 feet tall all around the edge of the runway, and they  
13 would be replaced, and then, of course, moved out to the  
14 wider runway and then extended on the longer runway.

15                   It would include precision approach path  
16 indicators, which are a navigational aid. So those are  
17 white and red lights at the end of the runway that are  
18 aimed up so that helps the pilot glide a path down to the  
19 runway and then we would also replace runway and  
20 identifier lights which are lights at each end of the  
21 runway. So those are already out there now. They would  
22 just be replaced and moved.

23                   We would construct this turnaround at the  
24 end of the runway so when aircraft comes through from the  
25 building, taxis out, gets down here and then they can

1 pull off and do their preparations so they are out of the  
2 traffic pattern here so that's the purpose of the  
3 turnaround on that end.

4                   The taxiways would get new lights or  
5 replacement lights so there's a taxiway existing here and  
6 the little pieces of the taxiway would be rebuilt.

7                   It would require closing Indian Road. We  
8 would also remove or top some of the trees in the area  
9 and there's some green hatch areas here that near the  
10 approach into the runway, and then there are some trees  
11 down in this area that would have to be -- most of them  
12 would be removed; some of them would just have to be  
13 lowered.

14                   There's a fence around the airport currently  
15 on this area, so the fence would be moved out and then  
16 along with the property line. The fence could even be  
17 the existing chain link or it could just be replaced with  
18 a barbed wire fence, the shorter barbed wire fence.  
19 Those kind of details have not been determined.

20                   We would construct drainage improvements.  
21 There is a little drainage way here on the south end so  
22 there would be some improvements down in this area. We  
23 would not change the pattern of the water or the amount  
24 of flow that goes off. It goes off the airport property  
25 and then into the ditch here at Indian Road. So we would

1 just make some adjustments on the airport property.

2 Land to be acquired is this black line. The  
3 initial phase would be 59 acres of easement. I apologize  
4 we don't have a black line there. It would be to the  
5 half mile line. The city already owns this yellow area,  
6 so just expand a little farther out and around. And then  
7 there would be in the -- for the 5,500 foot length, there  
8 would be an easement that's 3.7 acres. And then for the  
9 ultimate runway extension, they would buy a larger area  
10 of 67 acres down there. So these easements are for the  
11 runway protection zone, which is the RPZ, and they are  
12 intended to protect not only aircraft on approach, but  
13 also people and property on the ground. So as the runway  
14 gets longer, you get faster aircraft, the instrument  
15 approaches get more detailed, then the aircraft needs a  
16 bigger safety area. So if you think about driving down a  
17 city street, then you have a little area between the  
18 street and the sidewalk versus driving down an  
19 interstate, you have a very wide safety area because  
20 people are traveling faster. Same for an airport, we  
21 have wider safety areas and longer safety areas for the  
22 aircraft as the speeds increase.

23 The easement would limit the height of  
24 objects and restrict use so there's no occupied buildings  
25 in the area. There would also be some easements to the

1 north end. The City owns an easement existing for the  
2 runway end. They would need to widen that easement out  
3 on both sides a total of about eight and a half acres on  
4 the north end. No businesses or homes would be affected  
5 by the land acquisitions or easements and no relocations  
6 of persons or property needed.

7 So that's the action that we're here to  
8 discuss the proposed action there. The purpose of it is  
9 to -- the purpose of the runway improvements is to  
10 accommodate, safely accommodate, existing and projected  
11 aircraft operations at the airport.

12 In 2017, there were 600 jet operations at  
13 the airport. FAA's threshold for runway improvements is  
14 500 operations. So they have already exceeded that  
15 threshold FAA would recommend a longer runway for the  
16 operations.

17 Projections are, when we did our projections  
18 2017, we projected 10 years out for 2017. We 3,130 jet  
19 operations at that time. That would be based on  
20 actually -- it's kind of a chicken and the egg. You  
21 actually have to have the pavement for the jet traffic to  
22 come in. But should the runway be extended, we would  
23 expect that many.

24 VOICE: Per year?

25 MS. HOFER: Yes, that is, 133 monitored per

1 year. A couple of examples of jet traffic in 2017 was  
2 the Challenger 600 series, Learjet 45s that were  
3 operating out at the airport. So they are business jet  
4 size. They are not airline jets. They are more 10, 15  
5 passenger business jets. For FAA purposes, they are  
6 categorized to the airport records code C-II. I'm only  
7 stating that for the record.

8 VOICE: We don't have any jets out there  
9 now. There are only two turboprops; isn't that right,  
10 Seth?

11 MS. HOFER: When we started the report,  
12 there were jets based at the airport and there was jet  
13 traffic there, yes.

14 VOICE: When was the report started?

15 MS. HOFER: In 2017.

16 VOICE: So how many jets have been there  
17 since 2017?

18 MR. MCCOY: Okay. I'm going to need to step  
19 in here for just a minute. This is not a question and  
20 answer process. I failed to mention that earlier, so  
21 excuse me for not mentioning that. Also, if you are  
22 asking to speak, you need to sign up if you haven't  
23 already done that. It's up to five minutes and we  
24 currently have eight slots, so that's up to 40 minutes of  
25 folks that want to make a statements or something like

1 that. Okay. So, anyhow, ma'am, go ahead.

2 MS. HOFER: Okay. Thank you very much.

3 Thank you. Yes. So we had studies and forecasted a  
4 point in time and then everything is forecasted from  
5 there. Obviously, with recent Covid, there's been a lot  
6 of changes in not only aircraft traffic, but car traffic,  
7 so it's very difficult at this point to give specific  
8 updates on the projections. Those are just based on what  
9 the past history was at the airport and projecting that  
10 forward.

