

Posted: February 28, 2025, 11:30 am



Airport & Transportation Commission  
Special Meeting Agenda  
March 04, 2025, 12:00 - 1:00 PM  
City of Kirksville EDA Building , 315 S. Franklin St.

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## Call Meeting to Order

## Approval of Agenda

## Approval of Minutes - November 12, 2024

## Activity Reports

- a. Airport Update
- b. Kirk-Tran Unit Report

## Old Business

## New Business

- a. Resignation of Chair Randy Smith
- b. Freeze on Federal Funding impact to terminal project
- c. Street Plans moving forward
- d. Annual Banquet – Monday, March 24, 2025, at 6:00 pm – Georgian Room, Student Union Building, Truman State University, 901 S. Franklin St
- e. Purpose Built – Proposition B

## Adjournment

## Next Meeting is on April 8, 2025

**ATC Members – In order to ensure that a quorum is present for this meeting, please contact Billie at 785-3982 to confirm your attendance.**

### Notice of Nondiscrimination

All persons within the City of Kirksville are free and equal and shall be entitled to the following equal use and enjoyment within the city at any place of public accommodation without discrimination or segregation on account of age, ancestry, color, disability, gender, gender identity, marital status, national origin, race, religion, sexual orientation or on any other basis that would be in violation of any applicable federal, state, or local law.

### Notice of Disability Accommodations

Any person with a disability desiring reasonable accommodation to attend this meeting may contact the City Clerk at 660.627.1225 to make such arrangement.

**Airport and Transportation Commission**  
**Tuesday, November 12, 2024**  
**Kirksville Aquatic Center**  
**12:00 PM**

Present: Randy Smith, Chade Shorten, Kirk Rourke, Pete Detweiler Harold Osborn and Keith Helseth

Absent: Rick Steele, Jeff Romine and John Grossnickle

Staff: Adam Dorrell, Public Works Director/City Engineer; Jeff LaFountain, Airport Director; Rodney Sadler, Deputy City Manager; Stephen Taylor, Street Superintendent; Austin Miller, Communication Director; Billie Linhart, Staff Support.

**Call Meeting to Order**

The meeting was called to order at 12:03 pm by Chairman, Randy Smith.

**Approval of Agenda**

Chair asked for a motion to approve the order of agenda. Pete Detweiler made a motion to approve the agenda and Jeff Romine seconded. The motion carried by the following vote: Harold Osborn – aye, Randy Smith – aye, Kirk Rourke – aye, Rick Steele – absent, John Grossnickle – absent, Pete Detweiler – aye, Chade Shorten – absent for this vote, Keith Helseth - aye and Jeff Romine – absent.

**Approval of Minutes**

Chair asked for a motion to approve the September 10, 2024 minutes. Harold Osborn asked for a correction to last paragraph on motion to adjourn from him to correct person. Pete Detweiler made a motion to approve the meeting minutes with correction and Chade Shorten seconded. The motion carried by the following vote: Harold Osborn – aye, Randy Smith – aye, Kirk Rourke – aye, Rick Steele – absent, John Grossnickle – absent, Pete Detweiler – aye, Chade Shorten – aye, Keith Helseth - aye and Jeff Romine – absent.

**Street Activity Report**

Adam Dorrell reviewed street update – Moving towards the direction of pavement preservation, which is a method of planning to extend the life of existing pavements that are in good to fair condition rather than waiting until major rehabs are needed with a significant cost increase. Instead of prioritizing the worst streets first or waiting until more costly repairs or resurfacing are necessary, the life of pavements can be extended and are kept in better condition for a much longer timeframe by spending smaller amounts on a more frequent basis on those in fair condition. There are several types of pavement preservation programs that involves various levels of action. There was a brief discussion on different options available that are used. Adam Dorrell stated that some counties around the Jefferson City/Columbia area have started using some of these preservation methods and are seeing positive results. Harold Osborn inquired if the process was similar to chip and seal. Adam Dorrell stated that is not the same, more of a pressure pave that is a trademark of one contractor and we will get more specifications on. It's similar to a sand material they lay back over the top. There was a brief discussion on repair techniques and some the City would like to try out. In the long run using this method stretches our Street department budget and we will have more funds available for the larger rehab projects. In 2025 we are planning for a combination of different types of projects. Complete pavement

