



February 21, 2019 Meeting Minutes

Call to Order: Chair Troxell called the meeting to order at 3:04 p.m.

Roll Call: Chair Troxell, Vice-Chair Fleming, Commissioners Adams, Atteberry, and Stooksbury. Commissioner Atteberry attended via teleconference. Commissioners Burgener and Johnson were absent.

Public Comments: None

Consent Agenda

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

Consent Agenda None
Follow-up

Public Comments: None

Regular Agenda

4. Strategic Goals & Work Plan for 2019 The Airport Commission's Planning and Development Subcommittee and Airport Staff worked to create a work plan for the 2019 calendar year. This plan reflects the goals approved at the previous Airport Commission meeting and has created anticipated timelines for each. The purpose for this item is to inform the Commission of the work plan and associated timelines and the ability for additional input or suggestions. The timeline will be used for future meetings to inform the Commission on progress made toward achievement of strategic goals.

There was an addition placed into this timeline which was not in the approved Strategic Plan. The additional goal included the investigation and recommend design standards for future construction and development at the Airport. This new goal was inserted into the Master Plan Study Focus Area so that it could be included in future progress reports.

Public Comments: None

5. Master Plan Scope Amendment The Airport Commission was presented the first draft of the inventory and forecasting chapters of the Airport Master Plan during the January meeting. During discussion the Commission directed staff to work with the consultants from Mead and Hunt to create a more comprehensive plan for communicating, educating, and engaging with stakeholders. As a result of



this direction a Communications Plan was created providing detail on the outreach and public input components of the project's process.

The original scope of work will be amended to include additional elements including one additional open house event, and additional outreach meetings. The open house format will include several informational station's setup throughout the venue. Each station will be staffed by either Airport personnel or consultant team members. The project team will also prepare press releases and social media postings to publicize the event, which will be published in local print media and electronic communication channels.

Additional outreach to City (Fort Collins and Loveland) and County (Larimer) Boards and Commissions would also be conducted. Examples of such outreach would be to meet with a Natural Resources Board, or a Transportation Advisory Board. The current Master Plan scope of services includes coordination with planning departments at both cities and Larimer County. This additional coordination task may include more outreach to these departments. Asking these groups to review master plan information such as the Inventory chapter or landside development alternatives may be beneficial to the planning process. The goal of this coordination effort is to educate about the master plan process and about the Airport in general, and also to aid in aligning Master Plan Study recommendations and concurrent planning efforts overseen by these groups.

Communications department personnel have been contacted within each of the Cities for assistance and support on outreach coordination efforts. Additionally Airport Staff will be using the City of Fort Collins Public Engagement Guide in addition to FAA regulatory guidance as found in the Airport Master Plan FAA Advisory Circular 150/5070-6B.

Public Comments: None

**6. Commission
Roles and
Responsibilities
Training**

This is an informational training that is conducted for all boards and commissions serving the Cities, with some Commission-specific information.

3:33 Commissioner Burgener arrived

3:59 Commissioner Atteberry disconnected

Public Comments:

Diane Jones: We should have a large map on a large table to have a workshop discussion, just informally talk about what your thoughts are. I think an informal conversation among the



Commission members would be really helpful for information coming back to the subcommittee. Because this topic keeps coming up and it would be really good to hear everyone else's ideas before we get into too much gelling of particular uses and where they go.

Bob Hau: I'm glad Diane took the kind approach. I don't know if you know this but I spent a lot of time with Ed Murray, Bill Murray's brother, so Groundhog Day keeps coming up. Kindly, gently, we have been through this many times, I applaud you Jerry for being tenacious. How you folks get there, you need to do it because you're right the seller's market stuff is coming, there could be people that puts Disneyland III on your land Curt. I mean it's coming, I'm telling you what's going on here, there's a lot of stuff coming here. Maybe you take your planning and zoning folks and Wade you take your planning and zoning folks like you did with your police departments for the police training campus, say come on in, take your big map and say ok, let's start planting stuff around here and more than just than what would you like or here's what we do in P&Z we do this all the time and you actually start to construct a zoning map that overlays the airport influence area and begin a process, I don't think it would take a terrific amount of effort these are experts to do it but we need to get there because there come the day when we're wanting to talk to the folks about putting 10, 20, 30 million into a terminal like you have suggested Curt, like Cheyenne's doing and we got this here and this here and this here, I've seen it happen a lot and I don't want to get long winded but that needs to get done and we need to have a plan of action to achieve it, so that's my 4.5 cents.