11 The projected results of the runway  
12 extension would be more based aircraft so the airport  
13 would get more hangar rent, more fuel sales both from  
14 aircraft based there and from aircraft coming in. There  
15 is a projection of five times, 500 percent increase in 10  
16 years over the 2017 fuel sales so that there would be  
17 more income to the airport. An aircraft repair station  
18 was forecast. There's a mechanic out there now, but to  
19 have a fully serviceable air mechanic there, until the  
20 runway is extended the traffic is not sufficient to  
21 support that, but should it be extended, we feel like  
22 there would be economic benefit there.

23 There have been other new business  
24 anticipated over the years should the runway be extended.  
25 Currently, there are diversions to other airports so the

1 aircraft are landing somewhere else and having to drive  
2 to Fort Scott, so that would reduce those diversions.  
3 And then it would reduce fuel stops so when an aircraft  
4 takes off at Fort Scott, if the runway isn't long enough,  
5 they don't have a full load of fuel. They have a lighter  
6 load in order to take off, so they have to stop at an  
7 intermediate airport to take on more fuel, so that would  
8 increase efficiency and result, of course, in more fuel  
9 sales for the city.

10 we did look at different alternatives, and I  
11 apologize that the board is over there.

12 MR. MCCOY: I'll hold it.

13 MS. HOFER: Just very quickly, yes, where  
14 can -- was there anywhere else the runway could go? So  
15 the red one goes north, so we could go across the river  
16 and go north, which would amount to probably several  
17 million yards of dirt and a very big impact to the water  
18 and the environment over the river. So going north is  
19 really not an option. There just isn't sufficient room  
20 otherwise.

21 So we look at three options going south on  
22 different alignments. The blue one, east alignment, if  
23 we try to avoid certain wetlands we'd have to go over the  
24 top of certain buildings, so that one doesn't work very  
25 well. The west alignment is the purple one where it

1 pretty much goes right through where there's a lot of  
2 trees, so that would be more expensive, although it  
3 wouldn't have significantly more environmental impact.  
4 And then the diagonal alignment, we looked at changing  
5 that various way. You want your runway to line up with  
6 your prevailing winds. Aircraft are most efficient when  
7 they can take off straight into the wind and land into  
8 the wind, so changing the runway alignment would not meet  
9 the purpose and need because it wouldn't provide the  
10 proper wind coverage with the ability to land into the  
11 prevailing winds.

12 So that's all I need for that. Thank you  
13 very much. So we looked at those four alternatives and  
14 then the proposed action was the fifth alternative and it  
15 was determined to meet the purpose and needs for meeting  
16 the aircraft traffic demands. And while it would have  
17 some impacts on wetlands and stream channels and would  
18 have some other impacts, these could be mitigated and  
19 those were discussed in the report.

20 The road closure impacts on Indian Road  
21 cannot be avoided. There are no safe options based on  
22 the current layout of the airport. There was, I believe  
23 -- there have been perhaps a question received about can  
24 the road go around the end of the runway and come back  
25 through there. So the FAA does not want a road in the

1 runway protection zone, in the RPZ trapezoid. Yes,  
2 there is a road there now and there are a lot of  
3 situations where there is an existing road that are  
4 grandfathered in, but as they build new runways or extend  
5 them, they build new roads, they want to move those roads  
6 out of the RPZ for safety, so you don't have a conflict  
7 between aircraft landing and vehicles coming down the  
8 road. So if the road were to wrap around the end of the  
9 runway, it would have to go for the intermediate, it  
10 would have to go more than a half mile south, turn, and  
11 then come back a half mile north, so that would be a very  
12 long and circuitous route. And that would disrupt more  
13 land around the route, slow down traffic, and disrupt  
14 more of the environment.

15 Just to be clear, this is the limits of the  
16 proposed action. I understand that there have been some  
17 questions about potential, a different road which could  
18 potentially connect up to Hackberry. That's currently  
19 under a separate study. That's a separate funding stream  
20 and a different source of grants and the timing of those  
21 two projects are not dependent on the status of the other  
22 project, and both of those would depend on funding being  
23 available. So the purpose of our hearing tonight is to  
24 to hear comment for the proposed action that is printed  
25 on the board. With that, I will turn over to Tony,

1 who's going to talk about the environmental impact.

2 VOICE: A quick question, though. To the  
3 south, how much does that entail? You're right there.

4 MS. HOFER: Okay.

5 VOICE: You've shifted it all south.

6 MS. HOFER: It's just 450 feet south --

7 VOICE: I mean, even short of the border,  
8 you are in the water, so why would you want to build a  
9 safety zone in the water in Kansas.

10 MS. HOFER: I'll have to have you wait for  
11 the comment period.

12 VOICE: okay.

13 MR. MCCOY: Did you sign up?

14 VOICE: I didn't know you had to sign up to  
15 comment, but I'll be happy to.

16 MR. MCCOY: We're not taking comments  
17 tonight. It's not about anybody or anything. This is  
18 for public wishing to make a statement, so if you wish to  
19 sign up, that's fine.

20 VOICE: Sure. I'll always comment.

21 VOICE: I just have -- the map -- normally  
22 north is at the top of a map and the bottom south. Is  
23 that incorrect on this map?

24 MS. HOFER: In the airport world, we  
25 reorient everything to lineup with the runway, 'cause the

1 world revolves around airports.

2 MR. MCCOY: We're on to the next speaker  
3 here, so Tony.

4 MR. BAUMERT: I'm going to remain seated, so  
5 I apologize for those who can't see me through that  
6 podium. If I need to, I'll walk around. I just wanted  
7 to mention if there's anybody out in the hallway, there  
8 are actually a bunch of chairs up here by me, so if you'd  
9 like to sit down, you can either walk around the hallway  
10 or come right on through. No big deal.

