



# NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

4900 EARHART ROAD • LOVELAND, CO 80538

## MEETING AGENDA THURSDAY APRIL 21, 2022 3:30PM – 5:00PM

### CALL TO ORDER

### ROLL CALL

### PUBLIC COMMENT

### CONSENT AGENDA

1. APRIL 1, 2022 MEETING MINUTES
2. MARCH FINANCIAL STATEMENTS
3. AIRPORT DIRECTOR'S REPORT
4. AIMS COMMUNITY COLLEGE ACCESS AGREEMENT EXTENSION (ACTION ITEM)

### APPROVAL OF CONSENT AGENDA

### AIRPORT DIRECTOR'S REPORT COMMENTS

### REGULAR AGENDA

5. TERMINAL DESIGN & FUNDING UPDATE (DIRECTION REQUESTED)
6. PHILANTHROPIC FEASIBILITY STUDY REPORT
7. BUSINESS FROM MEMBERS

### PULLED CONSENT AGENDA ITEMS

### ADJOURN

## Meeting Planning Calendar

May 19 <ul style="list-style-type: none"><li>•Remote Tower Project Update</li><li>•Hangar RFP Recommendation</li><li>•MPS Properties Lease Extension</li></ul>	June 16 <ul style="list-style-type: none"><li>•Staffing Analysis Draft Presentation</li><li>•Terminal Design 60% Review</li></ul>	July 21 <ul style="list-style-type: none"><li>•Strategic Action Plan Update</li><li>•2023 Budget Planning</li></ul>
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Next Regularly Scheduled Planning & Development Subcommittee Meeting: April 27 @3:30.  
Agenda and materials available at [www.flynoco.com/airport-commission/pdsc](http://www.flynoco.com/airport-commission/pdsc).



## April 1, 2022 Meeting Minutes

**Call to Order:** Chair Overcash called the meeting to order at 9:03

**Roll Call:** Chair Overcash, Vice-Chair Fleming, Commissioners Adams, Burgener, DiMartino, and Stooksbury were present. Commission Burgener attended over teleconference.

**Public Comments:** None

### Consent Agenda

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

**Pulled Items** None

**Consent Follow up** None

### Monthly Report Follow-up:

- The Remote Tower Project will conclude its first two weeks of testing today
  - No feedback has been received by the FAA team at this point
- FAA will return late April to finalize Phase one testing
- The installation of the new radar system, STARS, is expected to be complete in May to supplement the Remote Tower System
- The FAA targeted July of 2022 to convene the Safety Risk Management Panel which will determine if it is safe move on to the next step of testing
- Phase two is designed to be a longer-term utilization of the system where the FAA will come in periodically to test and evaluate the performance of that system
  - Right now, phase two is scheduled to last up to 24 months
  - It could begin later this year
- Staff has applied for some federal grants for the terminal
  - Application for the Bipartisan Infrastructure Bill Terminal Grant Program has been submitted
    - applications had a very short window for application due by the 28th of March
- Spring break created an increased demand for the Las Vegas and Burbank flights, throughout the month of March which has continued; ridership is usually less in February and January
- United and Landline continues to work on the approval for their secure to secure feature
- U.S. Customs, was not in the report, but progress has been made with federal staff for U.S. Customs in D.C. and also here locally, conversations continue for this goal



- Additional ideas and concepts being investigated to achieve the Customs goal
  - Due to our proximity to Denver, there may be an ability to share an agent from their existing pool of staff to clear travelers here, staff are pursuing the possibility for traction and support of this alternative
  - FNL would only need customs 2-3 times a week which does not meet the justification for a full-time port of entry
- FAA certification is coming up next week for our airport
  - This is an annual certification evaluation of the airport and following that TSA security annual investigation and audit; which will occupy a considerable amount of staff's time in April

**Public Comments:** None

**9:09 a.m.** Commissioner Arndt arrived

## **Regular Agenda**

### **5. STATE OF COLORADO AMERICAN RESCUE PLAN ACT (ARPA) FUNDING REQUEST BRIEFING**

Airport and City staff provided Loveland City Council an overview of the multi-modal transportation and technology and training hub projects for Northern Colorado at their special meeting on March 22. The following information is a brief on the information provided:

Congress passed the American Rescue Plan Act (ARPA) on March 11, 2021. City staff have been participating in Northern Colorado regional meetings since late December, 2021 with other local governments and non-profit partners from throughout the region. These discussions are about how to best leverage the final portion of State ARPA funding of approximately \$1.2 Billion to the benefit of Larimer County and its municipalities as well as non-profits. The State desires robust bricks & mortar projects that are both transformational and regional in nature. This regional effort has used foundational pillars that include Safe and Stable Youth & Families, Continuum of Housing Opportunities, Behavior Health Services and Vibrant Workforce / Local Economy / Business Recovery.

As usual, the process leading to the award of the State money is still evolving as it involves the State Legislature. As staff understands it, the timing and milestones as currently envisioned once the State Legislature appropriates the funding and designates a fiscal agent no later than May 11, 2022 or the end of the session. At this point the State agency will have to



create and solicit a process for interested projects to submit proposals. This is likely to take at least until July to accomplish. Once the mechanism is created it may take until September or October to review and award funding.

Airport staff hosted Governor Polis and Congressman Neguse on Friday March 26<sup>th</sup> to visit the Airport and to learn more about the proposed projects. The Governor seemed very interested in what was shared, and was especially focused on the terminal project and commercial air service potential.

#### **Innovation Hub at NoCo Airport**

- Project summary
  - New community facility with dedicated space and technology for career and technical education in aviation, avionics, unmanned aircraft, remote tower air traffic control, and more for CSU, Aims CC, and Front Range CC with pathway programs through Poudre School District, & Thompson School District
  - Supplementary funding support for the new airport terminal
- Funding \$39 million total
  - \$29 million for new Technology and Training Hub
  - \$10 million toward new Airport Terminal
- Key Objectives
  - Increase FNL's capacity to support multi-modal commercial aviation activities and the resulting positive tourism and socioeconomic impacts Attract and retain talent through career and technical education, workforce development, and connection to employment in Northern Colorado
  - Drive investment in a targeted, high-growth sector of the economy and position Northern Colorado as a leader in aviation technologies, R&D, manufacturing, and related services
- Relation to COVID-19 Recovery
  - Small business assistance, aid to impacted industries, unemployed worker assistance, relief for disproportionately impacted

**Public Comments:** None





**6. AIRPORT  
ACTION PLAN  
2022-2023**

In 2021 the Airport Commission conducted a StratOp process that supplemented the 2018 Strategic Plan. An update and review to this 2021 StratOp was scheduled for February 18<sup>th</sup> of this year and was unfortunately cancelled due to a scheduling conflict. The goal for this cancelled meeting was to combine and update the strategic plan and StratOp into one cohesive document.

At the February 17<sup>th</sup> meeting, the Commission directed staff to reschedule review of the StratOp at the end of 2022 and to move forward with approving an action plan created by the PDSC. The PDSC created action plan is based on the feedback received from the Commissioners, previous strategic planning & StratOp documents, and reflective of refined priorities.

**Commissioner Adams moved to approve the Airport Action Plan for 2022-2023 as presented. The motion, seconded by Commissioner Stooksbury carried with all the Commissioners present voting in favor thereof.**

**Public Comments:** None

**Commission Stooksbury requested item 8 Business for members be addressed before item 7 Hangar Develop RFP to allow attendees to be able to be present for all public discussion items before the possible executive session item. Chair Overcash agreed and item 8 was switched with item 7.**

**8. BUSINESS FOR  
MEMBERS**

**Fleming**

Diane from our PDSC made a great suggestion that ties to what has been discussed. We should consider an on-site visitation by the city councils of both cities, to help the elected officials that own this airport, better understand what they own and why it's important to the community and our plans to enhance it.

**Overcash**

That's an interesting idea. When we were out at NLC, Jenny and I talked about arranging a social mixer for our city councils with an Airport tour and staff can provide a brief presentation. We can work that in from the city manager's perspectives to get it on the Councils' agendas since Kelly and Steve understand the agendas of our councils. Let's try to arrange it.

**Direction:** The City Managers will investigate the opportunity for creating a social mixer/airport tour for both City Councils



**Public Comments:**

**Gary Kirkpatrick:** I just wanted to make sure that the release of it in the future is part of the development for the airport. If there was continued support for the individual general aviation. As far as for developments of hangars, new hangars and hangars being torn down, also in consideration as far as the replacement of those hangars as part of the development plans. And there is very slowly over the years what appears to be between city permits have driven the price of any hangar were very high they were the international building Permit process of forcing water in all civil bathrooms, in any new hangars, that is limiting the lower end of the scale for hangars that can support individuals. There's hundreds of hangars out here and hundreds of small airplanes that also need to be supported with the storage space. Some of that could be handled by some of the things around building permits as far as allowing either modifications of hangars or new hangars on the small end not to have these water services to it. We're in a drought type of community and for hangars to be built with hand-washing stations and bathrooms and drinking fountains just creates a much higher cost of the hangars and that element of those where you might take a look at it is more like providing public restrooms, which are the permits. I think if you have a public restroom within 500 feet, you don't necessarily have to do it. And there is individual people that are in path that leave the airport and go to Greeley or someplace else because they can't find hangar space and it's here and you need that new hangars built in the \$1,000,000 kind of price range. Which is sort of forcing them out, the smaller people. That's still the big support of the airport itself. So some of that is just to consider the smaller end, and that's actually the growth. It's just like the Flying school and everything else, it's individuals get their own license. But then they go on to have smaller airplanes and they go on to eventually grow into. Aviation business, too.

**7. HANGAR  
DEVELOPMENT  
RFP DISCUSSION  
AND POSSIBLE  
EXECUTIVE  
SESSION**

In February of 2021, Airport staff received an unsolicited proposal from Fort Collins-Loveland jetCenter (FCLJC) to redevelop the Airport-owned T-hangars with larger hangars capable of supporting the increased business jet traffic at the Airport. Staff followed the normal process for Airport development, negotiated lease terms with FCLJC, and presented the proposal at the June 2021 Airport Commission meeting. The proposal generated considerable stakeholder concern and at the July 2021 meeting, the Airport Commission directed staff and the Planning & Development Subcommittee (PDSC) to create a request for proposals (RFP). The RFP was intended to provide the opportunity for entities that were unaware of the redevelopment opportunity on site A to submit proposals and to solicit proposals for the construction of new hangars on undeveloped sites.

