



Northern Colorado Regional Airport Commission Minutes February 15, 2018

Call to Order: Vice-Chair Tom Fleming, called the meeting to order at 3:38 p.m.

Roll Call: Vice-Chair Fleming and Commissioners Adams, Atteberry, and Stooksbury were present. Chair Troxell and Commissioners Burgener and Johnson were absent.

Also present: Jacki Marsh, Loveland Mayor

Commissioner Burgener arrived 3:39 p.m.

Consent Agenda

Public Comments: None

Commissioner Adams moved to approve the Consent Agenda. The motion, seconded by Commissioner Atteberry carried with all Commissioners present voting in favor thereof.

Regular Agenda

5. Airport Land Use – Airline Terminal

The existing airline terminal facilities are nearing the end of their useful life, and most of the two-building complex is comprised of temporary structures. This item has been brought to consideration due to the facilities' temporary nature, inefficient layout, and the desire of the Airport Commission to achieve its vision as adopted in the 2015 Airport Strategic Plan.

Commissioner Johnson arrived 3:45 p.m.

Public Comments:

Howard Abraham, FNL Pilot's Association: Does your analysis take breakaway thrust from airline aircraft from the taxiway to runway in consideration when determining between the north or south location? Dibble Engineering: Our study is laid out to FAA standards and we adhere to those standards. We do have that capability to do taxiway analysis with different aircraft and where that thrust would be but part of this study did not go into that much detail. Howard Abraham: Just as a comment, as I picture GA taxiing along the mid-field, airlines exiting from the mid-field location would already be moving if they have to do breakaway thrusts it would be pointed at something inside their area and not outside. On the other hand on the south side, aircraft do line up for take-off and an airline could, as it swings around to take-off on the runway, could brush its thrust line across waiting aircraft so in that regard it might weigh (positively) towards the north or mid-field location. Bill Van Hurkey, CH2M Hill/Jacobs Engineering Corp: Just a couple questions, just a couple comments on the pier concept that wasn't really mentioned is that when you do that at this facility you actually end up building closer to the runway and there's what's called a transitional surface is the vertical



elevation that planes are going to be able to operate safely and if you had a pier concept here you'd actually end up too close to the runway to accomplish that safely at the height that you want to do which is one more thing that lends itself to the linear concept. To your comment on the approximate cost of O&M for a new facility you're talking about \$316 per square foot which is basically what you approximate somewhere in there in a new facility you are generally looking between \$2 and \$4 per square foot for O&M costs so you're looking to between \$50,000 to \$100,000 in annual costs generally on a new facility. We're working on the Remote Tower project and to answer your question Chair, that center mast has been located in a place to allow you to expand the current terminal and the facilities without it adversely impacting so if your talking about a 58' height on the centermast you shouldn't have any problem being able to see full distance around there so there shouldn't be an impact on the center one. My question, I think is, it seems that this is a big number on the cost estimate, especially for the near term. I would expect to see a lot bigger gap between the near term solution on the south side and the near term solution on the center (location) and part of that is because I see that you basically have the same amount of cost for landside, when there's already parking facilities, road facilities, access facilities (on the mid-field location). Was that considered at all, because it looks like on the landside program there's a lot more cost on the near term, when I think that on the near term on the center side for a dramatically lower cost than what is shown in this, maybe I'm missing something? Dibble Engineering: We took into account having the existing conditions not being the greatest and so really a full repave on a lot of it. Obviously, on the south side it's all brand new. On this north side knowing the existing conditions of the parking lot and the full build out we made an assumption of a pavement section, a gravel section or milling section, parking facilities also the inclusion of ticket takers, like a backman type, you come in and either you get a coin or ticket and that tracks the system so that you have a pay system things like that were all included in that cost, so some of them were pretty similar. Bill Van Hurkey: It seems to me, I mean if I looked at this from the Board's standpoint and I saw \$24 million dollars that seems impossible, we're never going to get that done, but there almost needs to be a midterm solution in there too, because you've got the two parking spaces, aircraft already, yes we'd like to have two additional parking spaces but it's probably not needed for the short term, you've got parking, it'd be great to remove it, replace it, you've got a road it'd be great to do improvements to it, a lot of those are more midterm levels not what's needed to basically bring the aircraft back here to bring airlines back here. Just maybe something to consider, because I think it's a lot bigger gap between \$27 million and \$23 million between the near term solution south and middle and I think that's an important consideration. Dibble Engineering: Absolutely, and we agree with Bill that taken the concept of where you would like to get for the near term you can phase that out, the first phase could be one extra gate vs having the total of five gates. As costs and availability allows you can absolutely phase those things out and it comes to priorities too you want to make sure you have capacity in the parking, in the system, you want to make sure your transportation system because I think that is one of the things usually most under attended to is that they want to have everything right at the airport, parking and everything but then the traffic coming in and out becomes sooo congested that that becomes the next problem, even though they want to continue to grow their airport and so that's one of the things, it really depends on priorities and where you phase it out but definitely a phased approach on both the near term and long term would be something considerable. And the Master Plan will get into that level of detail if we



