MINUTES
Regular Board Meeting
January 21, 2026

Hall County Airport Authority
3579 Sky Park Road
Grand Island, NE 68801

AIRPORT AUTHORITY BOARD MEMBER(S) PRESENT
Chair Ryan O'Neill, Secretary/Treasurer Tim Victor, Doug Brown, Brian Quandt

AIRPORT AUTHORITY BOARD MEMBER(S) ABSENT
Vice-Chair Lynne Werner

AIRPORT AUTHORITY STAFF PRESENT
Executive Director Mike Olson, Accounting Manager Debbie Hand, Operations Manager Wes Harris, Office Manager Maggie McDermott, Office Assistant Nichole Czaplewski, Accounting Assistant Katrina Timmerman

LEGAL COUNSEL ABSENT
Attorney Ron DePue

CALL TO ORDER
Pursuant to due call and notice thereof, the Regular Meeting of the Hall County Airport Authority Board was held at the Airport Authority Board Room located at 3579 Sky Park Road, Grand Island, Nebraska 68801 on January 21, 2026. Notice of Meeting was given in the *Grand Island Independent* on January 14, 2026. Board Chair O'Neill called the meeting to order at 8:00 a.m. and announced the location of the Nebraska Open Meetings Act for public viewing.

REVIEW OF AGENDA

PUBLIC COMMENT
Matt Dorsey, 1503 Mansfield Road, Grand Island, NE wishes to speak on agenda item 8. Due to the board voting to table this item, public comment was not allowed at this time.

PLEDGE OF ALLEGIANCE
Recited in unison

REVIEW AND APPROVAL OF CONSENT AGENDA
a. Minutes from the Planning Session held December 17, 2025
b. Minutes from the Regular Meeting held December 17, 2025
c. Resolution No. 26-01 Claims 4281 through 4288

Motion by Quandt, second by Brown, to approve the Planning Session minutes, Regular Board Meeting minutes and the Consent Agenda. Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

Request was approved to move up this resolution. CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-02: AUDIT REPORTS ENDING SEPTEMBER 30, 2025.

Motion by Brown, second by Victor, authorizing the Board Chair to accept the Audit Reports Ending September 30, 2025, as presented by Core.