The objectives of the RFP were to:

- Replace the aging Airport-owned T-hangars with new facilities that represent a higher and better use in alignment with the Airport Master Plan (2020).



- Support the construction and operation of new hangars to provide options for tenants who might be displaced by redevelopment as well as others looking to base aircraft at the Airport.

The RFP was approved and published in November 2021. The RFP closed in December and three responses were received. An Airport Commission approved evaluation committee, which includes staff from both cities, evaluated the proposals and conducted interviews. At the February Airport Commission meeting, the committee shared that there were gaps and items of concern with all of the proposals and that there wasn't enough information to make a recommendation that would satisfy all of the objectives of the RFP. After continued discussion, the evaluation committee has identified some potential approaches to deliver on the originally stated objectives of the RFP. In order to fully explore options and recommendations, confidential aspects of the RFP responses will need to be discussed in executive session.

**Vice-Chair Fleming moved that the Northern Colorado Regional Airport Commission recess into executive session for the purpose of discussing the Hangar Redevelopment RFP responses and potential options, pursuant to Section 4(e) of the Northern Colorado Regional Airport Commission Bylaws,**

- **To determine a position relative to issues subject to negotiation, to receive reports on negotiation progress and status, to develop negotiation strategy, and to instruct negotiators as authorized by Colorado Revised Statute § 24-6-402 (4)(e)(I) and any applicable provisions of the Loveland and Fort Collins City Charters.**
- **To discuss matters required to be kept confidential by federal or state law or rules and regulations, specifically to discuss the responses received to the RFP which constitute trade secrets and/or confidential commercial information under the Colorado Open Records Act § 24-72-204(3)(a)(IV).**
- **As needed, to discuss matters of attorney-client privilege and to receive legal advice from an attorney representing the Commission on specific legal questions, as authorized by Colorado Revised Statute § 24-6-402 (4)(b) and any applicable provisions of the Loveland and Fort Collins City Charters.**

**The motion, seconded by Commissioner Adams carried with all the Commissioners present voting in favor thereof.**

**10:13 a.m. Exit Public Session**

**10:34 a.m. Enter Executive Session**

**11:11-11:17** Commissioner Arndt exited and re-entered

**11:50-11:52** PDSC member Birks exited and re-entered



**11:17-12:10** Commissioner Burgener exited and re-entered teleconference line

**1:02** Exit Executive Session, re-enter public session, and adjourn

Respectfully Submitted,

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Vice-Chair, Tom Fleming

DRAFT

**Please Print Your:**

## ORGANIZATION

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# NORTHERN COLORADO REGIONAL AIRPORT

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(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

**ITEM NUMBER:** 2

**MEETING DATE:** April 21, 2022

**PREPARED BY:** Jason Licon, Airport Director

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## **TITLE**

March 2022 Financial Statement

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Staff recommends acceptance of the preliminary financial statement as presented

## **BUDGET IMPACT**

Neutral

## **SUMMARY**

Financial highlights for March include:

- Aviation business lease payment deferrals totaled \$127,040 for the period April 2020 – March 2022 with two companies with remaining balances in the program. These amounts are reflected within the Hangar Rental and Land Lease revenue line items. This program ended in 2021 and repayment was requested to begin by 2022 with full repayment within three years. One company has not paid the lease deferral nor current year lease payments, however staff have been working with them to support the challenges that they have been facing due to the pandemic.
- Fuel revenues are expected to be greater than last year due to rising fuel prices coupled with continued strong demand. The following are the per barrel oil price amounts for the past three months:
  - January 1, 2022: \$ 76.08
  - February 1, 2022: \$ 97.13
  - March 1, 2022: \$103.41
- Wholesale fuel volumes sold at the airport were reported by jetCenter as follows:

○ February 2020: 72,042	○ March 2020: 63,991
○ February 2021: 64,027	○ March 2021: 87,781
○ February 2022: 80,826	○ March 2022: 104,025

## **ATTACHMENT**

Preliminary monthly financial statement for March 2022



# NORTHERN COLORADO REGIONAL AIRPORT

## Airport Statement of Revenues and Expenses From 01/01/2022 to 3/31/2022

PRELIMINARY

	Y-T-D 2022 Actual	Y-T-D 2021 Actual	Y-T-D 2022 Budget	2022 Total Budget	% of Total Budget
<b>OPERATING REVENUES</b>					
Hangar Rental	60,681	62,202	56,250	225,000	27%
FBO Rent	23,543	22,084	24,072	96,287	24%
Gas and Oil Commissions	43,748	29,454	45,000	180,000	24%
Aviation Fuel Tax Reimbursement	67,255	34,037	34,998	140,000	48%
Land Lease	104,263	86,732	92,499	370,000	28%
Land Lease PD Training Ctr	92,139	90,375	94,974	379,900	24%
Terminal Lease and Landing Fees	8,067	510	3,624	14,500	56%
Parking	0	0	18,750	75,000	0%
Miscellaneous	9,633	6,259	5,124	20,500	47%
<b>TOTAL OPERATING REVENUES</b>	<b>409,329</b>	<b>331,655</b>	<b>375,291</b>	<b>1,501,187</b>	<b>27%</b>
<b>OPERATING EXPENSES</b>					
Personal Services	166,223	140,576	206,832	827,312	20%
Supplies	41,285	11,479	25,002	100,000	41%
Purchased Services	69,981	60,348	161,787	647,114	11%
<b>TOTAL OPERATING EXPENSES</b>	<b>277,489</b>	<b>212,402</b>	<b>393,621</b>	<b>1,574,426</b>	<b>18%</b>
<b>OPERATING GAIN (LOSS)</b>	<b>131,840</b>	<b>119,252</b>	<b>(18,330)</b>	<b>(73,239)</b>	
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Passenger Facility Charge	0	0	0	0	
Interest Income	6,159	8,926	12,750	51,000	12%
Capital Expenditures	(32,049)	(129,891)	(4,374,999)	(17,500,000)	0%
<b>TOTAL NONOPERATING REVENUES (EXPENSES)</b>	<b>(25,890)</b>	<b>(120,965)</b>	<b>(4,362,249)</b>	<b>(17,449,000)</b>	
<b>NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS</b>	<b>105,950</b>	<b>(1,712)</b>	<b>(4,380,579)</b>	<b>(17,522,239)</b>	
Capital Contributions	900	252,184	4,145,343	16,581,373	0%
<b>CHANGE IN NET POSITION</b>	<b>106,850</b>	<b>250,472</b>	<b>(235,236)</b>	<b>(940,866)</b>	
NET POSITION, Beginning	19,864,424	16,591,600			
NET POSITION, Ending	19,971,274	16,842,072			
Investment in Capital Assets	15,805,175	13,627,746			
Net Position Available for use	4,166,099	3,214,326			





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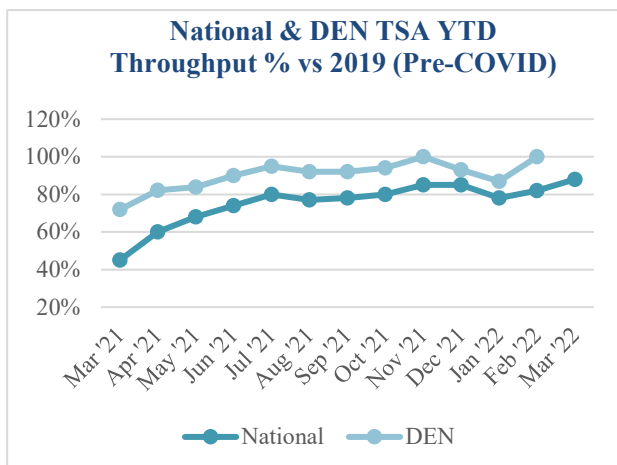
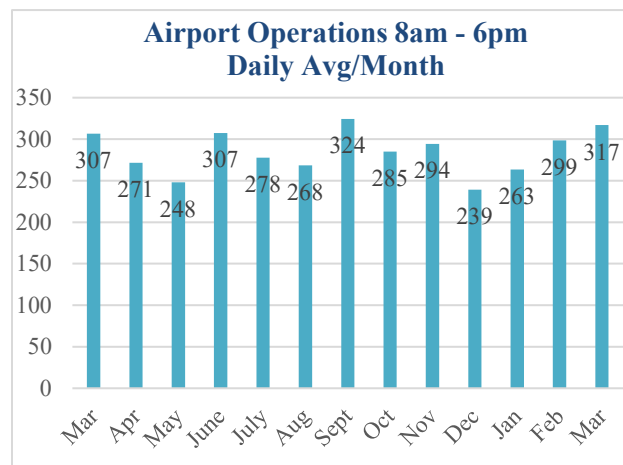
DATE: April 15, 2022  
TO: Northern Colorado Regional Airport Commission  
FROM: Jason R. Licon, Airport Director  
RE: Airport Monthly Report for March

