



City of Enid
401 W. Owen K. Garriott Road
Enid, Oklahoma 73701
580-234-0400

VANCE DEVELOPMENT AUTHORITY

NOTICE OF MEETING

Notice is hereby given that the Enid Vance Development Authority will meet in special session at 11:00 a.m. on the 1st day of May, 2018, in Lower Level Conference Room in the basement of the City Administration Building, located at 401 W. Owen K. Garriott Road, Enid, Oklahoma, and the agenda for said meeting is as follows:

- AGENDA -

VANCE DEVELOPMENT AUTHORITY

1. **CALL TO ORDER/ROLL CALL.**
2. **CONSIDER APPROVAL OF MINUTES OF THE REGULAR VANCE DEVELOPMENT AUTHORITY MEETING OF JANUARY 4, 2018.**
3. **DISCUSS WASHINGTON D.C. LEGISLATIVE TRIP.**
4. **DISCUSS WIND TURBINE AND AIRSPACE LEGISLATION, AS PRESENTED IN SENATE BILL 1576.**
5. **DISCUSS THE FEDERAL AVIATION ADMINISTRATION (FAA) AND WEATHER RADAR.**
6. **DISCUSS OKLAHOMA STRATEGIC MILITARY PLANNING COMMISSION (OSMPC) BUDGET FOR THE 2018-2019 FISCAL YEAR.**
7. **DISCUSS REQUESTS BY THE SECRETARIES OF THE ARMY, AIR FORCE, AND NAVY CONCERNING QUALITY OF LIFE.**
8. **DISCUSS PILOT TRAINING NUMBERS.**
9. **ENID WOODRING REGIONAL AIRPORT TERMINAL CONSTRUCTION UPDATE.**
10. **ADJOURN.**

Vance Development Authority

2.

Meeting Date: 05/01/2018

Submitted By: Alissa Lack, City Clerk

SUBJECT:

CONSIDER APPROVAL OF MINUTES OF THE REGULAR VANCE DEVELOPMENT
AUTHORITY MEETING OF JANUARY 4, 2018.

BACKGROUND:

RECOMMENDATION:

PRESENTER:

Attachments

Minutes

MINUTES OF THE REGULAR MEETING OF THE
TRUSTEES OF THE VANCE DEVELOPMENT AUTHORITY
HELD ON THE 4TH DAY OF JANUARY 2018

The Trustees of the Vance Development Authority met in a regular meeting in the Lower Level Conference Room of the Administration Building of the City of Enid located at 401 West Owen K. Garriott Road, Enid, Oklahoma, at 10:00 A.M. on the 4th day of January 2018, pursuant to notice given twenty-four (24) hours in advance to the Clerk of the City of Enid, Oklahoma, and pursuant to notice thereof displayed on the bulletin board at the Administration Building of said City, which notice was posted prior to 10:00 A.M. on the 3rd day of January 2018.

Chairman Shewey called the meeting to order with following members present and absent:

PRESENT: Trustees Newton, Jackson, Blankenship, Henderson, Roberts, Cox, Keefer, Frantz, Venus and Chairman Shewey.

ABSENT: Trustees Barnes, Kisling and Cummings.

Others present were Woodring Regional Airport Director Dan Ohnesorge, City Manager Jerald Gilbert, Assistant Secretary Summer Anderson, Planning Administrator Chris Bauer, Woodring Regional Airport Operations Manager Keston Cook, and citizen Yvonne Carlson.

Chairman Shewey introduced newly appointed Trustees Krista Roberts, Doug Frantz and Taylor Venus to Trustees of the Authority.

Chairman Shewey administered the Oath of Office to the newly appointed Trustees Roberts, Frantz and Venus.

Motion was made by Trustee Jackson and seconded by Trustee Keefer to approve the minutes of the September 7, 2017 Vance Development Authority special meeting, and the vote was as follows:

AYE: Trustees Newton, Jackson, Blankenship, Henderson, Roberts, Cox, Keefer, Frantz, Venus and Chairman Shewey.

NAY: None.

Trustee Frantz abstained from the vote.

Mr. Mike Cooper, Vance Development Authority Consultant, provided an update on Airspace Legislation and the National Defense Authorization Act (NDAA).

He spoke regarding the Vance Development Authority's role in carrying out business to increase mission, reduce costs, and to improve infrastructure and quality of life, which had been past priorities. Now, the most important asset and priority was protecting airspace.

Last session at the state level, legislation was proposed to ensure that wind entities did not negatively impact military training operations in the State of Oklahoma. He noted that there were three bases alone in the state of Oklahoma whose flying missions accounted for \$13 billion dollars of annual economic impact for the state.