Discussion: Jake Klabenes, Core CPAs

Mr. Klabenes: I'm Jake Klabenes with CORE, CPA's out of Hastings. I've done the audit for four years now. I'm familiar with all of this, extensive government auditing experience, tons of single audit experience as well, which is the other reason you guys have to have an audit is because you expend more than $1 million in federal awards every year. The bigger package, the nice bound one, is the audit report. And then the other one is the communication letter. I'm going to start with, do you guys have any questions? I'd much rather answer those than-- blindly go at it. Nothing.Okay. So we performed the audits in November and finalized everything in December. We issued an unmodified opinion, which is a clean opinion. It's the best you can get. There was one accounting standard change that we were required to adopt this year. It's GASB 101, which is related to compensated absences. GASB has decided they wanted to standardize how vacation pay, sick pay, payroll taxes were all accounted for. So we've adopted that. You guys were already accruing those items. We just had to expand the definition a little bit. So no real changes there. If we look at the management discussion and analysis, starting on page four, this is a narrative form of the financials written from management's perspective. So on page five, there is a summary statement in that position. Your total assets were just over $53 million this year as compared to $48 million last year. Most of the increase came from capital improvements, the airfield lights, NavAid, the unmanned exit at the terminal, you had a tractor, some paving, and some computer equipment. Those make up the bulk of the changes. There was also Cash that was used to pay down debt. Looking at our statement of cash flows on page 12. Cash provided from operating activities is $413,000. And then cash provided by property taxes was just over $2 million. That was then used to pay for financing activities, so bond payments, note payments, capital asset acquisitions. That was $1.9 million. And then your interest and maturity of CDs brought in $1.6 million for a total change in cash of a $2.3 million increase. Income statement, for the lack of a better word, is you have just over a million dollars of income. I mean, for government, any sort of income is good. Loss, obviously, can't be sustained. So it shows that Mike and Debbie and everybody are maintaining the costs and the expenses well. The financial statements are on page 8 through 13. The same information that was presented in the MD&A as presented here is just more detail. The bond anticipation notes are anticipated to come due this year and be refinanced into bonds. At least that was the last time we had talked. So the current portion and the long-term portion will probably change pretty significantly in '26, just because of those being refinanced. Then we get to the footnotes, a lot of the same exact footnotes from year over year. The new footnote for the compensated absences in relation to GASB 101 is on page 17. We have to just identify what the policy is for accruing time, and then we disclose exactly what those amounts were in total. So your total accrued absences is just about $59,000 as of September 30th. One of the other important footnotes for you guys as an executive board would be on page 23, the long-term debt, just managing that with the bond anticipation notes and refinancing them to bonds that details out what you have and when they're maturing. And then the next page shows a five-year schedule of maturities. We're going to skip ahead to page 26. Because you are a government in the state of Nebraska that is subject to budgetary *creation, we have to present your budget to actual. So we've taken your budget and then converted the financials from the front pages to the cash basis, which your budget is prepared on and shown that you're under budget on revenue, but that was a lot of anticipation of some additional notes and bonds. And then under on expenses, so maintaining that as well. We've got just a couple of other required schedules related to that. And then page 31 is the schedule of expenditures of federal awards. This details out the awards that you were given and which assistance listing number from the federal government they're under. All of your grants were under the Airport Improvement Program, so we list those out and submit them to the federal clearinghouse as well. Then we get to the communication letters. We have two communication letters, one for governmental auditing standards and then one for uniform guidance, which is the single audit. No changes there from the prior year. We just have one finding for inadequate segregation of duties. We've discussed it at length before. There's not really any concern there at all. It's just how the roles are structured and the abilities of people within things. So if we have no concerns there, we plan for it. Every entity your size has it. We have zero concerns there. And then that pretty well covers the audit. And then the other packet is just a stapled letter. It is a required communication to the board. It details out what we did. It gives you the journal entries. It gives you the representation letter. We have no additional comments that we needed to communicate to you. If we did, they would be in there as well, but we didn't have any this time. Mike and Debbie have done a great job of managing everything. They were well prepared for the audit and made our jobs really easy. If you notice the date on the report, it's the earliest we've done. And that's kudos to them for being prepared.*

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

<u>DISCUSSION AND ACTION AGENDA</u>

FINANCIAL REPORT

Presented by Accounting Manager Hand

Budget Narrative Ending December 2025 3rd Month of 1st Qtr : 25.00%	Current Amount December	YTD Amount Oct 25 - Sep 26	Yearly Budget Amount	YTD %	Remaining Budget Amount
Operating Income	$217,920.07	$599,636.73	$2,547,698.00	23.54%	$1,948,061.27
Operating Expenses	$344,585.22	$790,154.58	$3,434,596.00	23.01%	$2,644,441.42
Total Operating Income/(Loss)	**($126,665.15)**	**($190,517.85)**	**($886,898.00)**	**21.48%**	**($696,380.15)**
Tax Levy - Bond	$6,912.10	$94,029.54	$1,568,000.00	6.00%	$1,473,970.46
Tax Levy - General	$2,935.33	$39,899.71	$269,515.00	14.80%	$229,615.29
Tax Levy - General Fund Designated for Air Service Development	$0.00	$0.00	$375,000.00	0.00%	$375,000.00
Net Income/(Loss)	**($1,222,446.58)**	**($1,223,756.49)**	**($2,385,652.00)**	**51.30%**	**($1,161,895.51)**

ACTIVITY REPORTS/GENERAL DISCUSSION

Air Traffic Activity Report

Presented by Executive Director Olson & Air Traffic Manager TJ Hill

GRI	Itinerant Operations					Local Operations			
	Air Carrier	Air Taxi	Civil Aviation	Military	TOTAL OPS	Civil	Military	TOTAL LCL	Overall Total TRF
Dec 2025	110	151	349	59	**669**	83	38	**121**	**790**
Dec 2024	150	76	339	68	**633**	170	12	**182**	**815**
%Change	-27%	99%	3%	-13%	**6%**	-51%	-	**-34%**	**-3%**

