



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 Vance Development Authority will meet in regular session at 10:00 a.m. on the 3rd day of January, 2019, in the Lower Level Conference Room of the City Administration Building, located at 401 West 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 VANCE DEVELOPMENT AUTHORITY RESCHEDULED REGULAR MEETING OF JULY 17, 2018.
3. DISCUSS OKLAHOMA STRATEGIC MILITARY PLANNING COMMISSION (OSMPC) PROJECT APPROVAL FOR A DEBRIEFING ROOM IN THE NEW TERMINAL BUILDING AT ENID WOODRING REGIONAL AIRPORT.
4. UPDATE ON PROGRESS OF CONSTRUCTION OF THE NEW TERMINAL BUILDING AT ENID WOODRING REGIONAL AIRPORT.
5. UPDATE ON DEFENSE COMMUNITIES INFRASTRUCTURE PROGRAM (DCIP).
6. DISCUSS POTENTIAL NEW DORMITORY FOR VANCE AIR FORCE BASE AND POSSIBLE FUNDING.
7. DISCUSS INFRASTRUCTURE NEEDS AT VANCE AIR FORCE BASE.
8. UPDATE ON RUNWAY IMPROVEMENTS PROGRESS AT VANCE AIR FORCE BASE.
9. UPDATE ON AIRSPACE PROTECTION EFFORTS IN OKLAHOMA, AND POSSIBLE IMPROVEMENTS TO STATE AND FEDERAL AIRSPACE PROTECTION LEGISLATION.

10. **DISCUSS QUALITY OF LIFE ISSUES IMPORTANT TO THE DEFENSE DEPARTMENT,
AND MAKE RECOMMENDATIONS FOR IMPROVEMENT.**
11. **ADJOURN.**

Vance Development Authority

2.

Meeting Date: 01/03/2019

SUBJECT:

**CONSIDER APPROVAL OF MINUTES OF THE VANCE DEVELOPMENT AUTHORITY
RESCHEDULED REGULAR MEETING OF JULY 17, 2018.**

Attachments

Minutes

MINUTES OF THE RESCHEDULED REGULAR MEETING OF THE
TRUSTEES OF THE VANCE DEVELOPMENT AUTHORITY
HELD ON THE 17TH DAY OF JULY 2018

The Trustees of the Vance Development Authority met in a rescheduled 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 17th day of July 2018, pursuant to notice given ten (10) days 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 16th day of July 2018.

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

PRESENT: Trustees Barnes, Frantz, Cummings, Keefer, Newton, Jackson, Henderson, Blankenship and Chairman Shewey.

ABSENT: Trustees Cox, Venus, Kisling and Roberts.

Others present were Secretary Alissa Lack, Vance Development Authority Consultant Mike Cooper and City of Enid Public Relations Director Steve Kime.

Motion was made by Trustee Cummings and seconded by Trustee Keefer to approve the minutes of the May 1, 2018 Vance Development Authority special meeting, and the vote was as follows:

AYE: Trustees Barnes, Frantz, Cummings, Keefer, Newton, Jackson, Henderson, Blankenship and Chairman Shewey.

NAY: None.

Airport Director Dan Ohnesorge provided a construction update for the Enid Woodring Regional Airport. He noted that there would be an item on the City Council agenda later that evening to award a construction contract. He gave a brief review, beginning a year prior, when a donation of \$500,000 was received from Mr. M.L. Becker, a World War II Veteran. After that it was realized that the airport was

eligible to receive \$500,000 from the Oklahoma Aeronautics Commission (OAC) in 2-3 years, in line behind Lawton and Stillwater; \$300,000 from the Oklahoma Military Planning Commission, if a joint-use planning room was included in the new terminal; and \$500,000 was contributed from the Airport Fund. The total of contributions added up to \$1.8 million. The OAC agreed that this amount was within reach of a new terminal, and the decision was made to proceed in planning for the new terminal.

Staff engaged a consultant, in case the funding from the OAC came early. In July of 2017, both Lawton and Stillwater dropped out of consideration for the Oklahoma Aeronautics Association funds, which moved Enid up to receive the funds earlier, which prompted serious planning of the new terminal.

Mr. Ohnesorge explained that staff made trips to several other airports in the area, and had spoken with tenants, pilots, and others. Staff inquired of these individuals what they wished they had or what they already had and liked. Then a plan was put together to have a larger joint-use planning room, a pilots' lounge, 24-hour access to restrooms and vending machines, and a separate area for the restaurant. A conference room was also included.