Currently, if a wind farm development was proposed, approval went through the Federal Aviation Administration (FAA). If the development was around training routes, drop zones, bombing ranges, or approaches to runway, it went through the Department of Defense Clearinghouse for further review before the decision was made on whether to allow the development or not. The previous Administration had wanted more alternative energy, and a lot of sites were agreed to that didn't totally take away from the mission, but did degrade the mission capabilities.

Mr. Cooper explained that a bill had been proposed last session at the state level related to permitting that that would bring wind energy and other entities together to ensure development did not negatively impact the training missions in the state, in particular to the previously mentioned military zones. However, wind energy entities did not want to agree to the legislation.

Mr. Cooper provided background for the new Trustees regarding past wind farm projects that would have impacted local military operations, had the development been approved as originally proposed. He emphasized that we were not against alternative energy, as Oklahoma was the second largest producer of wind energy, but that we needed something in place to protect airspace.

He explained that he had gotten commanders from multiple Oklahoma military bases, regional wind company representatives, and state legislators together mid-session to get legislation written that would protect training routes, but allowed wind energy companies to continue development. A map was presented which illustrated local military training routes and existing wind farms. He explained current issues regarding wind farm development encroaching on military training routes, and the importance of where the wind farms were located in relation to the military's airspace, to ensure the wind turbines did not interfere with training operations.

Mr. Cooper spoke about state legislators offering to allow wind energy coalitions to write the legislation regulating their development, but wind could not really agree. Instead, legislation was proposed at the end of last session at the by state legislators, including heavy permitting and an approval process, but did not pass and was tabled. Study sessions were conducted during off-session time, during which work was done to determine what could be done at the federal level. Wind entities communicated they only wanted to go through an approval process with the Department of Defense Clearinghouse, as they believed training did not rise to the level of national security. Mr. Cooper spoke about working with Senator Inhofe to have language added to the National Defense bill that would specify that military training and readiness rise to the level of national security, and would allow the Secretary of Defense the capability to stop development. That bill was passed and would be in effect after the budget process was complete.

Mr. Cooper explained that new legislation will be proposed at next session at the state level that should have wind energy companies and the military on the same page, and come to an agreement on

criteria that will allow continued development, but protect airspace. He also spoke regarding the impact of wind turbine development on weather radar, which the military also utilized in training.

Mr. Cooper then answered questions regarding the impact that current wind farms have had on Vance Air Force Base, as well as other military bases that have been greatly affected by development. Also discussed were the entities that actually had control of the airspace above the turbines, and how much clearance was needed to ensure training routes were safe and usable. He reiterated the importance of deciding what our priority was to protect, not just to protect the current mission, but to increase mission as well. He explained that he had been working with Department of Defense Clearinghouse Director Ron Tickle and his staff to add language to the legislation that would allow more control of proposed development at the state level, and wind energy companies at the regional and state level had agreed to that language. It was anticipated that said legislation would present at the beginning of next session at the state level.

Brief discussion was held regarding airspace and airspace legislation.

Mr. Cooper provided an update to the Milcon (Military Construction) projects. He provided background on past Base Closure and Realignment Commissions (BRAC) from 1995 and 2005. In the 1995 BRAC, when only three bases were left open, including Vance Air Force Base, infrastructure and quality of life were the factors considered for possible closing, and at that time, Enid was the worst rated in these categories, with airspace being what most likely saved Vance Air Force Base from closure. He reiterated that this was why protecting airspace was so important, and a lot of work had been done to improve the areas that Vance ranked low in before the 1995 BRAC, such as land to expand. Vance had since purchased more than 300 acres of land for expansion.

Since 1995, \$350 million dollars in Milcon projects had been added to the base to improve infrastructure, including ramps, hangars, a fuel cell building, a T-1 hangar, a new control tower, engineering complex, transportation buildings, outside runway, and logistics center. Now that Vance had

addressed the land and infrastructure issues, it was time to focus on reducing costs and increasing mission. Redundancy of power, water and communications was the focus at this time, with water and communications backup already having been resolved, and electric backup being next to address. Mike Ruby with OGE had joined the effort to bring a plan to have an alternative energy source at Vance, should electric service go down.

Regarding increasing mission capability, General [Mark] Nowland, who oversaw all military operations, advised that Vance could not have expanded the runway at any better time, and was provided additional mission accordingly.

After the 2005 BRAC, a new road and armed forces reserve center were constructed. A new combined squadron operations facility was the next project they were trying to get for Vance, so the goal was to get this facility into the five-year plan.