decide we're going to build it at the mid-field and this is how much we're going to build at the short term and what exactly are we going to build in terms of infrastructure, the parking, the roadways, and how does that relate and those cost estimates will be certainly be refined. But the exercise here is really to say which site will cost more than the other or are they equal and our opinion was the south site was going to cost more than the north in the mid-field. So that was the exercise in weighing those for comparison purposes. Howard Abraham: The consultants have a done an excellent job of weighing two sites is it an expectation that the consultants will make a recommendation and the subsequent planning will simply focus on the details if that site's implementation or will the next step actually be to throw this thing wide open and choose a different site from what the consultants are recommending? Licon: the next steps for staff is to number one acquire direction, obviously if you look at our map here we're bookended by both of these sites here on development where existing infrastructure exists essentially we need to choose one over the other or vice versa to be able to develop in here or to develop in here as this area has become constrained from the development that exists currently so it's our need at this moment to go ahead and make a decision so that we can move forward and then include that in our upcoming master plan update so that that can be further refined with additional detail, so kind of what Charlie mentioned is that a lot of these things are very high level and the master plan will hopefully allow us to focus a little bit more clearly on finer details where things will actually be and what sizes and some of those aeronautical forecasting elements that they were using from 2011 those will be further refined as well. That's where the rubber's going to meet the road.

Commissioner Stooksbury moved to approve the concept for the North side as a focus of our efforts going forward. The motion, seconded by Commissioner Atteberry carried with all Commissioners present voting in favor thereof.

**6. Commission
Workshop
Planning**

To assist with workshop preparation, the PDSC has created a memo that provides information on what the group hopes to achieve and some draft strategic goals and objectives to consider. The draft goal examples are intended to help Airport Commissioners identify priorities and guide policy for a more refined strategic plan. A second memo from the PDSC has also been included that is specifically focused on the target market analysis completed last year for on-airport and adjacent land use.

Public Comments: None

**7. Business From
Members**

Adams: Introduced Loveland's new Assistant to the City Manager, Justine Bruno.

**8. Airport Director
Review**

Overview of review format given to Commissioners. City of Loveland HR will be following up with a formal emailed poll to Commissioners after this meeting for their confidential feedback.



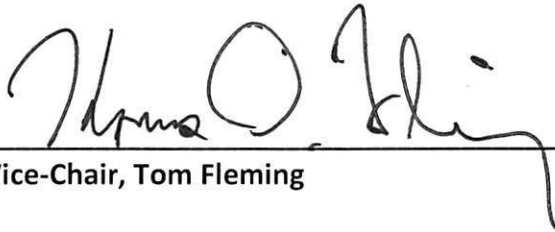
Public Comments:

Deb Montgomery, Fort Collins-Loveland jetCenter: We're hosting a Women of Aviation week (WOAW) from March 5-11, it's to expose women, there's no minimum age or maximum age, women in aviation to becoming pilots, air traffic controllers, schedulers, dispatchers, all kinds of different things. We currently have 1,400 girls registered to come out and fly that week, one helicopter and about fourteen airplanes at various different times, so it's going to be huge. CDOT's David Ulane will be here, DIA, there will be several vendors that will be set up here in the hangars to have a little thing in there for them to learn about aviation, the schools, AIMS and stuff. We're working with Jason on this project and ARFF will be on standby with their truck so the girls can see the firetruck too. Johnson: We will do a proclamation for the City of Loveland to declare the Women of Aviation Worldwide Week and I am sure Fort Collins would be glad to do it too.

Direction: Staff will get with our City Clerk's office on the information for the proclamation.

Adjournment: The meeting was adjourned at 5:01 p.m.

Respectfully Submitted,



Vice-Chair, Tom Fleming



NORTHERN COLORADO
REGIONAL AIRPORT COMMISSION

FEBRUARY 15, 2018 REGULAR MEETING SIGN IN SHEET

Please **PRINT** Your

NAME	ORGANIZATION
Cindy Carter	N/A
Deb Montgomery	FNL jetCenter
Justin Ritter	Jacobs
Jaeki Marsh	Mayor Couelaw
Diane Jones	Formation Group
Bob Hau	Formation Group
Gina Gonzalez	LFRA
HOWARD ABRAHAM	FNL PILOTS ASSOCIATION
Justine Bruno	City of Loveland
Mike Schull	City of Loveland
JARED BASS	DIBBLE ENGINEERING
CHARLIE McDERMOTT	DIBBLE ENGINEERING
Mike Hoffman	Burgess Holdings / Formation Group