11 Again, my name is Tony Baumert. I'm an  
12 environmental scientist with olsson. I was responsible  
13 for putting together a lot of the environmental  
14 assessment that many of you may have reviewed. And my  
15 purpose really right now is to just kind of give you an  
16 overarching high level summary of the resources we looked  
17 at and what kind of impacts we believe the project might  
18 have. I know it's a big document, so that's kind of why  
19 I want to do that. If you have questions that are more  
20 detailed in nature, I would refer you back to this  
21 document, and also, there are a number of technical  
22 studies in the back that are really kind of the meat and  
23 potatoes of this document that give you the real reasons  
24 why we came up with the conclusions that we did. Excuse  
25 me. And there's also -- there's also a fair amount of

1 agency coordination in terms of local, state, and federal  
2 responses in the back of that document.

3 So overall, the project is not expected to  
4 have any sort of impacts to residences, businesses,  
5 schools, churches, hospitals or other facilities and  
6 there's no overall land use impacts that are anticipated.

7 The project is not expected to have impact  
8 to parks, recreation areas, waterfowl or wildlife  
9 refuges, and we understand that Fort Scott Lake is  
10 southwest of the project area and the Hollister Wildlife  
11 Area managed by the KDWPT is two miles south of the  
12 project and there would be no impact on those locations.

13 There are no impacts to national forests,  
14 wildlife areas, wild or scenic rivers, national river  
15 inventory resources, coordination with the KDWPT and the  
16 US Fish and Wildlife Service has indicated that the  
17 project would overlap with the northern ranges of the  
18 Northern Long-Eared Bat and the Mead's Milkweed. Those  
19 are both federally listed threatened species.

20 There was a survey that was done of the  
21 project area and there is really no known habitat that  
22 would be impacted for either or those species and that  
23 was concurred by the agencies.

24 In addition, to avoid impact of migratory  
25 birds due to tree removal during the nesting season,

1 there would be nesting surveys that would be conducted or  
2 tree clearing restrictions would be implemented to avoid  
3 that season for impacts to migratory birds. There's also  
4 no nesting habitat for Bald or Gold Eagles that would be  
5 impacted by the project.

6 The project is not located in a 100 year  
7 flood plain. In terms of other water resources,  
8 approximately 0.51 acres of wetland and about 413 feet of  
9 ephemeral channel would be impacted by the project, and  
10 we're currently in coordination with the US Army Corps of  
11 Engineers regarding those impacts and those impacts would  
12 be permitted and then mitigated for appropriately based  
13 upon their regulations and their jurisdiction.

14 Overall for culture resources, interested  
15 tribes, and the Kansas State Historical Preservation  
16 office have indicated that there's no objection to  
17 implementation of the project. For the project, there  
18 was both a standing structure survey and multiple  
19 archeology surveys that did identify potential resources  
20 within the project area, but none of those resources were  
21 found to be potentially eligible for the National  
22 Register of Historic Places.

23 The project was determined to have no affect  
24 on air quality, on potential climate affects, coastal  
25 resources for Section 4(f) properties. There was a noise

1 analysis that determined that any changes in noise due to  
2 the project would not now extend beyond the airport  
3 property, so there was no significant impact to noise  
4 that was anticipated.

5 VOICE: Bullshit.

6 MR. BAUMERT: The project would directly or  
7 indirectly convert approximately 81.7 acres of farmland,  
8 and coordination with the IRCS would indicate that that  
9 impact is not significant and they have cleared the  
10 project from the farmland protection policy act concerns.

11 with regard to hazardous materials, there  
12 are three underground storage tanks and two above ground  
13 storage tanks that have been identified on the airport  
14 property. Private construction would not occur in any  
15 area where those tanks are located, and so there's  
16 potentially no affect to hazardous materials or any risk  
17 for construction of the project.

18 In terms of other material waste, there  
19 would be potential increases in short-term waste  
20 generated from the project just due to construction. The  
21 amount of waste to be generated is not expected to exceed  
22 any sort of landfill capacities, et cetera. Long-term  
23 waste generation due to the expanded facility is expected  
24 to be consistent with the current operating levels.  
25 otherwise, in terms of additional aspects of hazardous

1 materials or pollution, application of best management  
2 practice, erosion control, et cetera, are expected to  
3 limit erosion runoff, storm water discharge during  
4 construction, and there's no significant impacts  
5 associated with pollution anticipated due to the  
6 construction or operation of the project.

7 There were also found to be no adverse  
8 impacts to socioeconomic, environmental justice, child  
9 health and safety, et cetera, due to the project. There  
10 were no protected populations identified nearby. The  
11 project would require closure of part of Indian Road, and  
12 that would require some indirect or potentially out of  
13 distance travel for property owners or for people needing  
14 to access east versus west destinations on either side of  
15 the project.

16 And finally, I guess construction of the  
17 project would not result in any significant visual  
18 impacts. They are not anticipated due to the expansion  
19 or the newly proposed lighting.

20 So that summary really, just like I said,  
21 quickly and gives a broad brush overview of kind of the  
22 18 different resource categories that we look at as part  
23 of NEPA, the National Environment Policy Act.

24 And I know there was a comment about noise  
25 and I just wanted to kind of clarify -- and Diane, you

1 can maybe do that as well, but I just kind of wanted to  
2 do that now. I'm sure there is noise due to the airport.  
3 The way the noise analysis is done is they have to look  
4 at if there's significant increases. I am unfortunately  
5 not a noise expert, so I can't specifically answer your  
6 question, but there are threshold levels that they'll  
7 look at for that. So there's more of a technical memo  
8 that in the back of the EA, and I would direct you there  
9 or submit a comment. And with that, I will turn it back  
10 over.