## Executive Summary

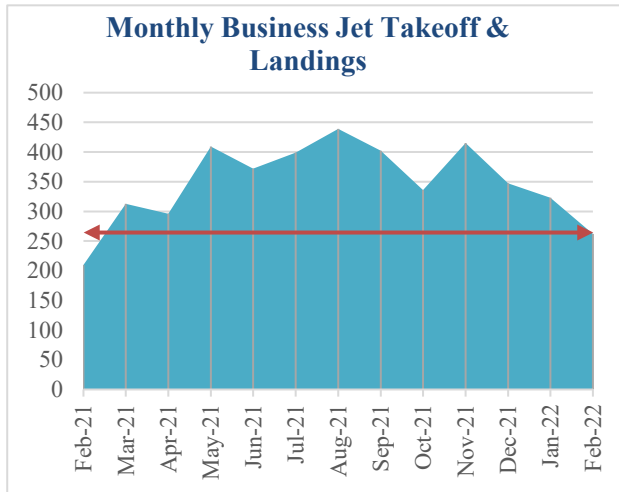
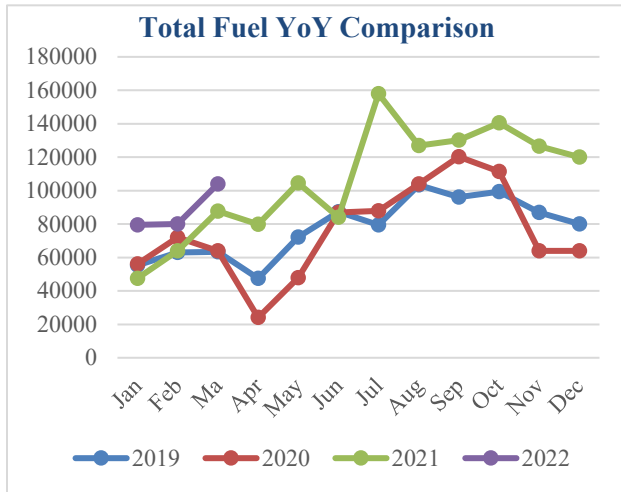
- Remote Tower Testing by the FAA officially started on Tuesday March 22.
- A hangar property owner and Airport staff have been working together to negotiate a lease extension agreement at the request of the lessee for their 20-unit t-hangar building located at 5010 Grumman Drive. See MPS properties below for more information on this.
- Staff submitted a grant request for \$7.75 million through the Bipartisan Infrastructure Law provision for Airport Terminals and Air Traffic Control Towers. More information can be found below

## February Airport Activity Dashboard

- March averaged 317 flight operations a day, twelve-month daily average was 285
- National airline passenger throughput for March was at 88% (compared to 2019)
- Denver International Airport February throughput increased to 100% throughput
- Wholesale fuel ordered by the jetCenter FBO for March was 104,025 gallons, an increase of 18.5% compared to last year
- Business jet activity for March compared to last year increased by 18.5%







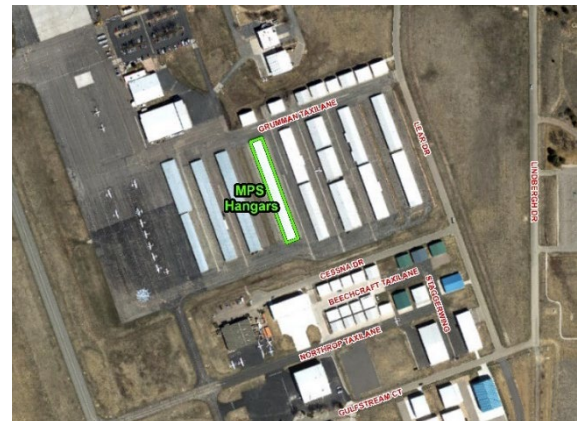
### Award Received for Recently Completed Project



The recently completed commercial apron expansion project at the Airport received a noteworthy achievement. Dibble engineering and FNL were presented with the “Excellence in Concrete Pavement” by the American Concrete Pavement Association. The airport was presented a certificate for this award.

### MPS Properties

Airport Staff and MPS Properties, who owns and operates a T-hangar aircraft storage building at the Airport, have reached a tentative agreement on a new lease. The existing 40-year land lease agreement with MPS has a remaining term of approximately 12 years. MPS has requested a new 30-year land lease agreement that would effectively extend their tenancy of the site by approximately 18 years. If approved, the new lease would allow individual units to be sold as part of a condominium association. The terms of the tentative agreement were presented to the Planning and Development Subcommittee (PDSC) in March and the group voted unanimously to recommend approval of the agreement to the Airport Commission. MPS agreed to increased lease rates in addition to maintaining adjacent improved taxiways as a result of the proposed new lease, and will be improving the building to allow for the units to be subdivided.



The draft lease agreement is being reviewed by City Legal staff and Airport staff is working to obtain required documents from MPS for the association lease to include condominium declarations and associated surveys. Once these items are completed, the item will be brought forward to the Airport Commission for consideration. Since this is a land lease extension agreement, this item is very visible and has the potential to set a precedent for other lease

extension negotiations. If approved, it could serve as a basis for future policy creation for extending airport land leases.

### **Terminal Design Meetings**

Airport Staff are working diligently with the design team and selected CMaR contractor Hensel Phelps on fine tuning the project's estimated cost schedules. The costs that were previously estimated were conducted by a construction estimating firm Rider, Levett, Bucknall or RLB Inc. at the 30% schematic design level in October of last year. Since that time, there continues to be supply chain disruptions and inflationary pressures. Staff plan to bring forward the latest cost estimates and current amount of funding available in addition to grant resources that are being pursued for presentation at the April 21 Airport Commission meeting. These figures will continue to be updated and adjusted in order to meet the direction that was given by the Cities leadership on what requirements the building needed to achieve for both form and function, which was provided at the four design Charrettes in 2021.

### **Airport Grants**

Staff is awaiting final adjustments from Dibble Construction before making final request for reimbursement and closing out federal grants AIP 40 and AIP 42. Additional funding has been determined to be able to be allocated towards these projects and final documented approval is forthcoming from the FAA. Once that is received these two Federal grants will be closed.

The FAA has requested an update on the airport's progress spending the Coronavirus Aid, Relief, and Economic Security (CARES) Act funds awarded to the airport. Airport and Finance staff are currently working on identifying operational shortfalls with the intention to request for CARES reimbursement once documentation is finalized. Drawdowns are anticipated to begin soon and to increase over time. This will allow the Airport to ensure the CARES grant funds are spent before the final deadline in 2024. These reimbursed funds will then be deposited into the Airport's revenue accounts and will be ready for the terminal project.

### **Regional Tourism**

The Regional Tourism group which is made up of tourism experts from Estes Park, Fort Collins, Loveland, and Airport staff have met with Matt Skinner from Global Flight Solutions. Proposals were provided for two levels of service; which could greatly assist in the regional tourism effort. The first level was for Air Service Development, the second level was for Air Service Development, Funding, and Air Organization. Airport staff determined the first proposal is within the ability of the Airport to fund, provided the funding is available but that the second proposal is restricted from Airport funding due to Federal Grant assurances. Staff set up a follow up appointment on April 19 for further clarification for the proposals. Specifically:

- Clarification on a flight acquisition bonus
- Specific deliverables on meeting with airlines, as far as:
  - Frequencies
  - Creation of marketing materials
  - Data sourcing
- Identified performance measures

Airport staff also met with Avelo's SEO experts and received great feedback on improving the Google Display Ads campaigns created to attract visitors to Northern Colorado from both destinations. During the discussion, Avelo mentioned a current project on improving their "About" pages for each of their route destinations. Staff has collaborated with the teams to provide area assets, brief area summaries, and activity links, including articles and blogs to further help attract visitors to Northern Colorado. Avelo's page is very similar to the Airport's landing page for Northern Colorado regional tourism which is now live and may be viewed at: [www.fly-fnl.com/fnl](http://www.fly-fnl.com/fnl).

## **Terminal Funding**

Staff applied for a \$7.75 million grant through the Bipartisan Infrastructure Law that was released in February. There was a very small window of opportunity to apply for this first round of funding that according to the law will be provided for a total of five times over a five-year period. The funding resource is \$1 billion to be applied to any and all airports, with 90% of the funding being distributed to small, medium, and large hub airports, and the remaining 10% to the remaining, of which FNL is classified. This means that \$100 million will be available for competitive bid to over 3,000 airports across the country. The grant applications will be evaluated by the FAA based on the following criteria:

- Increase capacity and passenger access
- Replace aging infrastructure
- Achieve compliance with the Americans with Disabilities Act (ADA), including expand accessibility for persons with disabilities
- Improve airport access for historically disadvantaged populations
- Improve energy efficiency including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards
- Improve airfield safety through terminal relocation
- Encourage actual and potential competition
- Create good paying jobs

Congress passed the American Rescue Plan Act (ARPA) on March 11, 2021. City staff have been participating in Northern Colorado regional meetings since late December, 2021 with other local governments and non-profit partners from throughout the region. These discussions are about how to best leverage the final portion of State ARPA funding of approximately \$1.2 Billion to the benefit of Larimer County and its municipalities as well as non-profits. The State desires robust bricks & mortar projects that are both transformational and regional in nature. This regional effort has used foundational pillars that include Safe and Stable Youth & Families, Continuum of Housing Opportunities, Behavior Health Services and Vibrant Workforce / Local Economy / Business Recovery.

As usual, the process leading to the award of the State money is still evolving as it involves the State Legislature. As staff understands it, the timing and milestones as currently envisioned once the State Legislature appropriates the funding and designates a fiscal agent no later than May 11, 2022 or the end of the session. At this point the State agency will have to create and

solicit a process for interested projects to submit proposals. This is likely to take at least until July to accomplish. Once the mechanism is created it may take until September or October to review and award funding.

The Airport is proposing to submit applications for \$10 million to be applied toward the terminal project as part of this funding resource. In addition to this, a \$29 million request is being made to create a Technology and Training Innovation Center that focuses on aviation technical training that area higher education institutions are interested in participating in.

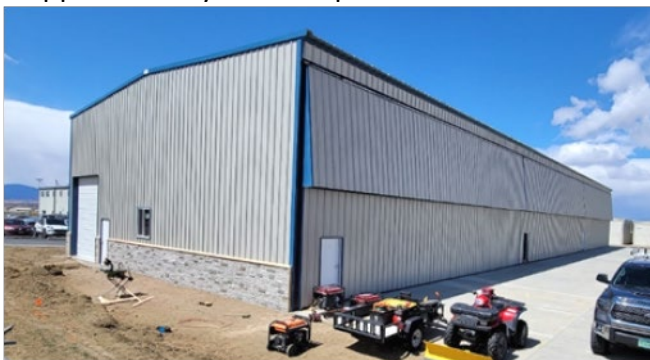
Airport staff in conjunction with Aims Community College and Larimer County hosted Governor Polis and Congressman Neguse on Friday March 26th to visit the Airport and to learn more about the proposed projects. The Governor seemed very interested in what was shared, and was especially focused on the terminal project and commercial air service potential.

### **Planning & Development Update**

In March, Airport Staff met with representatives from Discovery Air and U.S. Customs and Border Patrol to investigate the establishment of a user-supported Customs facility. Staff continues to work with Fort Collins-Loveland Water District on a potential easement for a new water line on Airport property. During the month, Staff participated in four concept review meetings to provide feedback on potential developments near the Airport. Below are some of the notable projects, and attached is a more comprehensive list that contains additional projects, pictures, and details.

