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NOTICE OF PUBLIC HEARING
FOR PROPOSED IMPROVEMENTS AT
SOUTH CENTRAL REGIONAL AIRPORT
MAHASKA COUNTY, IOWA

as moderated by Greg Milani at 6:00
p.m. on the 22nd day of November, 2016 at
Oskaloosa High School, George Daily
Auditorium, 1816 North 3rd Street, Oskaloosa,
Iowa.

Reported by: Erin Hines, CSR, RPR

1 MR. MILANI: If anybody is out in
2 the back and wants to come in, I'll give you
3 two seconds to get in here. I'm Greg Milani.
4 I'm an attorney. I practice in Centerville
5 and Ottumwa primarily. I also do some
6 mediations and am the Appanoose County
7 Magistrate, a little bit about who I am.

8 This is Erin Hines. She's the
9 court reporter. She will take down
10 everything that is said tonight. And then
11 that will be forwarded on to the FAA. I have
12 kind of some notes that I want to get
13 through. I'll basically read them to you
14 because I want to make sure I get all of the
15 high points, and then we'll get started with
16 the comments.

17 This hearing is a requirement of
18 the FAA and is part of the South Central
19 Regional Airport Agency's development of an
20 airport. If you're here for the poetry
21 reading, you're in the wrong auditorium. I
22 assume you're all here for this -- for
23 this -- these comments.

24 As most of you are aware, the South
25 Central Regional Airport Agency was formed by

1 a 28E agreement between Mahaska County, the
2 City of Oskaloosa, and the City of Pella to
3 develop and build an airport supporting the
4 Southeast Iowa region. As a part of this
5 process, the FAA requires an Environmental
6 Assessment of the proposed airport location.
7 The draft Environmental Assessment, or EA as
8 it's called, has been available now for
9 several weeks for public review.

10 As a part of this public review, we
11 are conducting a hearing for comments from
12 you, the public. I have a few ground rules.
13 Understand I'm simply the moderator. I have
14 no stake in this matter. I won't participate
15 in any decision making. And I'm not here to
16 answer questions or submit questions. This
17 isn't a question-and-answer session. You'll
18 be allowed to make comments on your position,
19 and those comments will be submitted to the
20 FAA.

21 We have right now 11 people signed
22 up to speak. We will give you the
23 opportunity if after you've heard people
24 comment and you want to sign up to make
25 comments. After that we'll give you one more

1 opportunity to sign up. Everybody is going
2 to have one opportunity to speak. So far the
3 11 people that have signed up, we'll walk --
4 work you through those.

5 You're going to be limited to three
6 minutes for your remarks. I'm going to ask
7 that when you come up to the microphone, you
8 state your name and then spell it for the
9 record, so the court reporter can get it
10 down. She's going to try to take everything
11 down that you say. So if you have a habit
12 like I do to speak a little fast, just kind
13 of slow down, so she can make sure she gets
14 it all taken accurately.

15 I went through that. Also,
16 remember if you have other comments or
17 comments come up, you have thoughts that come
18 up during this hearing, so to speak, you can
19 submit those in writing. I'll read the
20 notice and it tells you where you can submit
21 those writings to. I'm going to ask
22 everybody to be respectful. I don't
23 anticipate any problems there. We don't want
24 outbursts or public comment, other than from
25 the persons who are giving the public comment

1 at the microphones.

2 Once we're done with this hearing,
3 Erin's going to prepare a transcript of the
4 testimony. All those comments will -- from
5 the public hearing and the transcript will be
6 submitted to the FAA. Then a detailed
7 response to those issues -- basically, there
8 will be a summary of those issues and then a
9 detailed response will be prepared. And that
10 will be attached to the -- to the
11 Environmental Assessment document.

12 Upon review of the Environmental
13 Assessment document, that's with the public
14 comments, then the FAA will make a
15 determination. They'll make one of two
16 findings. The one will be a finding of no
17 significant impact, which I think they call a
18 FONSI, F-O-N-S-I. And if they do that, then
19 they -- that means there will be no -- sorry
20 about that. They'll determine basically with
21 the FONSI that there will be -- there is no
22 significant impact. Or they may find that
23 there is an impact and they'll issue an EIS,
24 which is an environmental impact statement.
25 And they'll say that that's needed because

1 the proposed actions have significant impact.