Enplanement/Deplanement Reports

Presented by Executive Director Olson

	Allegiant	No. of Flights LAS	No. of Flights IWA	Total No. Flights	No. of Canceled Flights	G4 LF	American Airlines	No. of Flights DFW	No. of Canceled Flights	AA LF	Charters	Total No. of Flights	No. of Canceled Flights	Total Monthly Enplanements	YTD
Dec-25	4,191	16	15	31	0	78%	3,206	60	0	71%	69	1	0	**7,466**	**75,920**
Dec-24	3,817	13	15	28	0	79%	3,241	61	3	82%	132	1	0	**7,190**	**67,972**
+/- %	10%	23%	0%	11%	0%	3%	-1%	-2%	0%	9%	0%	0%	0%	-5%	12%

Operations & Facility Report

Presented by Wes Harris

Facilities:

- Carried out daily and weekly clean assignments
- Completed numerous small work orders
- Weekly and monthly PM's on buildings and systems completed

Operations:

- Serviced 544 Loader
- Dealt with a couple small ice events Used 6000 gallons liquid and two super sacks in Dec
    - Have used 3000 gallons and 1 supper sack as of Jan 20
- Been working with MB to get repairs made on Runway Deicer truck
- Cleaning and organizing shop to get ready for move into new SRE
- Monthly ARFF training completed
- Weekly and monthly PM's completed

Project Report

Federally Funded (-052/-053/-054/-055) - Snow Removal Equipment (SRE) Facility

- Construction Update:
    - Exterior Work: Pavement Markings and Permanent Seeding Work Is Pending. May Need to Wait Until Spring If Weather Is Not Conducive For Exterior Work.
    - Interior Work: Building Enclosed. Working On Interior Finishes.
    - Overall Project Approximately 85% Complete.
        - Chief Estimating About 10 to 11 Weeks Remaining. Will Likely Finish Ahead Of 'Contract Calendar Days' Deadline.
- Five Minor Building Related Change Orders (Less Than $19,000 In Total) Currently Being Reviewed. Benesch/Davis Design Vetting Change Orders To Determine If Claims Are Appropriate. Benesch Will Then Coordinate Any Warranted C.O.'s With FAA/HCAA.

- No Other C.O.'s Beyond The Above Claims Anticipated For The Remainder of The Project.
- Current Contract End Date: April 10, 2026 (End of 250 Calendar Day Allowance)

Federally Funded (-056) - Terminal Expansion & Passenger Loading Bridge (PLB) (FY'26/FY'27)

- Benesch's Agreement To Be Reviewed/Approved At Board Meeting Today.
- FAA Has "Verbally Approved" The Negotiated Agreement.
- Next Will Apply For Engineering Only Grant For FY'26 With FAA.
- Design To Target 95% Submittal In October 2026.
- Project Will Be Bid Out In Early 2027, Then Will Seek FY'27 FAA "Construction" Grant.

Locally Funded - Storage Units

- Construction Update:
    - Contractor Following Up On Some Punchlist Work.
    - Will Monitor For Warranty Work.

Final C.O.'s (Coordinated By Davis Design) To Be Reviewed/Approved At Today's Board Meeting.

Tenant Update

Presented by Zach Thompson with Trego-Dugan Aviation

Mr. Thompson: So you guys have got a lot on agenda today, so we'll try to keep it a little bit short. Like you said, the numbers were up for 2025 overall, it was an improvement for the year. We're still keeping our aggressive fuel pricing going through this year. Trying to make a difference in the retail gallons sold. Hopefully that pans out for us in the long run. Overall, we ended last year just at 60 locations, six cargo and 53 airline ground handling. So it was another good year of growth overall for Trego-Dugan. We've made the full transition over to the old Hulcher building. We've got the GSE shop pretty well set up and going over there all the time now. And then the helicopters from Hangar 3 by the FBO are moving over to the other Hangar 2 that we call it right now. It was a pretty, I'd say normal December. Like I said, the fair weather helped a lot. It was exciting to see the numbers be what they were. I mean, it was disappointing that American not had their selective flight schedule. I think it could have been even better, but it was a good year, so glad to see it. Thanks.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-03: AWARD BIDS FOR ON-AIRPORT CAR RENTAL CONCESSION TO EASY CAR RENTAL CO. DBA BUDGET RENT A CAR AND BUCK ENTERPRISES INC DBA HERTZ-DOLLAR CAR RENTAL.