The following projects are taking place on Airport Property:

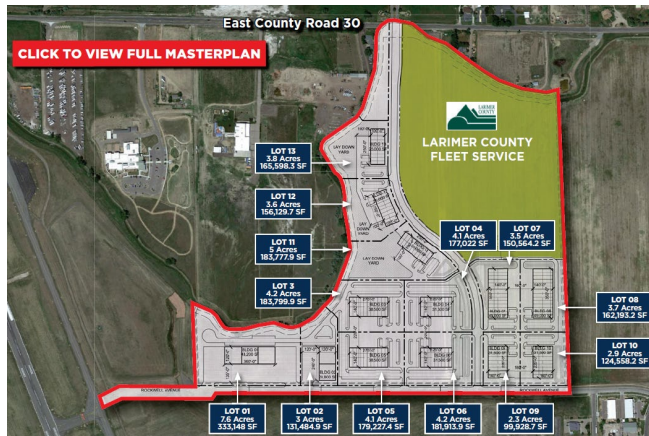
- Latched Kowell Hangars: 7-unit hangar development with 30,000 sq. ft. of hangar space is approximately half complete.



- Hangar Flying Condominium Association: 2-unit development with 9,000 sq. ft. of hangar space to be constructed in 2022.
- Homestead Hangars: 23-unit development with 77,000 square feet of hangar space to be constructed in 2022
- Discovery Air: Phase 1 - Torrey's Peak Hangar/offices completed early this year. Future Phases will include a new fixed-base operator (FBO) and three additional large hangars.

Notable projects near the Airport:

- Airpark North: 52-acre business park - future site for Larimer County Fleet Service



- Loveland Commerce Park: 152-acre industrial park, site of the new 3.87 million sq. ft. Amazon Logistics Center, which is currently under construction.
- U-Haul: Proposed self-storage and truck rental facility on 7-acre site at corner of Earhart Rd. and Byrd Dr.
- Brands West Industrial Phase 1: Construction is currently underway on two industrial distribution buildings totaling 188,000 square feet.
- Northern Colorado Veterans Affairs Outpatient Clinic: 75,000 sq. ft. facility will open in May and employ approximately 200 people and treat about 200 patients daily.
- Centerra Loveland Station Mobility Hub: First mobility hub in the state - \$23.8 million project includes protected bus slips in the middle of I-25 with a tunnel connecting riders to and from the bus platform.
- Boyd Lake Commerce Center: Proposed 95-acre development featuring flexible design for assembly, R&D, manufacturing and warehouse distribution, outdoor yard, and regional connectivity.
- Rocky Mountain Grand Resort and Conference Center: Developer Martin Lind has Proposed a \$300 million hotel and water park adjacent to the Airport



## Attachments

1. WEPA Remote Tower Project Manager Report for March

2. Avelo Beats Odds – Coloradoan Article
3. Amazon Purchases Land in East Loveland – BizWest Article
4. Governor Polis and Congressman Neguse Visit – FC Chamber
5. Development Projects List





March 31, 2022

From: William E. Payne, P.E.  
To: Colorado Division of Aeronautics

### Section A – Remote Air Traffic Control Contract Progress Report #9

Re: Period: March 1 through March 31, 2022

Activity	Status/Start Date (Projected)	Finish Date (Projected)	Remarks
<b>Remote Tower Implementation</b>			
STARS FTI Comm line	TBD	4/29/2022	Awaiting FTI installation of communication lines
<b>Remote Tower System</b>			
System Upgrade - Tech Refresh	In-Progress	TBD	Continuing
Video Grabber Playback System	9/27/2021	Complete	Awaiting equipment installation in Washington
<b>Remote Tower Testing</b>			
Serco Controller Staff Remote Tower	10/1/2021	Ongoing	Controllers familiarization exercise underway
<b>Phase 1 - Passive Testing</b>	3/21/2022	4/29/2022	
Period 1	3/21/2022	4/1/2022	Flight test scenarios 4/30/22
Period 2	4/18/2022	4/29/2022	Flight test scenarios 4/19,20,22/22
Safety Risk Manage Panel	7/11/2022	7/15/2022	FAA Forecast Schedule 1 week duration
Safety Risk Management Document Signed	TBD	TBD	FAA Forecast Schedule 6- 12 months
<b>Phase 2 - Active Testing</b>	TBD	TBD	Subject to FAA Phase 1 SRMD Signatures
Safety Risk Manage Panel	TBD	TBD	
Safety Risk Management Document Signed	TBD	TBD	
<b>Phase 3 - Validation &amp; Verification</b>	TBD	TBD	Subject to FAA Phase 2 SRMD Signatures
Safety Risk Manage Panel	TBD	TBD	
Safety Risk Management Document Signed	TBD	TBD	
<b>Operational Viability Decision (OVD)</b>	TBD	TBD	
<b>Phase 4 - Post OVD Validation</b>	TBD	TBD	Subject to FAA Phase 3 SRMD Signatures
Safety Risk Manage Panel	TBD	TBD	
Safety Risk Management Document Signed	TBD	TBD	
<b>Certification/Commissioning</b>	TBD	TBD	

Note: All dates reflect latest FAA proposed schedule and are subject to change based on FAA SME's ability to travel to

## **Remote Tower Project Narrative:**

After two years, Phase 1 passive testing of the remote tower system has finally begun. Period 1 of the Phase 1 testing formally began on Tuesday, March 22<sup>nd</sup>. On Monday, March 21<sup>st</sup> a large contingent of FAA representing the various lines of business from Headquarters and around the country descended on FNL to begin testing. Tuesday was spent briefing the subject matter experts (SME), only one of which has actually seen a remote tower system, on system operation and introductions to the controllers who would be conducting the “talk alouds.”

During testing the local and ground positions were staffed by Serco air traffic controllers. During the first week of Period 1, data was collected from Targets of Opportunity. The controller at the local position monitored tower frequency (118.4) and performed “talk alouds” providing inputs via a clicker to a computer as to when they could acquire an aircraft in the local airspace, how well they could see aircraft on all segments of the traffic pattern and provide runway separation. The ground position concentrated on airfield operations and performed “talk alouds” while providing clicker input to the test computer. The supervisor’s position was staffed alternately by the NATCA Article 114 representative and a test observer talking notes on operations at local and ground and seeing how well they could operate from the supervisor position. In addition to the Serco controllers at local and ground, each position was staffed by an SME and test team representative taking notes confirming what the controller at each position was seeing and recording.

Tuesday and Wednesday were slow traffic days due to high winds. This allowed everyone to become familiar with the testing protocols and system operation. The winds subsided for a good portion of the day Thursday, allowing collection of a good sampling of data. Friday was an excellent day with many varied operations ranging from air carrier Boeing 737, Airbus 320 to Piper Cubs and all types in between. The test team was able to collect a large amount of valuable data. As the testing proceeded, the controllers became more familiar with the system and its capabilities and were able to use the various functionalities to acquire and track aircraft. However, the video presentation alone does not faithfully reproduce the out-of-the-window view from an ATCT cab.

Week 2 of the Phase 1 test began on Monday, March 28<sup>th</sup> and concluded on Friday, April 1<sup>st</sup>. The primary data source was Targets of Opportunity. On Wednesday, March 30<sup>th</sup> a volunteer pilot flying a Beech Baron performed 10 takeoffs and landings to a full stop beginning at 1900 local. The pilot, also the aircraft owner, was kind enough to offer to fly his aircraft in support of the Phase 1 testing. The purpose of the test on Wednesday was to determine when controllers could establish the aircraft distance from the departure end of the runway--in this case Runway 33--based on wind direction and speed. The key distances are 3000’, 4500’ and 6000’. These distances allow controllers to maintain runway separation for aircraft of different types based on takeoff/landing speed. The same exercise will be required for Runway 15 when winds are favoring south operations.

A preliminary failure analysis was conducted during Week 2 of Phase 1 to determine when the system is degraded and when it was critically faulted (ATC 0 – tower shut down). This was done by asking the controllers their opinion of the system state if various system components, one or more video wall display(s), controller working position (CWP) display(s), CWP human-machine-interface (HMI - touch screen) and radar were inoperative. This was primarily a verbal exercise. The NextGen Project Manager and I insisted on physically failing a video wall display by powering it off. This was met with some objection as it was unknown how the system would react and, if failed, it could disrupt testing. After testing was completed, we did disconnect power to two video wall displays one at a time and then both at once. This caused the video wall to be critically faulted and could no longer be used. This caused me some concern as the Searidge representative was not aware that the system would become unusable, which should have been



discovered during factory acceptance testing (FAT). One of the SMEs declared the entire system critically faulted, and the tower should go ATC 0. I disagreed with this position as the CWP displays were still operative and continuing to provide a comprehensive uninterrupted view of the airspace and airfield from the three camera mast arrays. The major difference would be that the controller would have to scroll the central mast 360° view to see the entire airspace, which is an advantage of the stitched video presentation. In my opinion, this position was based on not having a full knowledge of the system components and capabilities based on experience at the Leesburg remote tower. Also, it has been the position of some in NextGen that the video wall was the single most critical component of the remote tower system, I stringently disagree.

The primary conclusions drawn at the end of Period 1 of Phase 1 testing are:

1. The more controllers use the remote tower system, the more confidence they have in the ability to provide air traffic control services using the system.
2. Radar is a critical component of the remote tower system.
3. Procedures will have to be developed for using the remote tower system given the activity level at FNL.

These take-a-ways did not come as a surprise and should have been anticipated.

During Period 2 of Phase 1 the controllers and SMEs will be more familiar with the system and its capabilities and more aggressive testing of the system will occur including a more in-depth failure mode analysis and the flight scenarios will be more complex.