2 Now I'm required to read the notice
3 of hearing for the record. And after that
4 I'll start calling people's numbers. Notice
5 of public hearing for proposed improvements
6 of South Central Regional Airport, Mahaska
7 County, Iowa. The South Central Airport
8 Agency, SCRAA, intends to undertake the
9 following proposed actions at the proposed
10 South Central Regional airport: Acquire 582
11 acres of land in fee title; disconnect County
12 Road 220th Street, construct primary runway,
13 that's runway 14/32, paved-concrete, 100 feet
14 in width and 6,700 feet in length; equip the
15 primary runway with high intensity threshold
16 and edge lights, visual glide slope indicator
17 lights and lighted wind indicators; construct
18 the full parallel taxiway 35 feet in width to
19 serve the primary runway, install taxi-way
20 edge lights and airfield guidance signage;
21 construct terminal apron to accommodate 18
22 airplanes; construct vehicle access from
23 Highway 163 via 220th Street to the terminal
24 building and aircraft hangers; construct
25 terminal building; construct Fixed Based

1 Operator, FBO, maintenance facility;
2 construct aircraft storage facilities for 52
3 aircraft; install aboveground fuel storage
4 tanks and dispensing equipment; provide
5 water, sanitary sewer, electrical, and
6 communication services; install airport
7 rotating beacon light and Automated Weather
8 Observing Systems, it's an AWOS; remove trees
9 and other obstructions, install perimeter and
10 security fencing, plant trees and shrubs to
11 screen terminal area development from
12 adjacent property that is potentially
13 eligible for listing on the National Register
14 of Historic Places, the NRHP; rough grade
15 crosswind runway, that would be Runway 10/28,
16 120 feet in width and 4,380 feet in length,
17 paving and lighting of crosswind runway is
18 anticipated in ten-plus years; develop new
19 instrument approach procedures to Runway 14
20 and 32; install approach light system on
21 Runway 32; close the existing Pella Municipal
22 Airport, dispose of airport assets and
23 convert existing site to non-aeronautical
24 uses; close the existing Oskaloosa Municipal
25 Airport, dispose of airport assets and

1 convert existing site to non-aeronautical
2 uses.

3 We are providing a notice of public
4 hearing where we will address the proposed
5 actions, potential economic, social, and
6 environmental impacts. In addition, we will
7 address the project's consistency with the
8 goals and objectives of the affected area's
9 land use or planning strategy.

10 Second page. Potential affected
11 environmental resources include prime
12 farmland, wetlands, waters of the US,
13 historic properties. An adverse effect to a
14 historic property is being mitigated through
15 a Project Programmatic Agreement, or PPA, per
16 section 106 of the National Historic
17 Preservation Act. That's the NHPA.

18 The public hearing will be held at
19 the following time and place: November 22,
20 2016 at 6:00 p.m., the Oskaloosa High School,
21 George Daily Auditorium, 1816 North 3rd
22 Street, Oskaloosa, Iowa.

23 The draft Environmental Assessment,
24 EA, describing the proposed actions and
25 impacts will be available for public review.

1 The draft EA may be reviewed at the Pella
2 Public Library, 603 Main Street, Pella, Iowa;
3 the Oskaloosa Public Library, 301 South
4 Market Street, Oskaloosa, Iowa; Pella City
5 Hall, 825 Broadway Street, Pella, Iowa;
6 Oskaloosa City Hall, 220 South Market Street,
7 Oskaloosa, Iowa; Mahaska County Courthouse,
8 106 South First Street, Oskaloosa, Iowa;
9 SCRAA Website, that's www.scraaiowa.com; City
10 of Pella Website, www.cityofpella.com; or the
11 City of Oskaloosa Website,
12 www.oskaloosaiowa.org.

13 Those wishing to submit written
14 comments must do so to the South Central
15 Regional Airport Agency, 825 Broadway, Pella,
16 Iowa 50219, or Scott Tener, Federal Aviation
17 Administration, Room 364, Kansas City,
18 Missouri 64106. With the comment letter
19 postmarked no later than November 29, 2016.

20 Those wishing to submit comments
21 electronically may do so via the South
22 Central Regional Airport Agency Website,
23 www.scraaiowa.com. Electronic comments must
24 be received on or before November 29, 2016.

25 Before including your address,

1 phone number, e-mail address, or other
2 personal identifying information in your
3 comment, be advised that your entire comment,
4 including your personal identifying
5 information, may be made publically available
6 at any time. While you can ask us in your
7 comment to withhold from public review your
8 personal identifying information, we cannot
9 guarantee that we will be able to do so.

10 That is the end of the public
11 notice. Those two addresses -- and those
12 notices are all over, you can find them, are
13 where you can submit your written comments if
14 you have any after the meeting tonight.

15 I will start. Everybody who wants
16 to comment has three minutes to do so. I've
17 got a timer up here. I don't know what
18 happens when it hits three minutes, but I'll
19 try to give you an idea that you're close to
20 there as you're commenting. We have two
21 microphones. Oh, we've got more numbers.
22 All right. Okay.

23 We have two sets of microphones.
24 Whichever one is closest, walk up to. We'll
25 start with No. 1. Whoever has card No. 1,

1 please come forward. Please state your name
2 and spell your last name at least for the
3 record.

4 BETH DANOWSKY: My name is Beth
5 Danowsky, spelled D-a-n-o-w-s-k-y. I work at
6 Musco and appreciate the opportunity to be
7 here tonight to share a perspective in
8 support of the project on behalf of our team.
9 I'm going to read a prepared statement. We
10 will also provide that for you in writing.