11 MS. HOFER: And I'll quickly address the  
12 noise analysis. There's a computer model that FAA has  
13 developed over the years and so all of the projected  
14 aircraft are input into that model and different types of  
15 noise is run through the model. Nighttime noise is given  
16 a heavier weight, so it's a day-night level, DNL, in that  
17 report. According to FAA's threshold, there's not  
18 significant noise that would be at the airport property.  
19 As Tony said that is detailed in the back of the report.

20 MR. MCCOY: Okay. So we are now at public  
21 comment section. So when you come up to speak, we ask  
22 that you please state your name and spell it for the  
23 reporter that is here today. This will assist with the  
24 recording. If you wish to provide written comments or  
25 think of something else after your verbal comments,

1 please take one of the comment sheets in the back. These  
2 must be returned to City Hall by 5:00 p.m. on September  
3 25th.

4 I'd also like to remind anybody that came in  
5 late, if you haven't already turned your phone on silent  
6 or vibrate, I'd appreciate that. I'm collecting Dollars  
7 for Dolly if you don't. No one's been able to give me a  
8 dollar, but if somebody knows somebody with a phone.

9 Please remember that these folks are here to  
10 listen to your comments, record comments, and take them  
11 into account to revise the document as needed. This is  
12 not a question and answer session. Each person will be  
13 allowed up to five minutes to speak. Your cooperation is  
14 appreciated. Our first person to speak will be Brian  
15 Comstock, and if you could speak into the microphone,  
16 please.

17 MR. COMSTOCK: I didn't know I was going to  
18 go first.

19 MR. MCCOY: You're the first one to sign up  
20 or at least the first one on the list. You have up to  
21 five minutes.

22 MR. COMSTOCK: Doesn't start until after you  
23 spell my name, right?

24 MR. MCCOY: After you spell it.

25 MR. COMSTOCK: Brian Comstock; B R I A N, C

1 O M S T O C K. Thanks for letting me speak tonight. I'm  
2 here as a concerned landowner and a concerned taxpayer.  
3 Our family property lies right in the path of where you  
4 want to go with the airport. So it's deeply personal to  
5 us. This is property we've owned for quite some time and  
6 it certainly interferes with our peaceful enjoyment of  
7 the property.

8 So, you know, one of my underlying questions  
9 to all this is who is responsible when budgets are  
10 exceeded and when projections are missed? Somebody has  
11 got to be responsible. You can't lay that on us  
12 taxpayers. Environmental assessment, I did go through  
13 that document. It's two or three hours of my life I  
14 probably won't get back, but I don't claim to be an  
15 environmental expert, but there are a lot of  
16 inconsistencies that I just don't understand.

17 Let's start with Section 1.2. It identifies  
18 purpose and need and it individually calls out a single  
19 operator at our airport, a single jet is highlighted as  
20 the justification for the need.

21 You know, when we enter a project like this,  
22 no matter the cost -- particularly one of this  
23 magnitude -- it really needs to benefit the collective  
24 whole. The analysis should not be done to justify the  
25 need of one. Fuel projections, I'm going to come back to

1 those a little bit later. Any projection, any  
2 forecasting, anything that's done, it's got to be  
3 reasonable and supportable. I'll share some data here in  
4 a little bit on the fuel side that'll tell you I'm not  
5 sure what planet we're on.

6 Section 1.3. All I've heard from the city  
7 is the runway is going to be expanded to 5,500 feet.  
8 Clearly in the document they are talking about a two  
9 phased approach going to 6,400 feet. When you get out to  
10 6,400 feet, it just extends further and further onto our  
11 property further limiting our ability to do things that  
12 we might want to do -- build a house, build a barn,  
13 whatever it may be.

14 Section 3.3.2. It indicates there's no  
15 schools within three miles. I believe Saint Martin's  
16 Academy is within three miles. I don't know how that  
17 affects you, but I know there's a school within three  
18 miles.

19 Future actions. This seems to be the big  
20 secret in this, the City intends to construct a road that  
21 wraps around. There's been very little discussion about  
22 the road and I'm here to tell you the cost of that road  
23 today of projected to be about 3.3 million. Where's that  
24 money going to come from? That's not, as I understand  
25 it, part of airport's improvement grant. That money has

1 to come from somewhere. Again, we taxpayers shouldn't be  
2 burdened with something that potentially might be the  
3 benefit of a single operator.

4 Section 4.4.2, it talks about climate.

5 Specifically in the document it says that the study says  
6 the project would not in a significant increase in  
7 aircraft operations. So no impact to climate. Well,  
8 isn't that the whole point of doing this, to  
9 significantly increase the traffic?

10 Socioeconomic risk. Just said a minute ago,  
11 there's no risk identified. I assure you rerouting that  
12 road and affecting potential patrons of the lake and  
13 other people that use Indian Road, that will be a major  
14 disruption and I would argue that would have a  
15 significant socioeconomic risk.

16 As far as taxpayers, again, I have a lot of  
17 budgetary issues and taxpayers' concerns. As I  
18 understand these grants, the city typically would have a  
19 cost share component. Recently, it's been up to 100  
20 percent funded, but I don't think that's a guarantee.

21 Fundamental to all this again, I know the  
22 terrain very well. I don't know if you have talked to  
23 any excavation contractor in the area, you're not working  
24 in real good dirt out there, so I fully expect  
25 significant cost overruns, and again, who pays for those?