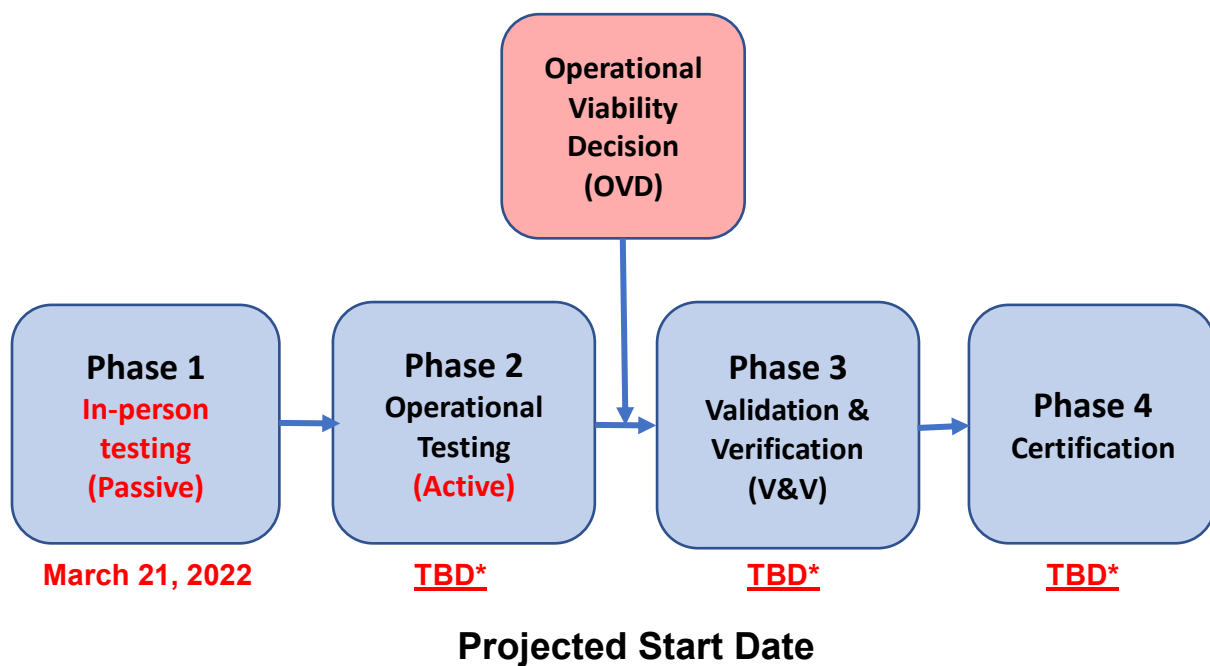
Phase 1 Period 2 – April 18, 2022 – April 29, 2022

Below are the phases leading up to system certification/commissioning:

#### **Remote Tower Approval Phases:**

- ❖ Operational Testing
  - Phase 1 - Passive Op Evals (Mobile ATCT staffed controlling traffic, passive data collection from Remote Tower (RT))
  - Phase 2 - Active Op Evals (RT staffed controlling traffic, Mobile ATCT staffed as safety back up); operating under an AOV (Aviation Safety) approved Phase 2 test plan
  - Phase 3 – Validation and Verification (V&V) (RT staffed controlling traffic, Mobile ATCT unstaffed); operating under an AOV approved V&V test plan
- ❖ Operational Viability Decision
  - Phase 3 - Extended Monitoring (RT staffed controlling traffic, existing ATCT can be deactivated or MATCT can be removed); operating under an AOV approved extended monitoring plan
- ❖ System Design Approval (SDA)
- ❖ **Remote Tower system/facility Commissioning**

## Proposed Remote Tower Testing Phases:

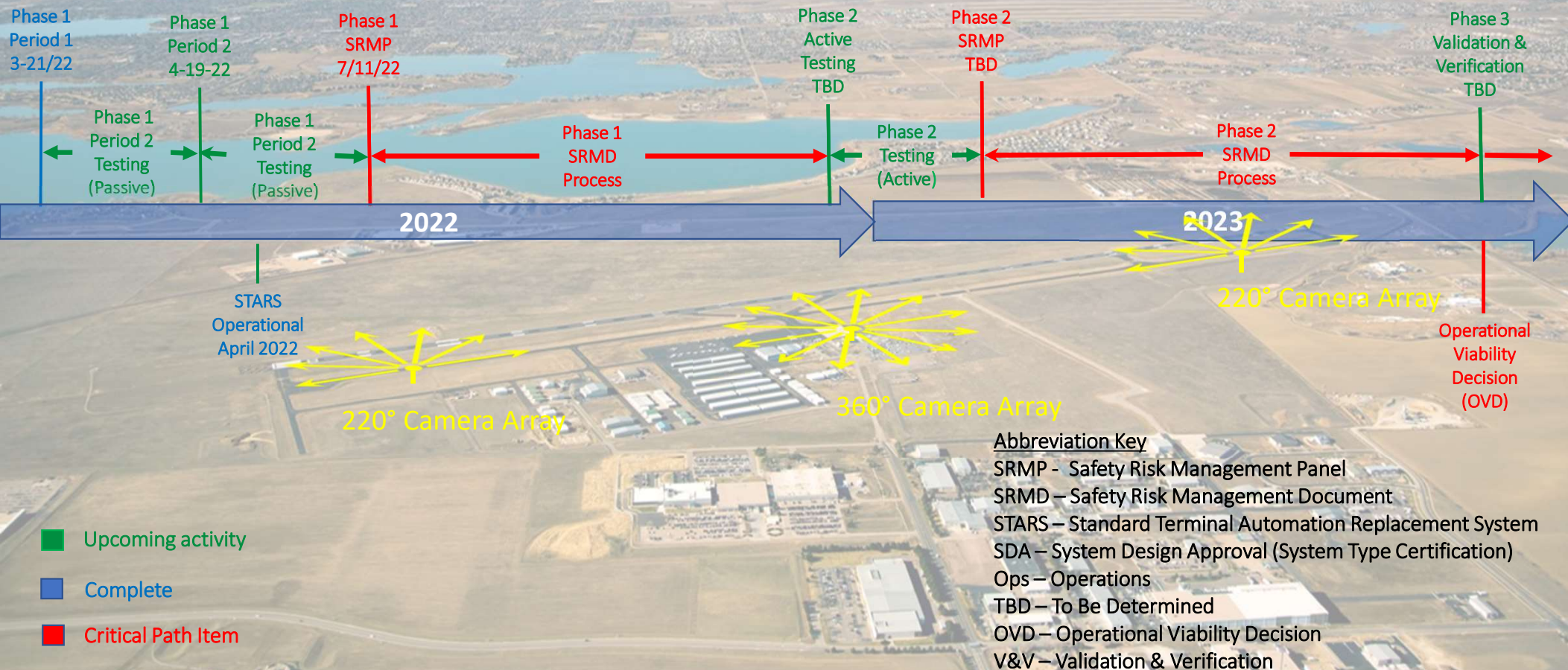


\*Dependent on local resources' ability to travel to FNL and COVID status

**Schedule Note:** This status is based on the latest proposed schedule and is dependent upon availability of FAA resources to staff the remote tower and support the Phase 1 SRMP.

Note: The FAA has replaced the term Initial Operating Capability (IOC) with Operational Viability Decision (OVD). This may change again as the terminology of remote tower certification is in flux.

# Colorado Remote Tower Timeline (Draft)



## **Avelo Airlines' Las Vegas route beats the odds in route's first 100 days**

**Pat Ferrier**

Fort Collins Coloradoan USA TODAY NETWORK

One hundred days since beginning flights from Northern Colorado Regional Airport to Las Vegas, Avelo Airlines is declaring the route a success.

Andrew Levy, CEO of the fledgling airline, said in an interview that flights to Burbank/Hollywood are increasing but travel to Las Vegas has been a good bet.

Thus far, 6,000 customers have flown the route in the first 100 days and the airline has achieved an 88% ontime percentage, Levy said.

Since Avelo only flies to Vegas on Fridays and Mondays, the 6,000 passengers amount to nearly 430 per week.

"We've had a really strong month of March," said Levy, who estimated March will have an 80% load factor. "December was good ... January was not very good, February was a little better and March has been excellent."

The early year slowdown was partially due to the rapid rise of the omicron variant that made some people leery about traveling.

But March is a big month in Las Vegas, Levy said, with March Madness and spring break.

Levy said he's encouraged about the Northern Colorado market and if routes continue to perform well "we would look at some other ideas in the fall." In airline terms, that means additional routes.

Arizona is the next "most logical" location from FNL, the airport designation by which Northern Colorado Regional Airport is known, he said.

"We're looking at potentially doing something in Arizona, but it's in the early stages of thinking," Levy said. "The most important thing for us with the FNL market area is to make sure what we're doing works and works well and go from there. I'm feeling good about how things are trending."

As a startup airline, Avelo's challenge is still building brand awareness and letting people know they can fly

**See AVELO AIRLINES, Page 2A**

Continued from Page 1A

from Loveland and bypass Denver International Airport, he said.

"Just like every other big airport, DIA is a big hassle," Levy said. It takes time to get there, it's expensive to park and difficult to navigate once you get there.

"The beauty of Northern Colorado is the ease of use and its phenomenal value," he said. "On top of that it's easy, convenient and low stress. It's like day and night. By the time you leave home to when you get on an airplane, I'm confident you save quite a bit of time navigating through FNL instead of dealing with the headaches and hassle of DIA."

Avelo switched its travel days from Wednesdays and Saturdays to Friday and Mondays, better travel days for people wanting a long weekend in Las Vegas or Hollywood — and that seems to have paid off,

Levy said.

Northern Colorado Regional Airport Director Jason Licon said Avelo's first 100 days have been "extremely positive. Thousands of travelers have used the new service and the airport is excited to continue building upon" the partnership. The airline has not only restored commercial air service to the airport but Licon said it has provided a significant economic boost to the region."

To commemorate its first hundred days, Avelo is offering a new \$49 oneway fare to Las Vegas. The fare must be purchased by April 11, for travel completed by Sept. 7.