11 The airport project provides air
12 travel supported by Musco because the Musco
13 team supports community. The team supports
14 the airport because Oskaloosa, Pella, and
15 rural areas around the communities need the
16 airport. For the community, both city and
17 rural, the issues are jobs, taxes, and
18 agriculture.

19 Number one, jobs. The US census
20 shows Mahaska County has a population of
21 22,400 with 12,000 residents in the labor
22 force. Manufacturing is the largest employer
23 providing jobs for 24 percent of all workers.
24 Agriculture is the smallest employment
25 sector. Oskaloosa and Pella rank No. 2 and

1 No. 4 in the state as having the highest
2 percentage of workers employed in
3 manufacturing.

4 Over the last year, Musco flew a
5 total of 834 passenger hours on our planes
6 taking team members to meet customers or
7 bringing customers into the community. It
8 takes about five times longer to fly
9 commercially when you consider drive time,
10 check in, layovers, and stay overs.

11 For Mahaska, using our planes
12 versus flying commercially means 3,328
13 passenger hours saved. That's the equivalent
14 of 493 workdays, 83 workweeks, and almost two
15 years of work time saved.

16 The second factor are trips that we
17 couldn't make and missed opportunities due to
18 the time constraints when trying to fly
19 commercially. A third factor is the value of
20 being able to accommodate visitor schedules,
21 resulting in 81 guests who otherwise would
22 not have been able to visit our facilities in
23 Iowa over the past year. These visits are
24 multimillion dollar business issues that form
25 a foundation for multi-year business

1 projects.

2 In short, our interaction with
3 customers is not possible without planes.
4 Our interactions with customers is the
5 foundation of our business. Aviation will be
6 a growing need for existing and perspective
7 entities in our area going forward. If we
8 want to maintain our positive -- our position
9 as a leader in manufacturing, we need to --
10 we need to invest in facilities that
11 businesses need to succeed.

12 No. 2, taxes. Aviation fuel tax
13 revenue is used to fund airport capital cost.
14 A shared airport will use fewer tax dollars
15 than are currently being spent on two
16 existing airports. A reduction in land -- a
17 reduction in land use for airports from 729
18 to 583 acres will put 146 acres back into
19 production. Businesses that use the airport
20 invest in commercial buildings to operate
21 those companies pay \$2,814 in taxes for a
22 100,000 market value property. Agriculture
23 land valued at \$100,000 pay \$2,716 and
24 businesses -- and a business employee
25 living --

1 MR. MILANI: Ms. Danowsky,
2 that's -- your three minutes are up. If
3 you'd --

4 MS. DANOWSKY: All right.

5 MR. MILANI: -- finish it up
6 quickly.

7 MS. DANOWSKY: Thank you very much.

8 MR. MILANI: Also, Ms. Danowsky, I
9 didn't ask you for your address, but I think
10 we want you -- could you just state your
11 address for the record as well?

12 MS. DANOWSKY: Yes.

13 MR. MILANI: What is it?

14 MS. DANOWSKY: 100 First Avenue,
15 Oskaloosa.

16 MR. MILANI: Thank you. We'll have
17 No. 2 next.

18 Please state your name.

19 MR. REMPE: Jack Rempe.

20 MR. MILANI: And your address,
21 Mr. Rempe?

22 MR. REMPE: Yes.

23 MR. MILANI: Your address?

24 MR. REMPE: 2274 Dean Avenue.

25 MR. MILANI: And the spelling of

1 the last name?

2 MR. REMPE: R-e-m-p-e.

3 MR. MILANI: Thank you.

4 MR. REMPE: I would like to address
5 this to the SCRAA board. To the board
6 members, you were chosen from a larger entity
7 to do a job which required you to try to
8 convince the public that the regional airport
9 would be a great asset to Pella and
10 Oskaloosa. During this time, you quietly
11 have had the 28E agreement passed without the
12 landowners even knowing this. You tried many
13 times to construct an airport with the public
14 overwhelmingly letting you know they are
15 against it. But yet you decide to take the
16 job on to do the dirty work of corporations,
17 plowing ahead to get what they want at any
18 cost to landowners and the taxpayers of the
19 two cities.

20 I have sat through many meetings as
21 these citizens gave speeches of how this
22 affects their livelihood. The tax burden on
23 everyone, the unnecessary need for such an
24 airport. Yet, all -- yet, all you sat there,
25 heads down, pretending to be writing

1 something down. No questions were allowed to
2 be answered. Did any of you ever say or
3 think once maybe we shouldn't do this to
4 these people?