Motion by Brown, second by Quandt, to table resolution authorizing the Executive Director to Award Bids for On-Airport Car Rental Concession to Easy Car Rental Co. DBA Budget Rent A Car and Buck Enterprises Inc DBA Hertz-Dollar Car Rental due to airport legal counsel not being present to answer questions. Legal notice for Request for Proposals for selection of two (2) On-Site Car Rental Concessions for the passenger terminal at the Central Nebraska Regional Airport was published November 12 & 19, 2025 in the Grand Island Independent. Three proposals were received, opened, and made publicly available on January 15, 2026. All were found to be responsive and responsible. Hall County Airport Authority Staff recommend *the bids be awarded to the top two bidders, Easy Car Rental Co. DBA Budget Rent A Car, and Buck Enterprises Inc DBA Hertz-Dollar Car Rental*

Company:	*Budget*	*Hertz-Dollar*	*Thrifty*
Bid Amt Yr 1:	*$60,000.00*	*$59,005.00*	*$58,900.00*
Bid Amt Yr 2:	*$60,000.00*	*$59,005.00*	*$58,900.00*
Bid Amt Yr 3:	*$60,000.00*	*$59,005.00*	*$58,900.00*
Bid Amt Yr 4:	*$60,000.00*	*$59,005.00*	*$58,900.00*
Bid Amt Yr 5:	*$60,000.00*	*$59,005.00*	*$58,900.00*
Total Bid:	*$300,000.00*	*$295,025.00*	*$294,500.00*

Upon roll call vote, the motion to table the resolution until airport legal counsel is present was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-04: APPROVE PROPOSAL FOR REPORT AND ANALYSIS OF NASHVILLE AIR SERVICE WITH ALLEGIANT AIR.

Motion by Brown, second by Quandt, authorizing the Executive Director to execute a proposal for report and analysis of Nashville air service with Allegiant Air. Scope of services will include a leakage study, a destination analysis and a route forecast. Full Nashville report and analysis cost: $7,500.00. Ad Hoc Services will be charged at an hourly rate of $150.00. Related expenses (transportation, hotels, etc.) will be charged at cost.

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-05: APPROVE PROPOSAL FOR JACOB HARTZ WITH AVIATION ANALYTICS, LLC TO ATTEND AND REPRESENT HALL COUNTY AIRPORT AUTHORITY AND CENTRAL NEBRASKA REGIONAL AIRPORT AT THE ALLEGIANT CONFERENCE.

Motion by Brown, second by Quandt, authorizing the Executive Director to execute a proposal for Jacob Hartz with Aviation Analytics, LLC to attend and represent Hall County Airport Authority and Central Nebraska Regional Airport at the Allegiant Conference. Scope of services will include preparation and attendance at the Allegiant Conference to present a slide deck highlighting talking points of the Nashville report. Preparation and Attendance cost: $4,000.00 + Expenses (est. $1,250.00). Ad Hoc Services will be charged at an hourly rate of $150.00. Related expenses (transportation, hotels, etc.) will be charged at cost.

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-06: APPROVE LEASE EXTENSION AGREEMENT WITH CORNERSTONE OVERHEAD DOOR, LLC.

Motion by Brown, second by Quandt, authorizing the Executive Director to execute the Lease Extension Agreement with Cornerstone Overhead Door, LLC for Building 854 located at 1850 Citation Way, Grand Island, NE. Term is for one (1) year commencing March 1, 2026 and terminating February 28, 2027. Rent is $624.57 per month.
Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-07: AMEND RESOLUTION 25-28 (JUNE 2025) PROPOSED FEE CHANGES FOR SIGNATORY LANDING FEES, NON-SIGNATORY LANDING FEES AND FUEL FLOWAGE FEES.