**AVELO AIRLINES**  
from page [A1](#) to [A2](#)

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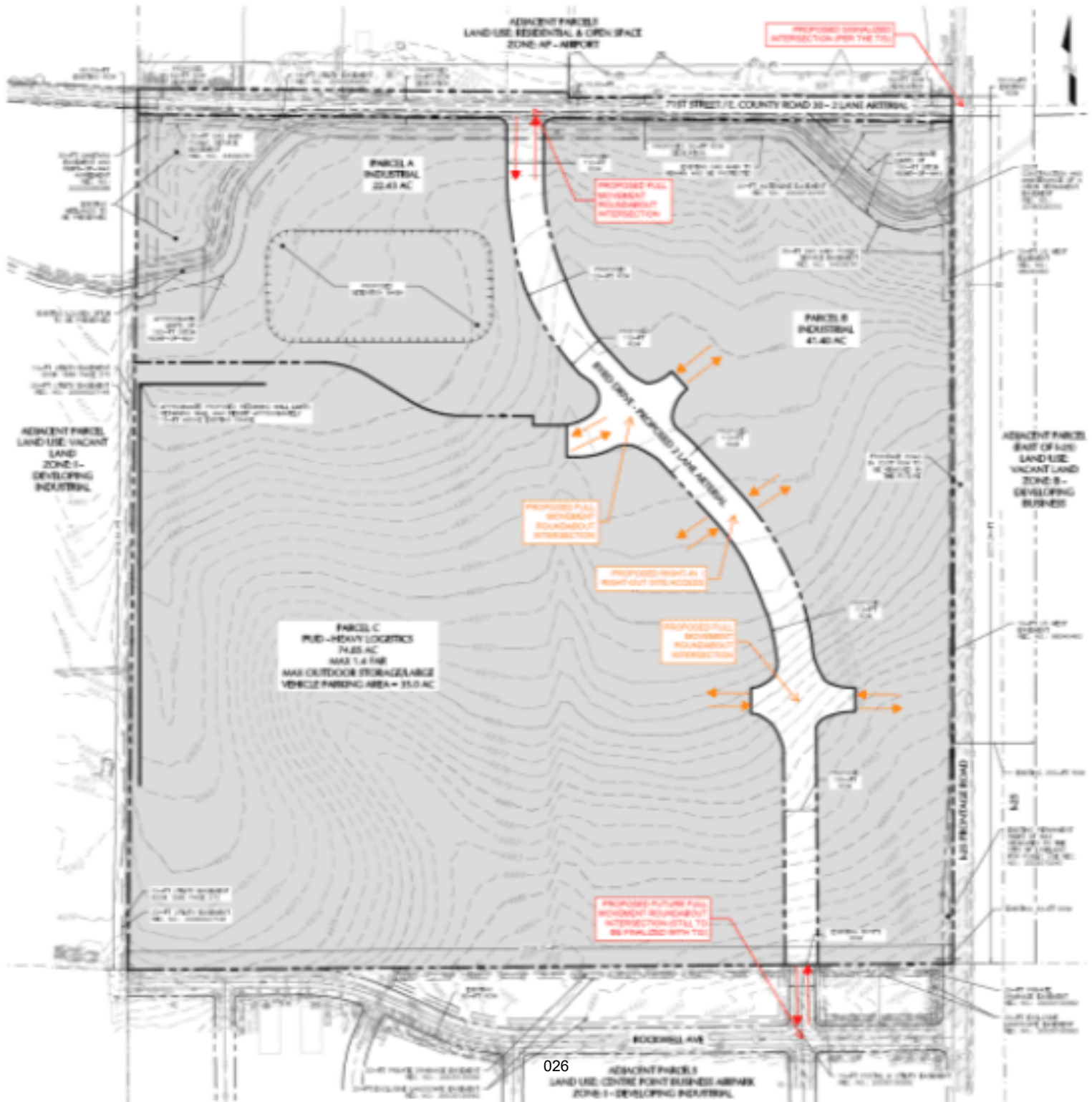
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The Loveland Commerce Park Addition recently changed hands and is now owned by Amazon.com. Courtesy Loveland Planning documents

## Amazon purchases land in east Loveland; major development may be in offing

By Katherine Stahla (<https://bizwest.com/author/katherine-stahla/>) — March 15, 2022



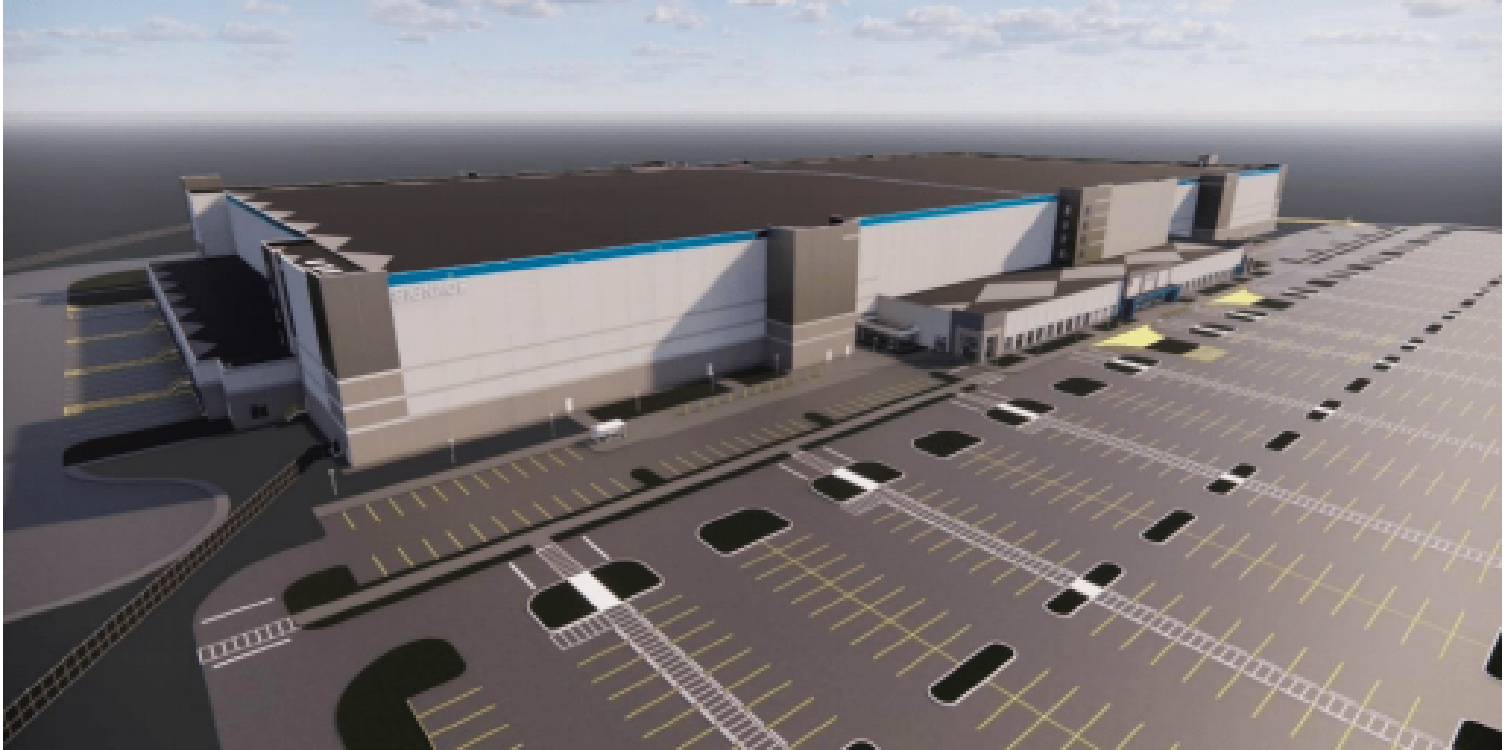
LOVELAND — Amazon.com Services LLC, an affiliate of the major online retailer, has purchased a parcel of land near the Northern Colorado Regional Airport for \$9.4 million, potentially paving the way for a massive distribution center.

The land was sold by a collection of family trusts including the Marian Johnson revocable trust, the Kay T. LaBau living trust and James R. McCreery revocable trust. The transaction closed March 3.

The land was annexed into Loveland city limits Sept. 7 after a proposal by the Trammell Crow Co., which has worked with Amazon on previous developments around the country.

The 151.8-acre parcel is zoned as a planned urban development, with a proposed extension of Byrd Drive, a two-lane arterial road from the north to south end of the property. Documents from the application indicate the western half of the property is zoned for heavy logistics, indicative of a high volume of truck traffic.

The heavy logistics zoning would enable construction of buildings up to 125 feet tall and require one parking space for every 2,500 square feet within any building. The plat map filed ahead of an Aug. 9 Loveland planning commission meeting calls for a 35-acre parking lot.



A multi-level warehouse facility could be built at Loveland Commerce Park. Courtesy Loveland Planning documents

In August, **BizWest reported that the proposed facility could be as large as 2.4 million square feet** (<https://bizwest.com/2021/08/06/loveland-annexation-could-accommodate-huge-amazon-distribution-center/>). The western half of the property is closer to the airport, while the eastern side abuts the frontage road adjacent to Interstate 25.

Ron Kuehl, broker with Realtec Commercial Real Estate Services, handled the transaction for the sellers. He told BizWest that he had been working on a deal for about four years. He was not able to offer details about the buyer's plans.

Langan International LLC, another contractor that works with Amazon, proposed several short-term and long-term improvements to the site. In addition to the Byrd Drive extension, short-term plans include adding a water detention pond and crossing Loudon Ditch to connect Byrd Drive to Larimer County Road 30. Long-term plans for the site include proposing a traffic signal at a potential future intersection between Byrd Drive and Colorado Highway 392.

Loveland heavy industrial zoning requires exterior walls longer than 100 feet to be articulated, or have recesses. Some members of the City Council expressed concern at a meeting Sept. 7 that loading docks would be visible from the east, but no amendment was made.

Amazon representative Caitlin Polochak declined to comment on the purchase.

"We have a policy of not commenting on our future roadmap and are not yet commenting on any specific operations plan," Polochak said in an email.

Loveland officials did not return phone calls to comment about the project.

**Workers for a Safe Larimer County sued the city of Loveland in October** (<https://bizwest.com/2021/12/15/loveland-land-annexation-suit-dismissed/>), alleging that the city did not produce an Annexation Impact Report when annexing the parcel. The lawsuit was dismissed with prejudice in December.

The potential Amazon site would join new fulfillment centers in Aurora and Colorado Springs, which employ thousands of people. The Colorado Springs Airport's Peak Innovation Park, which includes a 3.5 million-square-foot Amazon warehouse described in one report as "one of the largest warehouses in North America," is said to employ more than 1,000 people.