5 Free, that's what you said about
6 this airport. It's free. Get the money from
7 the government. Sure. You can get the
8 funding for the construction, but then what?
9 Jobs, well, maybe a few employees. Nothing
10 more than what is being employed at the
11 existing airports. The two corporate jets
12 may use this. And then maybe a few hobby
13 airplane enthusiasts. What then? Who pays
14 to keep this airport going? Well, the
15 residents of Pella and Oskaloosa, of course.
16 Oh, by the way, the ones that couldn't vote
17 on this. Why not?

18 Well, right now farming of these
19 acres employs hundreds, from the banks, seed
20 company, fertilizer, fuel, tile, dozer,
21 labor, machinery, you name it, grain
22 companies, on and on. But yet tell me
23 converting these highly productive acres with
24 cement will bring more jobs to Mahaska
25 County. We already know that you have a

1 no-care attitude about the families that it
2 will affect, Century Farms or Heritage Farms
3 that it will destroy. They have all stated
4 their cases with you over and over. No given
5 reaction at all.

6 Well, I am saying now is take a
7 small amount of loss that you will have,
8 repair the two communities faith in each
9 other. This airport is a fail for them and
10 will never be what you sold it to be, ever.
11 Stop it now and do the right thing. This is
12 a good wake up call.

13 MR. MILANI: Your time is up, sir.
14 Perfect timing.

15 MR REMPE: Thank you.

16 MR. MILANI: No. 3.

17 MR. KRUTZFELDT: My name is David
18 Krutzfeldt. The last name is spelled
19 K-r-u-t-z-f-e-l-d-t. And my address is 2415
20 McMullin Drive in Oskaloosa.

21 And I speak from a perspective of
22 my position as Mayor of Oskaloosa. First of
23 all, thank you very much for the opportunity
24 to speak this evening. Back in 2012, the
25 Oskaloosa City Council, Pella City Council,

1 and Mahaska County supervisors all came to a
2 unanimous agreement that it was in our best
3 interest to take action on the construction
4 of the new airport. The reasoning was varied
5 among members, but with the Oskaloosa Airport
6 being possible, but there wasn't as much
7 flight time as we would like. We were
8 hearing comments like it's a farm that, by
9 the way, can function as an airport.

10 The Pella City Council showed that
11 their airport however was quite busy, but
12 they couldn't expand it the way they would
13 like. They had some developmental concerns,
14 but they were primarily safety. So it made
15 sense to us to share our resources to create
16 a single airport that better served our
17 mutual interest.

18 Closing two individual city
19 airports for the benefit of sharing one is a
20 win-win for the communities in addition to
21 helping the FAA in the sense that it would be
22 supporting one less airport that would be
23 safer and more efficient.

24 Mahaska County supervisors
25 recognized at the time this would be a

1 long-term economic benefit to the region
2 because economic viability of the county is
3 quite dependent on the economic viability of
4 the cities, both within and around it.

5 So I think we can agree that the
6 economic sustainability of the region
7 requires a blend of services to be available
8 for both citizens and their businesses. Good
9 highways and airports are part of that.

10 Shortly after the creation of the
11 28E agreement, the majority of the Oskaloosa
12 City Council members and mayor were up for
13 reelection. The opposing candidates held up
14 opposition to the airport as their primary
15 campaign issue and the incumbents defended
16 their position. After the vote was taken,
17 all of the incumbents were reelected by
18 margins of 57 percent to 43 percent or
19 better.

20 And so Oskaloosa continues to
21 support the development of the airport. Big
22 projects like this though aren't without
23 controversy and adversity, and that's the way
24 our democracy works. So I would like to
25 compliment the members of the SCRAA. They

1 have paid attention to detail, kept
2 everything legal, have been faithful in
3 keeping the project progressing. From time
4 to time, they've been on the receiving end of
5 criticism when all they're doing is their
6 appointed job.

7 So to conclude as I look around the
8 room, there's a lot of us here that have some
9 gray hair like I do and maybe not even be
10 around thirty years from now. However, the
11 people younger than us in this region will be
12 around. And I believe if they look back to
13 this time, they will thank us for the
14 long-term vision we had in getting this
15 airport built. Thank you again for the
16 privilege.

17 MR. MILANI: Thank you. No. 4.
18 Please just state your name.

19 MR. DEROI (ph): My name is John
20 DeRoi, address 1883 220th Street. I will
21 begin with I'm one of the landowners apart of
22 the regional airport of which I am opposed.
23 This all began with a study, the airport
24 assessment, which ended up from the 28E
25 agreement, prove the majority voted of the

1 Mahaska County Board of Supervisors.

2 Previously, this was voted down on
3 a public vote, but Mahaska County failed to
4 attend 30 percent plus margin majority. I am
5 not opposed to the use of the 28E agreement
6 if used for the right reasons. I believe
7 that the proposed regional airport is not a
8 necessity, but a want by a few and not a
9 need.

10 The proposed area for the regional
11 airport has one heritage farm and two Century
12 farms, 160 years and 140 years and 118 years
13 respectively, which means a lot to its
14 owners. The heritage farm also includes a
15 prime cemetery that is still active and does
16 make it a finer (ph) cemetery, which makes it
17 historical.

