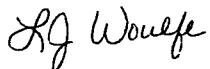


Posting Notice

Notice of Special Meeting Cambridge City Council October 30, 2018 – 3:30 pm

The Cambridge City Council will hold a special meeting on October 30, 2018 at 3:30 pm at Cambridge City Hall, 300 3rd Avenue NE, Cambridge, Minnesota. The purpose of the special meeting is to review and potentially amend the City's Airport Capital Improvement program in order to apply for a FAA supplemental grant for property acquisition.

ATTEST:



Lynda J. Woulfe, City Administrator

Posted on: October 25, 2018



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MEMORANDUM

TO: Honorable Mayor and City Council - City of Cambridge

FROM: Lindsay Reidt, PE – SEH, Inc.

DATE: October 26, 2018

RE: Airport CIP Update

During a recent CIP meeting with the FAA, MNDOT, City of Cambridge Staff and Airport Board members, and SEH for the Cambridge Municipal Airport the group discussed revisions to the Airport CIP over the next 2 to 3 years. The proposed revisions are primarily related to two things, the potential for supplemental funding from the FAA and the potential acquisition of the property southeast of the airport.

Supplemental Appropriation

The legislation appropriated an additional \$1 billion for FAA to spend on airport projects throughout the country. Although \$1 billion sounds like a lot, when you think of it split across 50 states you can see how it will go quickly if \$20 million goes to each state. The supplemental appropriation will be spent as discretionary funds. Typically, these funds are able to be spent on the highest priority projects and those that aren't feasible to be funded with regular entitlement funding (ie. runway projects at GA airports like Cambridge). Things outside of the runway are more commonly funded with entitlements or 'state apportionment'. One key benefit of this funding for GA airports is that it is 100% funding, requiring no local match.

The first round of this supplemental funding included priority consideration airports (those outside of metropolitan or micropolitan areas) which did not include Cambridge. In addition, the first round of projects needed to be "shovel ready". There is now a second round of funding, with applications due on October 31. The requirements have changed and non-priority consideration airports are more easily included in this round based on FAA feedback. Therefore, Cambridge could consider requesting funds in this round.

FAA has indicated that the City should be notified by December if they are a finalist for this funding. There is no guarantee the City will be selected for this special funding; however, if Cambridge were to receive supplemental funding the runway project would become the first priority project. Design would begin immediately with a proposed bid date of May 2019 and construction to follow in the summer/fall of 2019.

Property Acquisition

A group of trees to the south east of the runway have a long history of impacting the airport and associated approach surfaces. For many years the tree obstructions have been mitigated by obstructions lighting, however, the impacts are continuing to increase and in the near future the lights will no longer be an approved mitigation method and further action will be required, i.e. removal of the trees. There is an existing aviation easement associated with the trees, however it has been very difficult to utilize the easement in the past.

Recent conversations have led to the proposed solution of the airport acquiring this property, this solution is supported by both the FAA and MNDOT. Acquisition of the property will provide a long term solution for the airport which is critical to the continued safety and operations of the airport.

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With either schedule option the property acquisition will be a high priority project.

Recommendation

A proposed schedule showing two options is attached. Option 1 is solely dependent on the availability of supplemental funding. SEH would recommend proceeding with Option 1. If, come December, the City is not a finalist for Supplemental Funding, we recommend updating the CIP to reflect Option 2 at that time.

Attachments: Proposed Project Schedule

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Cambridge Municipal Airport

SCHEDULE OPTIONS FOR LAND ACQUISITION AND RUNWAY AND TAXIWAY RECONSTRUCTION

Option 1: With Supplemental Funding



Option 2: Without Supplemental Funding