Steve Wolf: I've heard people talk about two different things here and they're mistaking them for the same thing, there's the airport influence area that needs to be used appropriately but there's also on-the-airport, us airport users, we need the residential areas, the t-hangars and the corporate area, and the commercial area. I've been listening to this and comparing it to another parallel. This is two different issues but they probably can be addressed together.

Howard Abraham: The question is, who is the customer and where is the money going to come from, now with the FAA we know that, FAA will provide some money, we know what they want to do, we know how we have to plan to absorb that money properly, the other end things that we seem to be missing is the non-FAA contribution of money. I was going to say something before Bob said something but he probably hit it on the head, who is your customer, what does the customer want, what does he have to say, and how much money is he willing to spend and where would he like to spend it and I don't know how to incorporate that, because we don't know and if we let the customer dictate that to us, we'll be disappointed, so we have to marry those two, it's not the FAA.

Jeff Jenson: I'm sitting here listening to this conversation, it really just reminds me of a couple of instances I've been in professionally, you walk into businesses that are losing money and are trying to figure out and trying to figure out how to fix it, and exact same conversations being had because there's no mission statement, there's no vision statement, there's no reference back to those, there's no business plan, nobody knows where they're going, there's no guiding documents that are pushing you in that direction. Several times in my career I have walked into that organization and the first meeting I have had with that staff is to sit down and to define what the mission statement is and the reason why you have that is that every decision that you make like you're talking about Jerry, you look back at that mission statement and make sure you are actually completing that, you got to do one of two things, you either have to stay to that mission statement or you got to change that mission statement if it doesn't fit anymore, you guys, you know, the uh, Ground hog Day over and over and over again it just seems like it and again there really just in my mind needs to be some focus on what the business plan is and what the mission is and make sure that you're always looking



back to that and that's your guiding document, that makes those decisions fairly easy to make and you're not putting the cart before the horse at that time and I'm sorry to be critical but I'm sitting back here going man have I heard that before, this exact same discussion. **Bob Hau:** Well Tom your legal requirements and Steve, I don't want to be talking for Steve but only an outside the inside the fence is under the jurisdiction of the City of Loveland's planning department, period. Although I've said that, you two cities are in a joint 50-50 ownership so you have to consider that, so my suggestion is you get Cameron Gloss from Fort Collins and you get Brett Limbaugh and you say hey guys you're making the big bucks, let's get you started on how we can craft the beginning Piton in the mountain here, they got two very talented guys, Limbaugh knows all about airports in South Dakota, so I'm just saying I don't know that it's that difficult, just say enough, let's start, that's you know, it's, it's, I don't want to oversimplify it but I think that you need a Piton, in the mountains, soon. **Howard Abraham:** One final comment as I listen to all this, we have just put the regional into the name of our airport. Northern Colorado Regional Airport and we've going beyond what the FAA requires, and what the FAA needs, and what the FAA would like to do, we have just grown up and taken a baby step towards making this a regional airport, and I'm really excited about the possibilities. **Diane Jones:** It's great to have the planners and we need to have the planners involved but I suggest you consider the conversation among the Commission members because you're setting the direction in light of our vision and mission and it would benefit our subcommittee it would benefit the people that have to work on it. If you had some conversation and came to agreement about the direction you want with the pieces of the parts fitting together, particularly on-airport, and I agree with Howard, it's two pieces, on-airport and the airport influence area; which is why we're doing that as a separate plan but it's integrated with the master plan.

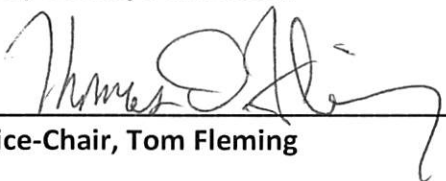
7. Business From Members

Licon: March 21 was rescheduled to April 4 due to scheduling conflicts. The agenda review meeting originally set on April 4 was cancelled due to the April meeting being an Airport tour and not a regular meeting.

Public Comments: None

Adjournment: Meeting adjourned at 4:57 p.m.

Respectfully Submitted,



Vice-Chair, Tom Fleming