18 The end result is possibility of
19 taking prime land, farm may never grow crops
20 again, from its owners against their will by
21 the use of possible eminent domain. Meaning,
22 the private use rather than public use, which
23 I and others vigorously opposed. There's one
24 remark I want to make, that 220th Street
25 passes by my property. It's heavy traveled,

1 shortcut between 163 and 63. And I see
2 that's a real problem with the county.

3 My end remark is -- my end remark
4 is that in all of the above, I believe in
5 truth, honesty, and a trustworthiness. Thank
6 you.

7 MR. MILANI: Thank you, sir. No.
8 5.

9 MR. MUELLER: Good evening. And
10 thank you for this opportunity to speak. My
11 name is James Mueller, M-u-e-l-l-e-r, and I'm
12 the mayor of the City of Pella.

13 MR. MILANI: If we can have your
14 address, Mr. Mueller, for the record?

15 MR. MUELLER: Certainly. It is
16 1008 East Second Street in Pella. When I
17 first ran for city council over
18 thirteen years ago, one of the first things I
19 became involved with was the potential
20 relocation of our municipal airport. I
21 served on a committee to review the need of a
22 new airport and the potential for upgrading
23 our existing facility. I entered this
24 committee with an open mind, but questioning
25 the need for the upgrade. After many

1 meetings, discussions, conversations with
2 representatives from the FAA and our
3 community business leaders, it became very
4 clear to me that this upgrade was necessary
5 and not simply just a want.

6 One of the primary responsibilities
7 of an effective and responsible government is
8 to provide safe and efficient infrastructure
9 for the benefit of our community, whether
10 it's a highway, a water plant, or in this
11 case, an airport. It is our duty to all of
12 our citizens to address those needs.

13 A redesigned airport will provide
14 you with -- (inaudible) -- safe, convenient,
15 and efficient municipal facility. The key
16 issue with our current airport is the high
17 number of Category C flights and the lack of
18 installed infrastructure to support them.
19 Even though the current airport has a
20 temporary authorization to land Category C
21 aircraft, it could be revoked at any time
22 leaving us with no ability to support the
23 current users. A new regional airport will
24 provide our local businesses with permanent,
25 safe access to efficient air travel. It will

1 also position this region as a
2 forward-looking business friendly area. It
3 will allow our industries to compete with
4 other companies for customers nationwide.

5 Finally, it will provide a critical
6 municipal service from many years to come.
7 Thank you very much.

8 MR. MILANI: Thank you, sir. No.
9 6.

10 MR. DOLAND: Hello. My name is
11 Mark Doland. My address is 1802 Burlington
12 Road in Oskaloosa. I forgot what else you
13 need.

14 MR. MILANI: That's good enough.
15 You can start.

16 MR. DOLAND: I'm here -- I'm here
17 to rise in opposition of the project. I'm
18 speaking in my capacity as a Mahaska County
19 Board supervisor. There's been many
20 elections that have taken place since this
21 28E agreement has gone into effect and was
22 passed. Shortly after my election, I had
23 brought up for a resolution a vote to remove
24 eminent domain from the 28E agreement, which
25 passed the Mahaska County Board of

1 Supervisors three to nothing unanimously.
2 Was -- it was determined by the City of
3 Oskaloosa and the City of Pella to leave
4 eminent domain in.

5 The project is a good one for
6 Pella. I think they do need -- they have the
7 need for an airport, but they got -- I think
8 the current existing air travel in Mahaska
9 County is functional and is successful for
10 everybody who is here and supports our
11 businesses.

12 Truth wins because in the light of
13 day always wins. I've debated this project
14 over and over with people and overwhelmingly
15 they support my position. I think the only
16 way to really find out if a project is worth
17 its weight is to put it to the vote of the
18 people. The only vote that is on record is
19 one that happened many years ago in the City
20 of Oskaloosa, which was -- overwhelmingly
21 supports my position as well, but also we
22 have a vote of representative government.

23 I was voted by many people. I
24 represent over 22,000 people in Mahaska
25 County. And the Board is turned over and I

1 would highly suspect if the -- if the current
2 Board -- or oncoming Board supports this
3 project. That's why I plan to, as a
4 representative of these people, bring the
5 resolution forward asking for Mahaska County
6 to withdrawal from the 28E agreement. The
7 City of Oskaloosa and the City of Pella also
8 would have to ratify and vote to allow that
9 to happen. This will be forthcoming in
10 future meetings with the Board of
11 Supervisors. Thank you.

12 MR. MILANI: Thank you. No. 7.
13 And you may not have your card, No. 7, but do
14 you know who you are? All righty.

15 MR. BATMAN: Hello. My name is
16 David Batman, that's B-a-t-m-a-n. I've been
17 a resident here of Oskaloosa
18 forty-eight years. I believe that our
19 communities are well served by several
20 airports presently. The -- this project, in
21 my opinion, is what is commonly known as a
22 boondoggle. I would urge that the FAA use
23 their resources where they are needed and
24 wanted and not here. Thank you.