Motion by Brown, second by Victor, authorizing the Executive Director to execute amendment to Resolution 25-28 (June 2025) Proposed Fee Changes for Signatory Landing Fees, Non-Signatory Landing Fees and Fuel Flowage Fees. The Airport Staff is requesting a fee decrease for Signatory Landing Fees and Fuel Flowage Fees to be amenable to airline requests. The Non-Signatory Landing Fee will not change. Airport Staff respectfully request the new rates take effect February 1, 2026.

Proposed Fee Changes		
Current Fee Amount	*Proposed Fee Type*	*Proposed Fee Amount*
$1.25	*Signatory Landing Fee*	*$1.10*
$1.75	*Non-Signatory Landing Fee*	*$1.75*
$0.10	*Fuel Flowage Fee*	*$0.08*

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-08: CHANGE ORDER NO. 05 FROM CHIEF CONSTRUCTION FOR THE STORAGE FACILITY PROJECT.

Motion by Brown, second by Quandt, authorizing the Executive Director to approve Change Order No. 05 from Chief Construction for the Storage Facility Project. Description of Change Order No. 05: Discrepancy in concrete paving quantities. Total paving square footage is 38,259 SF which is approximately 4,251 SY. Total estimated quantity on sheet C-101 as per engineer is 4,135 SY which is 37,215 SF. The difference in square footage is 1,044 or 116 SY. Concrete paving of 6". The cost is $5,930.44.

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-09: CHANGE ORDER NO. 06 FROM CHIEF CONSTRUCTION FOR THE STORAGE FACILITY PROJECT.

Motion by Victor, second by Quandt, authorizing the Executive Director to approve Change Order No. 06 from Chief Construction for the Storage Facility Project. Description of Change Order No. 06: Structural C to be installed in between the base girt and the second girt as per owner request in building type 3 and building alt #2, both at the front wall and the back wall to close off the gap. Structural C to be installed in between the base girt and roof girt to close off the gap at back wall only at building type 2.

Labor:

- *Steel Worker @ $49/hr, total of 72 hours: $3,528*
- *Steel Foreman@$84/hr, total of 8 hours: $672*
- *Project Manager@105/hr, Total of 4 Hours:$420*

Material:

- *Structural c, bolts and clips: $2,755.78*
    - *Equipment*
        - *Welder: $430 per week*
        - *Electric scissor lift: $650 per week*
        - *Small tools Miscellaneous: $250*
    - *Profit and OH at 5%: $435.29*

The cost is $9,141.07.

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-10: CHANGE ORDER NO. 07 FROM CHIEF CONSTRUCTION FOR THE STORAGE FACILITY PROJECT.

Motion by Brown, second by Victor, authorizing the Executive Director to approve Change Order No. 07 from Chief Construction for the Storage Facility Project. Description of Change Order No. 07: The connection to the existing outlet at the culver was not shown on the plans as the outlet was almost completely silted in during the survey and completely covered over during the majority of the project. There were complications with the use of prefabricated structures connecting to existing structures. This extra work was done to benefit the project under the direction of Civil Engineer on site. The cost is $6,331.50.

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 26-11: CONSULTANT AGREEMENT WITH ALFRED BENESCH AND COMPANY FOR TERMINAL BUILDING EXPANSION AND PASSENGER BOARDING BRIDGE FOR AIP PROJECT # 3-31-0034-056.

Motion by Victor, second by Quandt, authorizing the Executive Director to execute the consultant agreement with Alfred Benesch and Company for terminal building expansion and passenger boarding bridge for AIP Project # 3-31-0034-056.

Estimated Engineering Fees and Charges	
Design Phase	*$368,095.00*
Bidding Phase	*$30,807.00*
Construction Phase	*$224,734.00*
Closeout Phase	*$32,395.00*
Geotechnical Investigation	*$22,340.00*
Total	*$678,371.00*

Agreement is subject to Federal Aviation Administration (FAA) concurrence.

Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

EXECUTIVE DIRECTOR'S REPORT
Presented by Executive Director Olson

a. Legislative Update

Executive Director Olson: First, there's a few things going on legislatively, both at the federal level and the state level that really affects us. I'll start at the federal level, kind of give you an idea where FAA related stuff is at. As of the 20th the bipartisan leaders of the House and Senate Appropriations Committee released the text of the final four bills to fund key departments and agencies, including the DOT, FAA, Department of Homeland Security, TSA, and the Customs and Border Patrol for the remainder of the year. They're trying to avoid the shutdown. And I'll just kind of highlight what it means for the FAA, what's been proposed. And please keep in mind, these are appropriation committee. It still has to be voted by the House and the Senate. But when a bipartisan bill and a subcommittee as powerful as the Appropriations Committee is, which Deb Fisher is on, that carries a lot of weight and it's likely to get passed at first calling. Moving on to what changes will be for the FAA. The measure includes $4 billion in the traditional AIP account, which has not been raised in about four years. And slightly higher supplemental AIP from $542 million to $577.4 million. A correction, $542 million of the $577 million is reserved for earmarks. We received a $3.15 million earmark through congressionally directed funding, which would be from this account through Senator Fisher's office to help pay for our snow removal equipment building. That's good news. Here's one that's going to be very important for us in the coming two years. Funding to help airports transition from fluorine-free firefighting foam. At this time, the bill does not include funding to help airports transition to fluorine-free fighting foam. So there was a proposal for $350 million over five years to help airports with their fire trucks to clean them, put new bladders or whatever they need to do because the fluorine that is in the current AFFF, you can't just rinse out. We just can't drain it and run a bunch of water through it. There are a few companies out there that could clean and scrub the fire truck to get it to the minimal parts per million contamination that's acceptable by the EPA. I'm estimating for our two trucks it'll probably cost about $110,000 to $130,000 so we just have to lobby real hard for the FAA to pay for that through the AIP program or some other discretionary program. TJ's still here. We'll talk about the contract power program. The bill includes $297.2 million for the FAA contract control tower program, which is $23.2 million more than our current level. The proposal increase would fund all 266 current contract towers in the program and allow the FAA to add other airports to the program during fiscal year 2026. This program, this $279 million represents an increase of $100 million since 2022. A $100 million increase in investment for the federal contract control tower.

Board Member Brown: Just a question on that. Do they ever drop anybody off that program since you've been on there?

Executive Director Olson: I'm not aware of it, Doug. I know they've added. For St. Joe, Missouri, there's one in Mississippi, I believe one in Texas. There's been a big push by Congress, AAAE has been pushing the FAA and congressional delegations to increase the funding for contract control towers and you know it costs about 25% less for a contract tower versus a federally funded control tower and there is no drop in reliability. It didn't really affect us during the government shutdown. Midwest ATC did not get funding during that six weeks. So they paid the controllers out of the kindness of their hearts. Now, they have been reimbursed, to be fair. There's also been controller shortages, and TJ's company has experienced that at other locations. There's been airports that have been ATZ zero, especially out on the west coast. You know, the cost of living out there and what the pay was didn't match too well. I think this is a great start and it shows the investment by the FAA and by Congress and the importance of the contract control tower program. One other thing to report on, essential air service. The bill includes $513.6 million in discretionary funding for the Essential Air Service Program, coupled with an estimated $174 million from overflight fees. Overall funding for a level for the EAS would rise to $687.5 million in fiscal year '26. I want to put some perspective into this. When I first started here 20 years ago, the annual EAS budget was about $51 million. Fast forward 20 years, it's increased $630 million. Inflation, I guess. We do have something that could affect us here locally in the state legislation right now. There's a bill, LB 1072, which the governor would have the ability to sweep $750,000 from the Division of Aeronautics to go to the general fund. If the state does indeed do that, they are subject to a massive fine by the FAA, because that's considered diversion, revenue diversion, because that money, a majority, I would say about 90% of the money that goes to fund the Division of Aeronautics comes from fuel flowage or a state tax that is added to every gallon of fuel. Now, over the last two years, the legislators agreed to change that from going to the general fund and then go have that money divert to where it's supposed to go, which is the aeronautics division, to help pay for projects at airports all across the state. We are currently in the second year of receiving $250,000 from the state as part of this new program. And that would definitely go away. Both Grand Island, Lincoln, and Omaha, which contribute about 90% of the fuel tax dollars that go to the state. You know, we contribute the most and we could stand to lose everything. And then, obviously, $750,000 on a $3.2 million budget, that's a lot of money. That's about a quarter of their budget. Now, this is politically not a very good position. The governor's putting the state at risk, and the federal government could come back and say, okay, state of Nebraska, not only are we not going to give you any money, but you may have to repay all those years back. The net cost to the state would be millions more than taking the $750,000 from the aeronautics division and putting it into the general fund at the state. It's no secret the state is projecting a $440 million deficit. And so this is part of the governor's way of potentially recouping that money.