replacement is planned for North Franklin from Burton to Elm, Burton from Elson to Green, Porter from Elson to Franklin, and Stacy from Elson to Franklin. These streets will be a continuation of our 2024 reconstruction and will finish up our work in this area of the City. We are also planning for a full replacement of Mill Street, though this work will likely continue into 2026. The Factory Addition reconstruction and stormwater work will also take place in 2025. All of these projects will involve outside contractors for any stormwater, curb and gutter work, and in some locations site prep for paving. City crews will be taking care of some of the prep work the prep and all of the paving. In Kings Ridge, College Park, Weatherstone, parts of Kellwood, and Leisure Acres subdivisions we plan to utilize a new-to-the-City technique of edge milling a concrete street and overlaying with 2 inches of asphalt. Typically, it is significantly more expensive to fully mill concrete surfaces and we have not completed much of this type of work in the past. To minimize milling costs, we will be requiring a contractor to only make one pass at the edge of the roadway up against the gutter. Very little surface area is milled this way and we get to keep the full depth of the concrete as a base for the overlay. It will slightly increase the cross slope of the pavement but on low volume, low speed residential roadways this should not pose any problems. There was a brief discussion on edge milling process. Reviewed 2025 Street map and full depth area map for 2026-2033. Randy Smith inquired if the map shows the 5-year plan. Adam Dorrell stated that the first map show 2025 and second maps at this time only shows the full depth areas that are planned. There was a brief discussion on bidding the improvements out and expanding our toolbox of techniques and contractors by trying to bid out some smaller projects. The downtown streets were last resurfaced in 2016 and are starting to show deterioration, so we are planning on using a pressurepave system as a preservation technique. This system pressure-injects a crack sealant into the pavement while simultaneously applying a durable thin asphalt overlay. This should be completed at a much lower cost than mill and fill and substantially increase the life of the pavement. Randy Smith inquired that when Adam Dorrell first took over he was trying to extend the direction of the bids, but we still ended up with local people. Adam Dorrell stated that there were 3 bidders for asphalt but with concrete we only still had the one bid from Stanton Contracting. Randy Smith inquired if the prevailing wage issues were all resolved. Adam Dorrell stated that they were resolved so the contracted projects for 2023 and this year were bid out and always keeping an eye on for numbers to come out. There was a brief discussion on what happened with a MoDOT project back in 2022 that increased the prevailing wage too high. Chade Shorten made a motion to approve the Kirksville Improvement Program 2025 Plan and Pete Detweiler seconded. The motion carried by the following vote: Harold Osborn – aye, Randy Smith – aye, Kirk Rourke – aye, Rick Steele – absent, John Grossnickle – absent, Pete Detweiler – aye, Chade Shorten – aye, Keith Helseth - aye and Jeff Romine – absent.

### **Airport Activity Report**

Jeff LaFountain reviewed airport update - The airport is transitioning to snow removal prep and field maintenance in preparation for the coming winter and our part 139 inspection on February 12, 2025. The guys have just finished up the annual Live fire certification for the FAA. The terminal project continues to move forward, including deciding whether some construction or prep work will happen this year before winter or starts in the spring, but looking like spring 2025. We are just waiting for the final contracts and the final go-ahead once all the paperwork is approved. Reviewed passenger numbers. There was a brief discussion on passenger numbers and why numbers are higher coming into Kirksville. Pete Detweiler inquired about how the numbers look compared to Cape Air. Jeff LaFountain stated that Contour's numbers are a big increase over what we were seeing with Cape Air. Randy Smith inquired about if there were any provision in the new terminal for vehicle rental company. Jeff LaFountain stated that there is not. There was a brief discussion as to why Enterprise would rather work from the S. Franklin location

they are currently at. Randy Smith asked Jeff LaFountain to discuss Onshore hanger has sold to new company. Jeff LaFountain stated that their hanger was sold to Mountaineer Properties Trust and they are in the process of getting 6 planes and may have plans to start a flight school. There was a brief discussion on the opportunities this could bring to the community. Chade Shorten inquired is the airport was seeing much traffic for dear season. Jeff LaFountain stated the they are not yet, but expects that to pick up.