25 MR. MILANI: Thank you, sir. No.

1 8.

2 MR. TIES (ph): Hello. My name is
3 Stephen Ties, 1003 North Second Street. And
4 I have two questions that anyone won't
5 answer. Who was planning to use the --
6 (inaudible) -- on the plan? And how many
7 jobs are going to be created by the -- at the
8 airport? How many -- (inaudible) -- need to
9 be moved in order to do the fill and cuts and
10 so on to create the airport? And where is
11 the dirt coming from and how much runoff is
12 going to create a problem with the
13 surrounding landscape around there?

14 It would appear to me there is a
15 lack of planning on Pella's part for not
16 allowing for land to expand their airport
17 just because they want to -- (inaudible) --
18 doesn't seem like that lack of planning
19 should be a problem on my part to fund their
20 airport needs. I say the City of Des Moines
21 International Airport is a regional airport
22 facility and places like Chicago with an
23 international airport as a larger facility,
24 so Des Moines is a regional airport. When --
25 I think of the term regional as being a

1 larger area, I would say, in comparison to
2 the US -- (inaudible) -- districts in Iowa
3 and one airport per region is probably
4 sufficient.

5 One might think this is a -- this
6 overall project might be an example of what's
7 called inappropriate use of technology. And
8 the proposal as stated in the document that's
9 made available too states that so many acres
10 of land will be made available for other
11 purposes. There's no specific allowance to
12 make sure that that land would be returned
13 back to agriculture. In fact, the citizens
14 of the City of Pella plan on turning that
15 land over into a residential facility
16 community. It will never go back to
17 agriculture.

18 Times state in the form about how
19 about -- (inaudible) -- airport A and a
20 regional airport like Des Moines, Newton, or
21 Ottumwa. It's roughly an hour of travel time
22 by vehicle. I don't see that as being
23 inconvenient. I travel that far alone to get
24 to an airport. Plus, at first I travel to
25 commercialized van line and waiting and

1 waiting and waiting and waiting for it to get
2 on the plane. I don't feel like people at
3 this state and this city should be spending
4 lots of tax dollars, directly among local 10
5 percent max, plus 90 percent max with the
6 Feds for the conveniences -- (inaudible).
7 Thank you.

8 MR. MILANI: Thank you, sir. No.
9 9.

10 MR. CARTER: Once again, good
11 evening to you. My name is Jimmy Carter,
12 C-a-r-t-e-r, 316 East Glendale Road.

13 I'm one of the unfortunate ones
14 that got voted off a few years ago setting on
15 the City Council when all this was taking
16 place, but that was after the vote where it's
17 been said numerous times that it was
18 overwhelmingly voted down. What really
19 troubles me tonight, amongst one thing, I had
20 of them, three minutes to state your opinion
21 on approximately a 50 or \$60 million job
22 project. With 11 people, that's
23 thirty-three minutes you want to spend it on
24 listening to us. If there's -- if everyone
25 in this room was going to be talking, I can

1 see that. And I know you set up the
2 guidelines and I'm not here to -- I'm just
3 frustrated we get thirty-three minutes
4 spending on this.

5 What I think this is is a Pella
6 problem, not an Oskaloosa problem. We've got
7 628 acres. We could add a few thousand feet,
8 1,500 feet to our airport at a very low cost.
9 Farmers up near the airport have stated they
10 would sell the land and we could lengthen our
11 airport and solve any problems we might have
12 with our air traffic. If Pella's got a
13 problem, I feel that they need to step up to
14 the plate, fix it, buy the houses at the end
15 of their airport, and move on. It's not an
16 Oskaloosa or Mahaska County situation. I've
17 stated that. I haven't changed my opinion on
18 it. And I don't feel it's the best for our
19 community or our county in the now or present
20 future. Thank you.

21 MR. MILANI: Thank you, sir. No.
22 10.

23 MR. DICKEY: Good evening,
24 Mr. Milani. My name is Gary Dickey, and I am
25 appearing on behalf of six landowners that

1 are affected by this proposed site. My
2 address is 301 East Walnut in Des Moines,
3 Iowa. And I am an attorney for Dickey &
4 Campbell Law Firm.

5 The Environmental Assessment that
6 is the subject of this hearing is deficient
7 in at least four ways, and many more. I'll
8 address four in three minutes. First, Order
9 5050.4B specifically directs to prepare the
10 Environmental Assessment to, quote,
11 Coordinate with resource agencies, industry
12 groups, and the affected community as
13 practicable and necessary to ensure the
14 assessment addresses those issues of greatest
15 public concern. The preparers of this
16 assessment have not done that. We would
17 invite the preparers to come out, have a
18 face-to-face meeting with the affected
19 landowners. Certainly, open up a dialogue of
20 more than three minutes for these important
21 public issues.