7 Again, once we are all done with this, a  
8 larger airport is just like building a larger house.  
9 It's going to cost us significantly more operate. That's  
10 another question of where's that money going to come  
11 from? Our City is constrained on what they have today.

12 As far as the fuel projections, we are  
13 expecting, what is it, a 500 percent increase to I think  
14 475,000 gallons in 2022. 2020, we're on pace to sell  
15 48,000 gallons. 2019, we sold 41,000 gallons. Does  
16 anyone think that's realistic? I certainly don't.

17 Again, we need rationalize and make  
18 reasonable assumptions. I know of two airports in the  
19 area, both of which have universities, both of which went  
20 through an upgrade to 6,000 foot runways. Neither of  
21 those sell anywhere close to 475,000 gallons. They sell  
22 about 180,000 of fuel. And let's not forget, the biggest  
23 consumer of fuel at our airport, I don't believe they pay  
24 market. It's all bought under special contract and  
25 there's no markup. So that is important variable here as

1 well, particularly if we're doing this under the guise of  
2 economic development.

3 A project of this magnitude, we're talking  
4 right now preliminary estimates are in the range of 11 to  
5 15 million, and if that is all grant funded, okay.

6 Again, what happens when projections are missed? what  
7 happens when budgets are overrun? who's responsible when  
8 projections are missed? If you don't mind, just give me  
9 two more seconds.

10 Olsson has been very involved. we paid for  
11 a lot of studies. we paid 480,000 dollars to them. Most  
12 have been grant funded. Are they going to refund those  
13 fees if the projections are missed? My guess is no. we,  
14 as taxpayers are going to have to bear that burden.

15 So I think there are a lot of ways to  
16 support economic development. I'm supportive of those as  
17 a community, supportive of those as a taxpayer. I think  
18 there's many, many, many ways to do that. I'm happy to  
19 serve on any committee to help with that, but let's not  
20 put this burden on taxpayers.

21 MR. MCCOY: Thank you.

22 (Applause.)

23 MR. MCCOY: Vivian Moore.

24 MS. MOORE: It's Vivian, V I V I A N; last  
25 name Moore, M O O R E. I don't live anywhere around

1 Indian Road, so I don't have anything to say about the  
2 problems out there for my socioeconomic impact, but I  
3 have a few things I want to say.

4 The reason I wanted this map set up like  
5 this is Indian Road runs approximately halfway through  
6 the middle of this project. There are three roads to go  
7 east and west on. One of them is Maple Road, which way  
8 up here, and that's old US Highway 54. The other one  
9 goes to Girard. That's Highway 7 or 39. There's nothing  
10 in between. If you want to go east and west in Bourbon  
11 County, you go on Indian Road.

12 My questions are and I've been asking these  
13 questions for months. When will the plans for a  
14 comparable road be available and where's the comparable  
15 road going? Because I've talked to the Bourbon County  
16 Commissioners and the Bourbon County Commissioners the  
17 city is going to build a comparable road before we agree  
18 to this. We aren't closing any road until a comparable  
19 road is built. Heard that.

20 What's the budget for a comparable road? I  
21 checked with Midwest Industries out of Canton, Ohio, and  
22 they are estimating for a paved two lane undivided road  
23 in a rural locale is going to run between two and three  
24 million a mile.

25 Due to the socioeconomic impact, why didn't

1 we really look harder at an east/west runway? I'd like  
2 to know how many requests the airport's received to  
3 hangar a plane requiring a longer runway. Because for  
4 the average citizen in Bourbon County, we don't care. If  
5 we're going to go get on a plane, we're going to have to  
6 go to Kansas City anyway because that's the only place  
7 you're really going to catch a flight to take you  
8 somewhere.

9 My main reason for being here is because  
10 I've driven the lake road. I've connected with Hackberry  
11 and taken it to 180th. Skip Allen better not be driving  
12 a dump truck when I go down that road because he and I  
13 couldn't pass on that road if we had to. These two  
14 vehicles couldn't meet each other. When it really gets  
15 down to it, I don't care if this jet plane is going to  
16 have to land somewhere else to refuel if I'm looking at  
17 school children riding a bus because the current place it  
18 looks to me like they're planning on putting a road, the  
19 only possible detour is the lake road and if you look on  
20 the map that is prepared for us, this is the lake road  
21 and it meanders around, up and down, bad corners, no  
22 ditches, and finally gets to Hackberry. And I'm not even  
23 going to tell you what Hackberry is like because  
24 literally there are places you have to back up if you  
25 meet a vehicle.

1                   I submitted my comments and given a copy to  
2 Diane, and I want to make sure the Court Reporter has a  
3 copy of my comments. That's all I got to say.

4                   MR. MCCOY: Thank you very much.

5                   (APPLAUSE.)

6                   MR. MCCOY: Nancy, you are next.

7                   MS. VAN ETSEN: My name is Nancy Van Etten;  
8 N A N C Y, last name V A N, space, capital E T T E N.  
9 And I do live out by the lake and I do use Indian Road a  
10 lot and that's one of my biggest concerns is the closure  
11 of that road. we have I think 114 people that live west  
12 of that; there are 14 residences. They are going to be  
13 significantly impacted by this. There's farmers, there's  
14 business people, Jim's Bait Shop there. That's kind of  
15 important businesses that we have --

16                   (Phone ringing.)

17                   VOICE: Get 'em, Mark.

18                   MS. VAN ETSEN: -- there's farmers,  
19 ranchers. Anyway, that's one of the biggest concerns,  
20 especially if there's no road already proposed to be  
21 built.