Board Member Brown: But if the state of Nebraska passed that, then the federal government would have to pass Senate and the Congress would have to pass something that says that tax money.

Executive Director Olson: It is a federal regulation right now.

Board Member Brown: The reason, the way it's used though, I mean, that would be the lawsuit.

Executive Director Olson : Right.

Board Member O'Neill: Well, this is all speculative right now, but you're just letting us know it.

Executive Director Olson : Totally.

Board Member Brown: And he's doing that, the governor's doing that in all different branches.

Executive Director Olson : Right.

Board Member O'Neill: Anything else, Mike?

Executive Director Olson : No.

b. Recap of 2025

Executive Director Olson: I've never done this really, and I want to start doing this moving forward. And I want to talk about 2025 and do a recap, just so we all can celebrate what 2025 really was for us. As I mentioned earlier, our enplanements were 75,920 for the year, which is a record by over 4,000 enplanements, and nine out of the twelve calendar months in 2025 were record months. December was the most enplanements ever for one month at 7,499. Let's see, increased enplanements were due to additional frequencies on Allegiant to Mesa. That accounts for a big portion. This past year, the airport received two awards. State of Nebraska Department of Aeronautics was for the Project of the Year from 2024 for the airfield lighting. And then also to the Grand Island Area Economic Development Corporation, and the Grand Island Chamber of Commerce, we were awarded Business of the Year. That was a crowning moment for the airport, for sure. Capital improvements, we finished the storage unit project last month. We started the snow removal equipment building in August, slated to be completed around April 1st. And we also received a $3.15 million congressionally directed funding grant through Senator Fischer's office for the construction of the new SRE building. A few other notable actions that happened, the airport hired an investment firm, D.C. investments to watch and monitor our retirement investments. Along with that, we have a new custodial company holding our retirement investments. The company is called Voya, which is one of the up and coming in the country. Also, noteworthy American Eagle, operated by SkyWest, up gauged the CRJ-900 aircraft, increasing the number of available seats to 76 seats per flight, which is 11 more seats per flight. And all of our industrial park buildings are rented for the first time in three years. Now our big push, and we had a marketing committee meeting here last week and discussed the advertisement for various things on the airport, but a big portion of our discussion was advertising for the storage units. So, you know, we'll continue to push that. Plus, we are going to bring in a marketing person just to kind of take a look at what we have and what they potentially could help us market and look at new avenues of marketing. I will tell you, we have-- and Maggie, you can talk about the Google search and what we've done there.

Office Manager McDermott: We have done the Google optimization. You, Ryan, suggested and Haley, our security coordinator, suggested, so we're now popping up on Google Maps so people can find us when they search self-storage. And I think we've gotten some hits on that. I think that's why we got another client. So happy about that.

ANNOUNCEMENTS

a. Next Regular Board Meeting: Wednesday, February 18, 2026, at 8:00 a.m.

EXECUTIVE SESSION

Motion by Victor, second by Brown, to go into Executive Session at 9:19 a.m. to discuss airline, lease, contract, and personnel negotiations. Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

Motion by Victor, second by Brown, to come out of Executive Session with no decisions being made and reconvening to Regular Session at 10:15 a.m. Upon roll call vote, the motion was adopted with 4 Aye votes: Brown, O'Neill, Victor, Quandt.

ADJOURNMENT

Meeting was adjourned at 10:16 a.m.

HALL COUNTY AIRPORT AUTHORITY

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Maggie McDermott, Office Manager

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Ryan O'Neill, Board Chair Tim Victor, Board Secretary/Treasurer

(SIGNATURES ON FILE)