Regarding the Oklahoma Strategic Planning Commission (OSMPC) Project Funding Update, Mr. Cooper explained that funds would be received this year after approval at the Military Planning Commission meeting later in the month, where Enid Woodring Regional Airport Director Dan Ohnesorge could request funds and an extension for the Enid Woodring Regional Airport terminal building construction project.

Mr. Chris Bauer, Planning Administrator for the City of Enid, presented an update to the Joint Land Use Study (JLUS). A brief overview was provided regarding a joint effort between the City of Enid and The Office of Economic Adjustment, who has provided a grant for the project, with the City of Enid being responsible for 10% of costs.

Matrix Design Group had been contracted for the amount of \$201,001.10. The JLUS kick off meeting was conducted in early November 2017, and since then information was being collected from the City of Enid, Garfield County, Waukomis, Alfalfa County and Grant County.

At the end of January, Matrix would be at Vance Air Force Base for a briefing and tour of the facility, and then meetings would be scheduled with City of Enid leadership, Garfield County Commissioners, the City Manager and City Clerk of Waukomis, the County Commissioner and County Clerk for Alfalfa County, and Grant County.

A final joint land use agreement and proposed legislation was expected to come from these meetings. A recommendation was also expected to be made by Matrix Design Group. Three committees existed with regard to the Joint Land Use Study: the first was the advisory committee which consisted of local elected officials; the second was the technical committee, comprised of Vance Air Force Base personnel conducting day-to-day operations; and the third was the stakeholder group, which included all members of the Vance Development Authority.

Brief discussion was held regarding JLUS.

Trustee Frantz expressed concern regarding the local Canadian Geese population and the impact on operations for Woodring Regional Airport, as well as Vance Air Force Base.

Mr. Cooper noted that Vance Air Force Base had a full-time position on their staff that dispersed the birds, and that creating conservation easements were a possibility as well.

Trustee Frantz requested that the advisory committees for JLUS look further into this issue.

Mr. Dan Ohnesorge, Woodring Regional Airport Director, provided an update on the Enid Woodring Regional Airport Terminal Construction project.

Tours had been conducted of four newly constructed terminal buildings in Oklahoma, and meetings held with airport managers to find out what things we would like to be done with the Woodring terminal building, in order to make the project successful. Information was also gathered from corporate pilots and tenants of the airport to find out what they are looking for in the facilities. Mr. Ohnesorge explained their needs and wants from the project, such as a larger restaurant and kitchen, a separate lobby with 24 hour access, that would not require someone to sit in the restaurant seating area while waiting on

aircraft, a joint use planning room, a more comfortable pilot lounge, and a staff conference room that would double as a safe room for the whole terminal building.

Mr. Ohnesorge reviewed adjustments that had been made to the project in order to meet budget, including adjusting the terminal building location 25 feet to the north and a little to the west, due to the location of a main power supply which runs underneath the current parking lot. This would actually be beneficial, as it would create more ramp space in the future. More adjustments included reducing the size of the building from what was originally planned, removing the proposed staff conference room from the project, and slightly reducing the size of the planned restaurant.

The architectural estimate for the project is \$1.8 million, with \$500,000.00 coming from local donations, \$500,000.00 from the Airport Fund, \$500,000.00 from the Oklahoma Aeronautics Commission, and approximately \$300,000.00 from the Oklahoma Strategic Military Planning Commission.

Mr. Ohnesorge also noted that an additional \$3,000.00 in donations have been received from the Dave Chael Memorial Fund. Lt. Col. Dave Chael had been helping with the project, but had recently passed. The funds received from the memorial fund would be used to purchase equipment for the joint use planning room. The planning room would then be named for Lt. Col. Chael.

Mr. Ohnesorge presented the original plans for the terminal building, as well as the adjusted plans designed to reduce costs.

Discussion was held regarding the cost of the project if it was constructed as originally planned without reductions to meet the \$1.8 million budget. Mr. Ohnesorge noted that would be approximately an additional \$350,000.00 to do so.

Discussion was held regarding security and how to ensure appropriate access to the new terminal building, if it would be accessible 24 hours a day.

Mr. Ohnesorge then answered questions related to the inside layout of the proposed building, parking lot additions, as well as questions regarding the timeline of the project. He explained that he

expected that the project would go out for bids in February 2018, with a projected completion date of early 2019 being feasible.

There being no further business to come before the Authority at this time, Chairman Shewey adjourned the meeting.

The meeting adjourned at 11:42 A.M.