Randy Smith discussed that ATC will not meet from December 2023 – March 2024 for the regular scheduled meetings due to inactivity during the winter, with the exception of any special meeting needed. A motion was made to suspend meetings by Keith Helseth and seconded by Chade Shorten. The motion carried by the following vote: Harold Osborn – aye, Randy Smith – aye, Kirk Rourke – aye, Rick Steele – absent, John Grossnickle – absent, Pete Detweiler – aye, Chade Shorten – aye, Keith Helseth - aye and Jeff Romine – absent.

### **Adjournment**

With no further business to conduct Chade Shorten made a motion to adjourn the meeting and Keith Helseth seconded the motion at 12:39 pm. The motion carried by the following vote: Harold Osborn – aye, Randy Smith – aye, Kirk Rourke – aye, Rick Steele – absent, John Grossnickle – absent, Pete Detweiler – aye, Chade Shorten – aye, Keith Helseth - aye and Jeff Romine – absent.

Submitted By: Billie Linhart

# Memo

**Date:** March 4, 2025

**From:** Jeffery LaFountain

**Subject:** Airport Update

**Airport update:** The Airport has wrapped up a successful part 139 inspection for 2025, it was a partial inspection due to a weather event that came through our area on the day of the inspection. We are in the process of training our new hire Nathan Tucker who transferred over from the wastewater treatment plant. Along with winter coming to an end, we are getting in preparation for the field maintenance for the season.

**Airline update:**

Contour flight information  
2024 passenger number for the year  
IRK-ORD= 5,842  
ORD-IRK= 5,638  
Total of 11,480 passengers served  
Enplanements 4,158 away from our 10,000 goal  
\*\*1,500 more passengers served than Cape Air with less flights\*\*

**Terminal update:** We are in the final steps with construction activity starting in early March and a groundbreaking being scheduled to commemorate the start of the project.

## November-24

Run Name	Run Description	Total Units
40-001-KFA	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (M-TH)	139
40-001-KFA F	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (Fri)	82
40-001-KFSA	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (Sat)	38
40-001-KFP	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (M-TH)	221
40-001-KFP F	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (Fri)	98
40-001-KFSP	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (Sat)	103
40-001-KTDR	Adair County - Kirk-Tran Demand Response (M-F )	282
40-001-KTH	Adair County - Kirk-Tran to High Hope in Milan (M-F)	102
<b>Grand Total</b>		<b>1,065</b>

## December-24

Run Name	Run Description	Total Units
40-001-KFA	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (M-TH)	215
40-001-KFA F	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (Fri)	56
40-001-KFSA	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (Sat)	20
40-001-KFP	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (M-TH)	243
40-001-KFP F	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (Fri)	63
40-001-KFSP	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (Sat)	49
40-001-KTDR	Adair County - Kirk-Tran Demand Response (M-F )	292
40-001-KTH	Adair County - Kirk-Tran to High Hope in Milan (M-F)	117
<b>Grand Total</b>		<b>1,055</b>

## January-25

Run Name	Run Description	Total Units
40-001-KFA	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (M-TH)	149
40-001-KFA F	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (Fri)	82
40-001-KFSA	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville A.M. (Sat)	39
40-001-KFP	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (M-TH)	155
40-001-KFP F	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (Fri)	105
40-001-KFSP	Adair County - Kirk-Tran Deviated Fixed Route in Kirksville P.M. (Sat)	29
40-001-KTDR	Adair County - Kirk-Tran Demand Response (M-F )	301
40-001-KTH	Adair County - Kirk-Tran to High Hope in Milan (M-F)	105
<b>Grand Total</b>		<b>965</b>