22 The public meetings that the South
23 Central Regional Airport authority has are
24 perfunctory. They're one sided. The minutes
25 that are prepared are skeletal, do not

1 provide the public with the transparency
2 necessary to have a meaningful public
3 dialogue on this important issue.

4 Second, that same order also
5 directs that the preparers take into account
6 the environmental, social, economic, and
7 technical factors of the proposed action and
8 the reasonable alternatives. The 442-page
9 Environmental Assessment is noticeably
10 deficient in any type of meaningful economic
11 cost-benefit analysis. We've heard
12 individuals tonight talk about the importance
13 to the community.

14 It's a minimum estimated structure
15 of \$30 million, not to mention the ongoing
16 expenditures associated. There is nothing in
17 the assessment, nor anything on the South
18 Central Regional Airport or at least the
19 Website that identifies how there would be
20 benefits to taxpayers in excess of the cost
21 of construction and ongoing costs associated.

22 Third, the assessment vastly
23 undervalues the environmental and social
24 impact on the farmland of the --
25 (inaudible) -- which would be 560 acres of

1 prime farmland. To illustrate this, on
2 April 17 of 2015, USDA sent a letter to
3 Jerald Searle strongly advocating locating
4 any proposed airport to areas that are
5 largely not prime farmland. The area that is
6 purposed is unfortunately largely prime
7 farmland and should be avoided in favor of
8 other areas with little prime farmland and
9 mostly not on farmland, unquote.

10 These are Century farms, some of
11 them as much as 150 years in the same family.
12 And with the time remaining, the fourth
13 deficiency is the failure to meaningfully
14 address the Otley Airport alternative. And
15 as the FAA knows, because we've got the
16 e-mails from Scott Tener, if this project
17 doesn't go forward, Pella will proceed with
18 its own airport in Otley. And that is not
19 addressed in this assessment because of
20 limitations that the City and Municipality
21 placed on the 28E agreement, which are
22 totally arbitrary. There is no reason why
23 the Otley Airport cannot serve purposes
24 identified in the Iowa DOT 2010 Airport
25 assessment.

1 MR. MILANI: Your time is up, sir.
2 Thank you. No. 11.

3 MR. REMPE: Mark Rempe, 1897 Harbor
4 Hill Drive, Pella, Iowa. First thing I want
5 to talk about is closing 220th Street. We
6 heard a lot of people talking about its
7 safety. My partners and I run our farm
8 equipment back and forth across the county.
9 And closing 220th Street is going to force us
10 to take our stuff up and down 163, probably
11 through Oskaloosa. And we don't want to be
12 on 163 any worse than anybody else wants us
13 to be on 163, so we've heard a lot about
14 safety. But we're really showing a lot of
15 traffic. We've got a lot of bad accidents
16 between semis and farm equipment going up and
17 down 163.

18 The other thing I want to talk
19 about is the -- putting an airport right
20 beside a cemetery and a water tower makes no
21 sense to me. We have setbacks to build hog
22 buildings and everything else around
23 cemeteries. And here we want to put a runway
24 right beside a cemetery, so I can't see how
25 that makes any sense.

1 And my last thing is this notch
2 here that my family owns, and what's that
3 house and building going to be worth if
4 the -- all these buildings back right up
5 against the 40-foot -- (inaudible)? So it
6 looks like a bad plan and a bad place. And
7 hopefully, it will get turned down.

8 MR. MILANI: Thank you, sir. I
9 don't believe we have a No. 12, but we have a
10 No. 13.

11 MR. LINN: 12.

12 MR. MILANI: Are you 12?

13 MR. LINN: Yes, I am.

14 MR. MILANI: Come on up here.

15 MR. LINN: Thank you for not
16 skipping over me.

17 MR. MILANI: State your name and
18 your address.

19 MR. LINN: Yes. My name is Myron
20 Linn. I live in Pella. Last name is spelled
21 L-i-n-n. Address, 2059 Hickory Trail in
22 Pella.

23 And good evening. And I'm very
24 pleased to be speaking on behalf of Pella
25 Corporation this evening and want to thank

1 the members of the -- of the authority for
2 allowing us to speak in favor of the airport
3 project.

4 Pella Corporation considers the
5 regional airport transportation to be an
6 essential tool for operating our business and
7 our manufacturing headquarters in rural Iowa.
8 With the inefficient and many times
9 unreliable commercial air transportation, we
10 consider private air transportation as a
11 critical part of our operation.

12 And as you know and as you've heard
13 earlier, the Pella Corporation airport is
14 operating under a temporary authorization to
15 depart and land a Category C aircraft, while
16 the FAA has strongly indicated that this is
17 not a permanent solution and is not a
18 permanent reclassification of the airport.
19 At any time the FAA could rescind the
20 temporary authorization and cause a serious
21 problem for one of the largest businesses and
22 larger employers in this -- in these two
23 communities.