22                   VOICE: He's after a dollar.

23                   MS. VAN ETSEN: He's after a dollar. okay.

24                   VOICE: Keep going, Nancy. Keep talking.

25                   MS. VAN ETSEN: That is a big concern, but

1 that is very costly. I don't want that cost to be on our  
2 taxpayers, on our people that live in the county or  
3 people that live in the city. It just is not a good  
4 plan. I think there's property that is actually in  
5 another part of the county, maybe the northeast part of  
6 the county. Maybe we should be looking at that if we  
7 want a really new, bigger airport. Let's think of that.  
8 Maybe that's actually going to be cheaper and better.  
9 You know, another area, let's look at some other things.  
10 Think outside the box.

11 I'm concerned about the proposed changes in  
12 volume of jet and airplane traffic. I'm guessing that  
13 the jet fuel volume is not the same today as it was when  
14 the initial evaluation was done back in 2017, because a  
15 lot of things have changed. I don't think that's really  
16 going to be an accurate number that you have.

17 I do agree with what Brian Comstock has  
18 stated. He had some very good information and looking at  
19 the different sections and I agree with everything that  
20 he said. And there is a school, Saint Martin's Academy  
21 that is just east of where the airport is, and it's just  
22 east on Indian Road from 195th. So it's too close.

23 And the future actions and the climate, I  
24 think everything that he said, and also, Vivian Moore, I  
25 would agree with that. I don't think the statistics are

1 the same now as they were when the grant submission was  
2 provided. I'm very concerned about having false  
3 information provided to the federal government. If this  
4 grant is to be done, you know, how does that look on us  
5 as a community if that information is not accurate. I  
6 don't know how that may be impacted. All right. I guess  
7 that's it. Thank you.

8 MR. MCCOY: Thank you, Nancy. Our next  
9 speaker is Liz Merriman.

10 MS. MERRIMAN: My name is Liz Merriman; L I  
11 Z; M E R R I M A N. And we live right in the middle of  
12 this mess. I'm all for making our community great and  
13 making our kids and grandkids be able to stay here, but  
14 the planes now that come over, they can rattle our  
15 windows. Has has anybody a decibel code and will we do  
16 that again with what we think will happen with the impact  
17 of larger planes coming over?

18 I can tell you, when Mr. Nathan flies over,  
19 I know because he rattles my window.

20 VOICE: Not on purpose.

21 VOICE: That makes it better.

22 MS. MERRIMAN: But anyway, right in the  
23 middle of that, we're going to recreate another road. We  
24 have teenagers that travel Hackberry. We've had kids  
25 that's lost their oil pans because of the road. I'm

1 telling you, them boulders in them roads -- you ask the  
2 road guys -- they can do away with them boulders in that  
3 road. Not only that, we have kids that ride four-  
4 wheelers and go-carts and horses around that lake, and if  
5 we put them kids in danger, what are we doing? It's not  
6 worth it.

7 I agree with Nancy. Put that airport, if we  
8 need it, will it get us a hospital, will it get us jobs  
9 to keep our grandkids and our kids here in this  
10 community. If it will, maybe it's worth it, but we're  
11 going to lose some precious lives if we reroute that road  
12 around 180th and down Hackberry. It's not worth it, and  
13 I like my cows too.

14 (Applause.)

15 MR. MCCOY: Thank you. Next up is Tim  
16 Allen.

17 MR. ALLEN: I'm going to drop this down a  
18 little bit. It's trying to fog up my glasses.

19 MR. MCCOY: You're okay when you say you can  
20 take it off.

21 MR. ALLEN: All right. Tim Allen, just like  
22 the comedian, A L L E N. My interest. First of all, I  
23 grew up right there beside the airport, 1960, and still  
24 have that farm today. And I also have a farm south of  
25 the runway there at Hackberry and 180th.

1                   Impacts. You say there was no impacts.  
2 okay. My business is I have cattle. I have to haul  
3 between 100 and 200 big bales of hay between those two  
4 farms. That's going to be a big impact if I don't have a  
5 road.

6                   okay. Other impacts of that, I have a house  
7 down there that I rent. That house probably will be  
8 harder to rent when you have jets flying closer and they  
9 have to drive 10 miles to get around to get to that.

10                  That's a big impact. I don't know who did  
11 the impact, but they ought to be able to get out from  
12 behind the desk to do it.

13                  The time frame, I have a question about that  
14 too. When is this going to start? I have yet to hear  
15 when this is all going to start because I heard there's  
16 no land been purchased yet. The new road that  
17 supposedly -- and this come from two different county  
18 commissioners had to be built before they ever would  
19 close the road.

20                  Okay. That's not going to happen right off.  
21 I don't build a road. When my dad was building roads --  
22 and that road will take nine months to a year to build  
23 that road in that locale, to build that around that  
24 runway. I understand when we get a bond issue or grant  
25 from the government that this has to start in a certain

1 amount of time. You got to be turning dirt in a certain  
2 amount of time. Well, the dirt should be turning now if  
3 we're going to do that on a new road. Either that or  
4 forget it.

5                   Because, first of all, that renter I have  
6 right now in the house has three little boys 10 years old  
7 or younger riding the school bus. I don't know how many  
8 of you have driven that road of Hackberry -- probably  
9 very few -- but I want to give you some dimensions.