The project went out for bid in January 2018, and the lowest bid came back at \$2.4 million, which was quite a bit higher than expected. This resulted in value engineering, in an effort to cut costs.

When the project was rebid in May 2018, the bids came in about the same. After assessment, it was determined that \$2.45 million was an appropriate amount expected to construct the new terminal.

Options were presented to the City Council to determine what would be best one to pursue and determine how to secure the additional funding needed. After exploring various options, including repurposing the funds earmarked to redo Boeing Drive, enough funds were obtained to result in an amount of approximately \$2.5 million.

At this point a contract was awarded to RSM Development out of Edmond, Oklahoma.

Brief discussion was held regarding the firms being utilized in the planning and construction of the terminal, logistics of the terminal site, and furnishings.

Mr. Mike Cooper, Vance Development Authority Consultant, provided a brief update on the Air Education and Training Command (AETC). He explained that he had gone to meet with General Doherty and to brief his staff, and update them on Vance AFB activities, VDA, and Military Planning Commission activities. He noted that they were appreciative of the activities and projects being accomplished here and the updates provided.

One of the key things that Mr. Cooper wanted to do was to be sure that General Doherty, who was the 2-star General over all of the training bases, was to make sure that he understood that Mr. Cooper would be briefing staff at the bases in Oklahoma and Shepard AFB on the new legislation concerning the wind turbines. Until now, each time an agreement had been made, it degraded mission capabilities. Now language was added in the National Defense Authorization Act (NDAA) that allowed for the Federal Aviation Administration (FAA) and Defense Department Clearinghouse to deny things that involved readiness and training, because it now rose to the level of national security. Now the Secretary of Defense and the Air Force and Army could say “no”.

If the answer was “no”, it needed to be “no”, and the state and federal governments would back that up. When development involved certain airports, there would need to be agreed upon mitigation or “build here, not there”, which was a better answer than no development at all. That is why the legislation was created on the state level. The goal was to get the turbines placed in the appropriate way and appropriate location. They would continue to work with the wind industry.

At the Association of Defense Communities National Summit, the Assistant Secretary of Defense, the FAA Director, and the Clearinghouse staff had Mr. Cooper come in to brief all of the states where wind development was an issue, because this was the model that they wanted to use across the U. S. to protect and enhance their training routes, bombing ranges, drop zones, and runways for their bases.

There would be meetings set up for all three installations to be briefed at once on wind legislation and then know how to move forward.

He spoke briefly on the Community Off-Base Infrastructure Plan and adding language in the defense authorization House Bill and Senate Bill to include this plan, so it would get approved at conference. The language in the new legislation would add \$36 million in year one for funding for the plan. The Secretary of Defense would take recommendations from the Services to determine what projects would rise to the top of the list and how to disperse the funds. There were certain off-base infrastructure projects that were needed, and these funds would go toward those projects that support the bases.

Since Vance AFB was approximately 15-20% of the municipality's water usage, this would qualify the City's [Kaw Lake] water project to be eligible to receive funding from this plan. At least 40% of the project had to already be funded to qualify for grant money. This would be the first year in a twenty year time-frame for this plan, and it was important to show that the plan works. The Office of Economic Adjustment, which the City has already worked with on the Joint Land Use Project, would be the administrator for the plan, and would disperse the funds.

It was noted that Vance was being considered for increases in pilot training because of all of the projects that have been completed here for quality of life and infrastructure, including all of the efforts for improvements at Woodring that helped to increase mission capability and reduce costs.

Mr. Cooper noted that they would be coordinating with other bases, so that they would all know how Senate Bill 1576 works. The new regulations would start in mid-August. He explained that everyone was on the same page, and that the wind industries were appreciative of the efforts and understood the importance of not eliminating training routes because of wind development.

Regarding the National Defense Authorization Act Bill, funding was expected to happen within the week, and full approval was expected by late September or early October.

Discussion was held regarding military construction projects. There was approximately \$300 million available to use for projects, but projects had to be under in the 5-year plan or listed on the FIDEP unfunded requirements list, in order to have the projects considered.

Brief discussion was held regarding projects at Vance, including the inside runway, squad ops room, and dormitory improvements.

Mr. Cooper provided an overview of the items of interest from the 2018 Association of Defense Communities National Summit. The key items from the summit were as follows:

- Air Space Issues
- Offsite Community Infrastructure
- Major Environmental Issues & Cleanup

There had been a summit involving HUD, EPA, HHS, and Defense Commanders to create national standards to allow for cleanup for bases where post-BRAC clean-up was a problem.

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

The meeting adjourned at 11:03 A.M.