24 After several highly informed
25 studies, it is clear that the current airport

1 cannot be modified to achieve a Category C
2 status in Pella. And with safety being the
3 most important matter at hand, it is
4 essential to move forward with this project.

5 Just a couple of pieces of brief
6 information. Pella Corporation employs over
7 7,000 people nationwide, many of them who use
8 the airport to conduct their duties and their
9 responsibilities of employment. Since 2007,
10 Pella Corporation's aircraft has flown over
11 8,500 individual passengers to approximately
12 750,000 passenger air miles on its aircraft.
13 And over 80 percent of these passenger air
14 miles are non-executive travel. That means
15 it's the kind of people who are actually
16 working and -- on day-to-day projects that
17 are part of our aircraft usage. Employees in
18 engineering, maintenance, marketing,
19 information technology, production, and
20 factory technicians are very common. And the
21 plane averages hundreds of flights in and out
22 of the airport each year.

23 And equally, and more importantly
24 perhaps, are customers who periodically
25 travel for our manufacturing sites and

1 headquarters in Pella travel by air. In many
2 cases, transportation is required for
3 withstanding our markets and our sales
4 through efficient air transportation.

5 And last year multiple visits by
6 customers resulted in significant sales, and
7 that provided good paying, high volume jobs
8 in our local economy. And it is clearly
9 essential that we are able to continue to
10 welcome customers to our area through safe
11 local air transportation.

12 So Pella Corporation strongly
13 supports the regional airport project as a
14 way to consolidate federal tax dollars by
15 combining two airports into one efficient
16 airport. And furthermore, it's an excellent
17 tool -- done?

18 MR. MILANI: You're done.

19 MR. LINN: I'm sorry, sir. Thank
20 you very much. And thank you.

21 MR. MILANI: Now is the opportunity
22 if you haven't had the opportunity to speak,
23 you can sign up.

24 Does anybody in here that didn't
25 get to speak before want to speak?

1 MR. LAZIO: Yes.

2 MR. MILANI: Why don't you come up
3 here, sir.

4 Is there anyone else?

5 MR. LAZIO: Good evening. My name
6 is Tom Lazio. I'm the mayor of Ottumwa,
7 L-a-z-i-o. I have a letter I'll submit as
8 the formal written document. However, I
9 would like to, on behalf of the City of
10 Ottumwa, express my opposition to the
11 proposed changes or improvements being
12 proposed by the South Central Regional
13 Airport committee.

14 I think the environmental,
15 financial, and social and economic factors
16 have already been enumerated tonight. I'm
17 concerned that building another regional
18 airport would endanger the viability of our
19 regional airport. I can see no logical
20 reason to evolve another regional airport
21 within thirty minutes of Ottumwa, Newton, or
22 Des Moines.

23 Our airport has the capacity to
24 serve C class jets without spending millions
25 of dollars or condemning good farmland, I've

1 heard up to 580-some acres. We already have
2 regional airports in Des Moines, Newton, and
3 Ottumwa that serves the region in the area.
4 In light of the new Highway 163, I think the
5 convenience factor of fifteen to
6 twenty-five minutes is not justification for
7 spending 25 or \$35 million to build another
8 facility.

9 I also would raise the question
10 of why this proposal has been pushed forward
11 without any outreach to the other airports in
12 the area. I can't see any public benefit to
13 this. If there is some benefit I'm missing,
14 I would appreciate hearing more about it. We
15 are in the process of reclaiming some
16 additional runway feet at the airport and
17 certainly can land most jets that come into
18 our community.

19 I think the money would be better
20 spent. And I would like to know what the
21 return on the investment really is. Our
22 local airport committee does not support
23 this, and they've joined me in signing a
24 letter that I'll submit. Thank you very
25 much.

1 MR. MILANI: Thank you. With that,
2 I would remind you that you can submit
3 written comments. You have a few more days
4 to do that. Take advice from the notice
5 about when your deadline is and how to submit
6 them. And that will close these proceedings.
7 Thanks, everyone.

8 (The public hearing concluded at
9 6:52 p.m.)

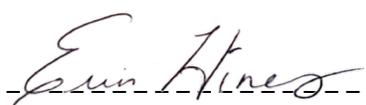
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C E R T I F I C A T E

I, Erin Hines, Certified Shorthand Reporter, Registered Professional Reporter and Notary Public, do hereby certify that the above and foregoing public hearing was reported by me at the time, date, and place hereinbefore indicated; that thereafter I personally supervised the transcription of my said shorthand notes; that said statement is a true and complete transcription of my said shorthand notes so taken.

Dated this 4th day of December, 2016.



ERIN HINES, CSR RPR

CERTIFIED SHORTHAND REPORTER
REGISTERED PROFESSIONAL AND
NOTARY PUBLIC

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