10                  Just there on my place, there's a whistle  
11 pipe; 19 foot, four inches. That's the whole of the  
12 road. You go any farther off, you're falling off in a  
13 ditch. And I'm not talking about just a ditch. I'm  
14 talking about a hole. Okay. A school bus goes down  
15 there. They are about 10 foot wide with mirrors. You  
16 take a UPS truck and I'm going to tell you what, the  
17 neighbors see them fly down there --

18                  VOICE: At least about 70.

19                  MR. ALLEN: -- 70 mile an hour, big old dust  
20 bowl. Okay? Those two meet, somebody is pulling over or  
21 backing up. Now, last but least on that particular  
22 subject, you get down to the far east end of that,  
23 there's a 30 foot drop off bluff within 10 feet of the  
24 road. How many wants their kids falling with the school  
25 bus, falling off that. I had a kid when we lived there,

1 my middle boy, the bus slid off and got stuck there and  
2 he was looking out over and the guy says, well, we are  
3 going to get it out of here, and he says, do you mind if  
4 I just walk home? And that's no kidding. It was hanging  
5 off that bluff there. He got it out of there, but this  
6 is wrong. We are putting kids' lives, people's lives in  
7 danger over a few gallons of fuel.

8 All this study is based on 2017. I want to  
9 tell you the truth. Look at 2019. Mercy Hospital is no  
10 longer here. They're not flying in and out. Wordkraft's  
11 jet, they sold it. My next door neighbor was the pilot  
12 for that and he told me there was no problem flying that  
13 jet in and out of there. As we played a round of golf,  
14 he says, the problem is, I cannot take off and land with  
15 a load of fuel. I have to stop in Pittsburg, Kansas, and  
16 fuel up, and it's costing Fort Scott fuel sales. That's  
17 what the bottom line is.

18 Now, I'm out there every day. I still have  
19 to go out there. That's where I raise my heifers and I  
20 have to check them every day. So I see what's going on.  
21 There's very few jets coming in and out -- very few. I  
22 saw one last week and I think they was bringing wounded  
23 warriors Friday night. If you say there's no impact with  
24 the noise and all that, you ought to see my chickens when  
25 that jet come over. They think it's the biggest hawk

1 they ever seen in their life. They scatter. Don't  
2 bother my cows, but yeah.

3                        Okay. If this is going to happen right  
4 away, we need to get started on a road -- a safe road for  
5 the kids to ride school buses, for the people hauling  
6 bulldozers -- 'cause there's a guy that owns a bulldozer  
7 out there. There's people going from the lake over to a  
8 business to buy bait. We're going to have to have a safe  
9 road and it's not going to be Hackberry. Hackberry is  
10 not the answer for this.

11                       So let's do our homework the right way. Get  
12 out from behind the desk and get out there and see what's  
13 going on because that is not right. You talk about  
14 putting a barbed wire fence around it, you'll never keep  
15 the deer out of that thing. They can't keep the deer out  
16 of it now with a 10 foot fence and I think Seth and I can  
17 answer that because I was trying to help him get the ones  
18 off last year. That's all I got to say.

19                       (Applause.)

20                       MR. MCCOY: Thank you. Randy Brasuell.

21                       MR. BRASUELL: Hi. I'm Randy Brasuell, B R  
22 A S U E L L. You can spell Randy probably. I agree with  
23 Tim. I think if you are going to build an airport, you  
24 need to do something about a road, put it around the end  
25 of -- forgot the 6,500 and do the 5,500 -- and put the

1 road around the end of the airport or do something. I  
2 had Jim Harris to put the car counter down to see how  
3 many cars go across the road from the airport to 180th.  
4 I live right at 180th, so I'm a mile from the airport.  
5 So when he counted a day --

6 VOICE: You got a different number.

7 Somebody got a different number. Yeah, I think the  
8 measurer told me 1,600 was not one day.

9 MR. BRASUELL: Well, what he got for me was  
10 a little over 400; 400 a day. So that's 400 cars a day  
11 that go across by the airport. And you think of 10 days,  
12 that's 4,000 car. 30 days, that's 12,000 cars that go by  
13 there. If I drove -- if I drive that from my house to  
14 driving across, it takes me about two minutes to get from  
15 my house past the lake. If I drive down 180th, it's a  
16 mile to Hackberry. Then it's a mile from Hackberry to  
17 the lake road. And then I don't know how long it is, but  
18 it's a winding, twisty road.

19 VOICE: Five minutes.

20 MR. BRASUELL: Five minutes, okay.

21 VOICE: If you go the speed limit, it's 20  
22 miles an hour.

23 MR. BRASUELL: Yeah, and it's a mess. On  
24 Hackberry, there's a hole when you get to the end of  
25 Hackberry, like Tim said, you could drive an army tank

1 down there and never even see it and it is not a good  
2 road. Another thing, the school bus comes by at 6:30 in  
3 the morning. I have four grandchildren live at our  
4 house, live with us. And so, I don't know, are they  
5 going to have to come at 5:30 to pick the kids up? I  
6 don't know. It's just crazy I think to this -- I like to  
7 see the jets fly. I go out when I hear a jet and I want  
8 to watch it land and take off, but I heard the one last  
9 week, too, and I went outside to see what it was, and  
10 they just have the turboprops. They have two turboprops  
11 that I see out in the hangar now and I watch them land  
12 too. I like to see them fly. I like to watch the planes  
13 fly. But is this for Wordkraft or is it for Peerless? I  
14 mean, should we be inconvenienced so somebody doesn't  
15 have to ride 45 minutes from the airport in Pittsburg up  
16 to Fort Scott for business? I mean, that's a question  
17 that I have.

18 So let me see, what else? Another thing, I  
19 go to church with a friend who's a pilot for the guy who  
20 owns all the Pizza Huts -- is it Bagnell, who owns all  
21 the Pizza Huts down in Pittsburg?

22 MR. MCCOY: Gene Bicknell -- but I didn't  
23 know that.

24 MR. BRASUELL: But he's his pilot and he  
25 says that it takes another three or four minutes if

1 you've going to fuel up to fly down to Pittsburg, and  
2 they have a north/south and east/west runway down there,  
3 depending on which way the wind is blowing, and you know,  
4 so I don't know, the jet fuel, and I don't know what else  
5 I have to say, but I'll sit down so somebody else can say  
6 something.