East Loveland is already home to a smaller Amazon distribution center at 4555 Viking Way.

# GOVERNOR POLIS, CONGRESSMAN NEGUSE HIGHLIGHT COLORADO'S INNOVATIVE AND TRANSFORMATIVE USE OF FEDERAL FUNDS TO SAVE PEOPLE MONEY IN VISIT TO LOVELAND AND FORT COLLINS

Colorado Governor Jared Polis and Congressman Joe Neguse visited regional sites showcasing Colorado's **innovative and creative use** ([better future \(\[First, Governor Polis and Congressman Joe Neguse visited the Aims Community College Flight Training Center and met with airport commissioners and local officials to discuss the airport's nation-leading work building innovative workforce training and development programs to support the future of aviation, as well as a proposed airport expansion that would bring good paying-jobs to the local community.\]\(https://urldefense.proofpoint.com/v2/url?u=https-3A-www.colorado.gov-governor-news-7481-2Dgovernor-2Dpolis-2Dlieutenant-2Dgovernor-2Dprimavera-2Dlegislators-2Dparents-2Dproviders-2Dcommunity&d=DwMFaQ&c=sdnEM9SRGFuMt5z5w3AhsPNahmNicq64TgF1JwNRocs&r=9jj2vilP2gE9DUZzHlNoNdi4XcfrDkH3-kCHZjG9u0o&m=3cDxhgrTMQt9biu-lAcEVNWV7WHQqG8en3SBNkrPyVFqDiq\_kpNEOW8ZG92AHS9-&s=fhumZ8-se2AVGscotGoE8ICyLGdplQTE6nRZbLa82nw&e=\) for Colorado's children.</a></p>
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**"Colorado's economy continues to grow stronger every day, and we continue to take even more impactful steps to do everything we can do as a state to save people money,"** said Gov. Polis. **"As Congressman Neguse and I saw today at the Aims Community College Flight Training Center and Heartside Hill, Colorado is at the forefront of innovative workforce training and development programs to support good-paying jobs and prepare our workforce for the future, and creative housing solutions are a key to supporting our thriving economy."**

Governor Polis, Congressman Neguse, State Representatives Cathy Kipp and Andrew Boesenecker then visited Heartside Hill a proposed mixed income housing development inclusive of units designed with disability accessibility built in.

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In the one year following the passage of the American Rescue Plan Act, Colorado has worked to revitalize statewide infrastructure, support Colorado families, invest in rural communities, and develop the state's workforce to provide real relief for Coloradans. The Polis Administration continues to take **bold steps**

including making it free to start a business, providing much-needed relief at the pump, making childcare (<https://urldefense.proofpoint.com/v2/url?u=https->

3A [www.colorado.gov/governor/news/7291-2Dcontinuing-2Dbring-2Dgood-2Djobs-2Dcoloradans-2Dincrease-2Daccess-2Dworkforce-2Dtraining-2Dgovernor-2Dpolis&d=DwMFAQ&c=sdnEM9SRGFuMt5z5w3AhsPNahmNiq64TgF1JwNRocs&r=9jj2vilP2gE9DUZzHINoNd14XcfRDkH3-kCHZjG9u00o&m=3cDxhgrTMQ9t9biu-lAcEVNWV7WHQqG8en3SBNkrPyVFqDiq\\_kpNEOW8ZG92AHS9-&s=YLrgo4zJzK2jViXgjFAaQ2WCUBJZxPAJ8O7nZEZfi5A&c=\)](http://www.colorado.gov/governor/news/7291-2Dcontinuing-2Dbring-2Dgood-2Djobs-2Dcoloradans-2Dincrease-2Daccess-2Dworkforce-2Dtraining-2Dgovernor-2Dpolis&d=DwMFAQ&c=sdnEM9SRGFuMt5z5w3AhsPNahmNiq64TgF1JwNRocs&r=9jj2vilP2gE9DUZzHINoNd14XcfRDkH3-kCHZjG9u00o&m=3cDxhgrTMQ9t9biu-lAcEVNWV7WHQqG8en3SBNkrPyVFqDiq_kpNEOW8ZG92AHS9-&s=YLrgo4zJzK2jViXgjFAaQ2WCUBJZxPAJ8O7nZEZfi5A&c=))opportunities more affordable.



[\(https://fortcollinschamber.com/news/governor-polis-congressman-neguse-highlight-colorados-innovative-and-transformative-use-of-federal-funds-to-save-people-money-in-visit-to-loveland-and-fort-collins/neguse\\_gov/\)](https://fortcollinschamber.com/news/governor-polis-congressman-neguse-highlight-colorados-innovative-and-transformative-use-of-federal-funds-to-save-people-money-in-visit-to-loveland-and-fort-collins/neguse_gov/)

(Gov. Polis and Congressman Neguse at Aims Community College Flight Training Center, Courtesy Governor Polis's office)



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(Gov. Polis at Aims Community College Flight Training Center, Courtesy Governor Polis's office)



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(Gov. Polis, State Representatives Cathy Kipp and Andrew Boesenecker at Heartside Hill, Courtesy Governor Polis's office)



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(Gov. Polis, Congressman Neguse, State Representatives Cathy Kipp and Andrew Boesenecker at Heartside Hill, Courtesy Governor Polis’s office)

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## **NORTHERN COLORADO REGIONAL AIRPORT DEVELOPMENT UPDATE**

The following is a summary of development activity at the Airport and within the Airport Influence Area (AIA). It focuses on projects that were started or completed in 2021 and projects that are planned for the near future (2022-2023).

### **1) Northern Colorado Regional Airport New Terminal Building**

- Design approximately 50% complete
- Full design expected to be completed in 2022
- Construction to begin in 2023



### **2) Commercial Apron Expansion and New Taxiway**

- Completed in 2021
- Improved capacity and access for commercial airlines



### 3) Latched Kowell Hangars

- New 7-unit development with 30,000 square feet of hangar space
- Phase 1 (3 units) - Nearly complete



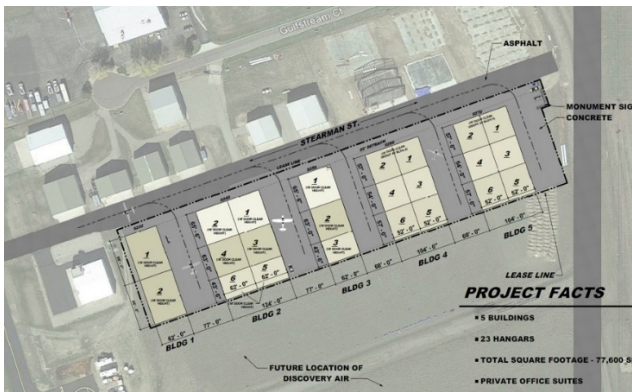
- Phase 2 (4 units) - to be constructed in 2022

### 4) Hangar Flying Condominium Association

- New 2-unit development with 9,000 square feet of hangar space to be constructed in 2022.

### 5) Homestead Hangars

- New 23-unit development with 77,000 square feet of hangar space to be constructed in 2022



### 6) Discovery Air Campus

- 30-acre business aviation campus
- Phase 1 - Torrey's Peak Hangar/offices completed early this year
- Future Phases - New fixed-base operator (FBO) and three additional large hangars with offices.



## 7) Northern Colorado Law Enforcement Training Center

- 42-acre campus located on Airport Property opened in 2021
- Jointly owned and operated by Loveland and Fort Collins
- High-speed driving track and skid pad for vehicle maneuver training
- 21 lane, 50-yard long indoor firing range
- Office and classroom space



## 8) Airpark North

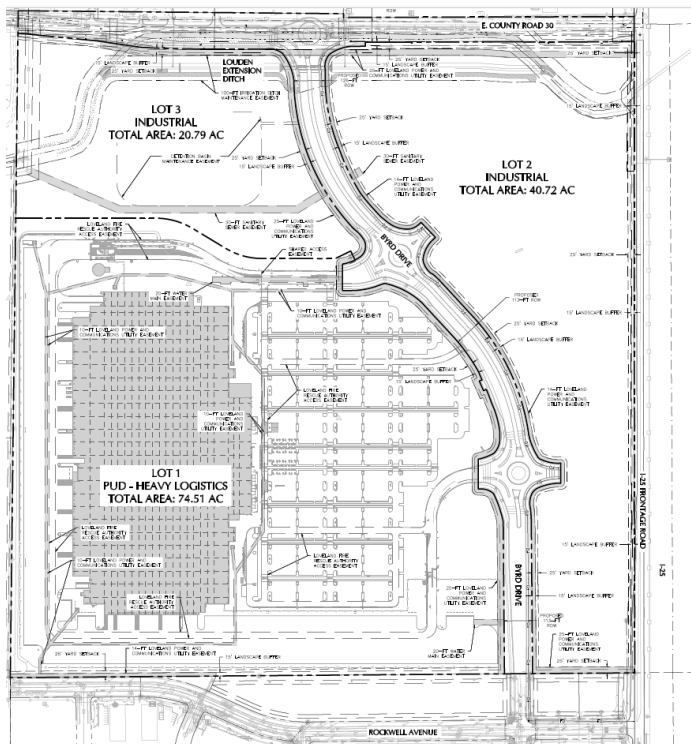
- 52-acre business park
- Horizontal infrastructure is largely in place
- Potential for through-the-fence Airport access
- Future site for Larimer County Fleet Service





## 9) Loveland Commerce Park

- 152-acre site recently annexed by the City of Loveland
- Byrd Drive will be extended north to County Road 30

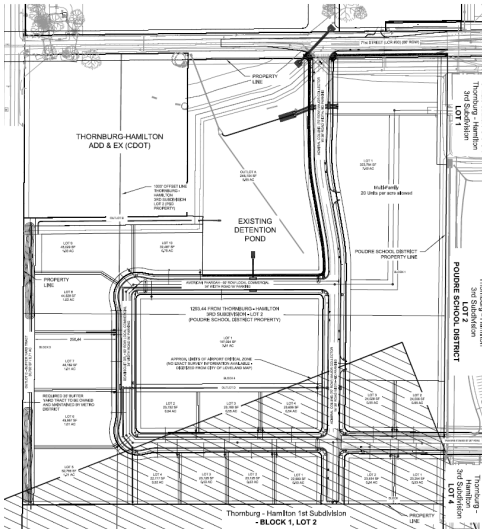


- Amazon Logistics Center
  - 3.87 million square foot facility
  - Expected to create approximately 1,000 jobs.