7 MR. MCCOY: Thank you very much.

8 (Applause.)

9 MR. MCCOY: Next person up is Matt O'Dell.

10 MR. O'DELL: I didn't really have anything.  
11 Everybody kind of touched on everything.

12 MR. MCCOY: Tell her your name and spell it,  
13 please.

14 MR. O'DELL: Matt O'Dell; O apostrophe, D E  
15 L L, Matt. Just invite anybody on the committee to go to  
16 the corner of 180th from either the north or the south.  
17 You have to go out 2nd Street all the way around what we  
18 call hell's bend. It's a long way around, and not even  
19 just the school buses. Even EMS, you know, people lose  
20 their lives over the amount of time it's going to take.  
21 That's all I got.

22 MR. MCCOY: Okay. Thank you very much.

23 (Applause).

24 MR. MCCOY: Our last speaker will be Michael  
25 Hoyt.

1                           MR. HOYT: I think this is an excellent plan  
2 if we had all the money in the world.

3                           MR. MCCOY: Michael, come over to the  
4 speaker and tell them your name and spell it, please.

5                           MR. HOYT: If you don't know my name, you  
6 haven't read the newspaper.

7                           MR. MCCOY: This lady doesn't know you or  
8 anything about you.

9                           MR. HOYT: H O Y T. This is a very good  
10 plan, but we don't have all the money in the world. In  
11 fact, I would say don't worry about Indian Road, we'll  
12 just put a tunnel under the runway and go right under it.  
13 And we'll all have 40 dollar an hour jobs and we'll have  
14 a hospital back -- and let's see, what else have we  
15 lost -- Pizza Hut?

16                          VOICE: We've actually had 20 places that  
17 have actually went out of business.

18                          MR. HOYT: Don't worry about that because  
19 they're going to fly in.

20                          VOICE: Cool.

21                          MR. HOYT: We're going to sell all this  
22 fuel, make all this money. If your project is frozen in  
23 time in 2017, your assumptions are all wrong. There's no  
24 way we're going to have 500 operations out there this  
25 year. So this is perfect. I measured -- I gave Rachel a

1 map. We could get 500 or 600 more feet from existing  
2 property. Yeah, if you land short, you are in trouble,  
3 because that is quite a bluff.

4 You implied that we're going to need a half  
5 mile visibility. Are we getting an ILS approach at the  
6 same time?

7 MS. HOFER: That's the ultimate plan is an  
8 ILS.

9 MR. HOYT: Oh, that'll cost you some money.

10 VOICE: What is ILS?

11 MR. HOYT: Instrument landing system.

12 VOICE: Oh, fancy.

13 MR. HOYT: So instead of having only one  
14 mile of visibility requirement, which we have now, we  
15 would go down to a half mile. That's why they want all  
16 this area out here. Again, if we had all the money in  
17 the world, let's do it, but we don't. Why do you always  
18 bring up Skitch Allen's name? He covered me the other  
19 day. Airport advisory board. He's the only one here,  
20 just one. Commissioners, very interesting. You'll get  
21 more of that later. Thank you.

22 (Applause.)

23 VOICE: Can I ask a question?

24 MR MCCOY: You can ask anything you want,  
25 but it doesn't mean anybody is going to answer.

1 VOICE: who would benefit from wordkraft or  
2 Peerless, did anyone whose business would benefit from  
3 this come to encourage us to do this? Is anyone here?

4 MR. MCCOY: If they were here, they had an  
5 opportunity to sign up and speak. This is a public  
6 opportunity to speak either for or against. And so,  
7 first of all, I want to thank you all for coming. I'm  
8 just a moderator, so don't hold that against me. The  
9 good news is, I have no business for you to hold that  
10 against me anymore.

11                           And so, we are a community that needs to  
12 continue to work together, whether it's city or county.  
13 So I want to personally thank you for coming here. It  
14 shows our interest in our community. We are an overall  
15 community. We are not the City of Fort Scott. We're not  
16 the City of Bronson and Fulton and Uniontown. We are a  
17 Bourbon County Community that needs to go forward to  
18 succeed together, for together, we can succeed, and  
19 separated, we are divided and, therefore, unable to  
20 prosper.

21 So with that being said, it is six o'clock.  
22 we have made our time today. Thank you so much for  
23 coming. You can still fill out a comment and turn those  
24 in, if you wish. Your have up to the 25th. Thank you  
25 for coming.

1 (The proceedings were concluded at 6:00 p.m.)

2 \* \* \* \*

## **REPORTER'S CERTIFICATE**

4 I, VICKI LW HARTMETZ, a nationally certified  
5 Registered Professional Reporter, and Certified Shorthand  
6 Reporter in the State of Kansas, do hereby certify that I  
7 was present at and reported the above and foregoing  
8 Public Hearing had in the City of Fort Scott, Kansas, on  
9 Tuesday, September, 15, 2020.

10 I further certify that a transcript of my  
11 shorthand notes was prepared by me and that the foregoing  
12 transcript, pages 1 through 44 inclusive, is a true and  
13 correct transcription of my stenographic notes, all to  
14 the best of my knowledge and ability.

15

16 SIGNED AND SUBMITTED to the City of Fort  
Scott, this 30th day of September, 2020.

17

18

19

\_\_\_\_\_*s/Vicki Hartmetz*\_\_\_\_\_

VICKI LW HARTMETZ  
FAPR, RPR, CSR, CMRS, CLVS, CRI, CPE

21

22

23

24

25