## 10) Fairground Meadows Business Park

- 34.7-acre site recently subdivided into 0.5-7.43 acre lots for commercial, industrial, and multi-family residential development



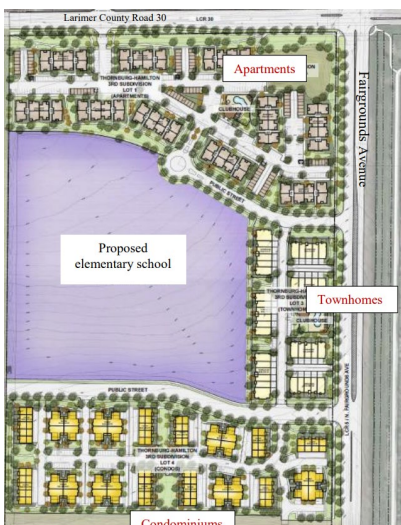
## 11) Bamford Elementary School

- New Poudre School District elementary school opened in fall of 2021



## 12) Thornburg-Hamilton Subdivision

- New multi-family residential development currently under construction





### 13) Centre Point Flex Business Park

- New 6,600 square foot flex industrial building
- New 9,750 square foot flex industrial building



- New 23,000 square foot flex industrial building



- Aims Community College Parking and Apron Expansion



#### 14) U-Haul

- Proposed self-storage and truck rental facility on 7-acre site
- Planned 700 indoor, ADA-accessible self-storage units with climate-control options and high-tech security features.



#### 15) Brands West Industrial Phase 1

- Construction is currently underway on two industrial distribution buildings totaling 188,000 square feet.



#### 16) The Ranch

- In 2017, Larimer County voters approved a 20-year extension of a 0.15 percent sales tax (15 cents per \$100 spent) to fund continued improvements to The Ranch. It is estimated the tax will generate around \$200 million over the 20-year span.
- Master plan was updated in 2019

##### MASTER PLAN: Implementation Plan - Option A



##### Legend

1. Embassy Suites
2. Recreational Sports Complex
3. New Exhibition Center
4. McKee Building - Facility Offices
5. 4-H, Youth & Community Building
6. Equine Event Arena
7. Livestock Pavilions (733 Stalls)
8. Equine Event Arena
9. Dedicated 4-H Arena (Add Alternate)
10. Maintenance Building
11. Dirt Storage
12. 150' x 400' Outdoor Arena
13. 100' x 200' Outdoor Arena
14. Cattle Penning
15. Trailer Parking
16. RV Spaces (100 Spaces)
17. Future Development
18. New Event Arena



### 17) Veteran's Affairs Medical Clinic

- \$17 million facility will open in May of 2022
- 75,000 square foot facility is expected to employ approximately 200 people and treat about 200 patients daily.



### 18) Axis 25

- Two flex industrial buildings totaling 195,000 square feet
- Construction completed in 2021
- Sold for \$42.5 million
- Tenants will include Beckman Coulter Inc. and Simply Delicious Inc.



## 19) Crossroads Business Park

- 9,000 square foot and 6250 square foot office buildings constructed in 2021
- Additional development planned for 2022



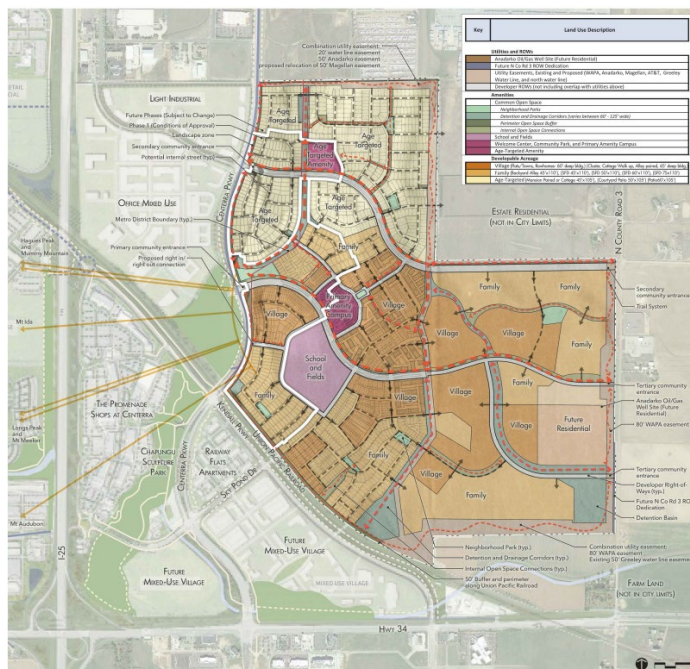
### 20) Nordy's Restaurant Drive-Thru

## 21) Resurrection Christian School Campus Expansion

- Proposed new football stadium, baseball fields, batting cages, tennis courts, and seven commercial pads

## 22) Kinston Residential

- 630-acre master planned community will include approximately 2,800 homes at full build-out (10-15 years).
- Construction on phase 1 began in 2021





### 23) Schlosser Signs

- Planned 17,000 square foot flex industrial building

### 24) Centerra Loveland Station Mobility Hub

- First mobility hub in the state
- \$23.8 million project includes protected bus slips in the middle of I-25 with a tunnel connecting riders to and from the bus platform.
- Currently under construction and expected to open in 2023
- <https://www.youtube.com/watch?v=SkdcBTaxKT8>



### 25) Centerra Motorplex

- Proposed 73,000 square foot car dealership

### 26) Lakes at Centerra Residential

- Construction of new homes continues as part of this large-scale residential development



## 27) Centerra Industrial

- Seven flex industrial buildings totaling 660,000 square feet
- Tenants include Home Depot, Geary Pacific Supply, and Amazon
- Seventh building constructed in 2021



### 28) Boyd Lake Commerce Center

- Proposed 95-acre development featuring flexible design for assembly, R&D, manufacturing and warehouse distribution, outdoor yard, and regional connectivity.



## 29) Boyd Lake RV Storage

- Proposed RV and boat storage facility

**30) Rocky Mountain Grand Resort and Conference Center (Proposed)**

- \$300 million hotel and water park adjacent to the Airport





Fort Collins

# FNL DEVELOPMENT UPDATE



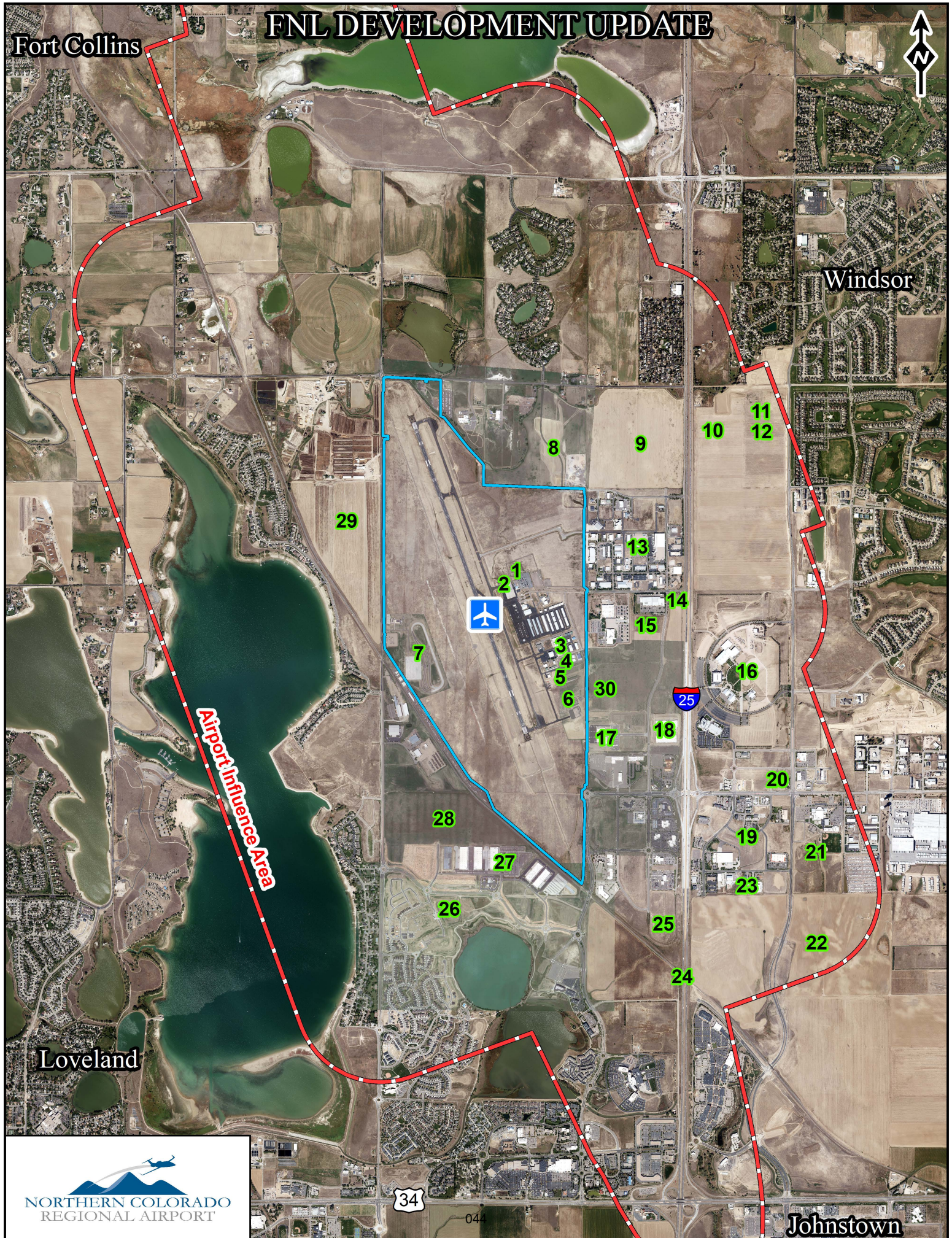
Windsor

Airport Influence Area



044

Johnstown







# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

**ITEM NUMBER:** 4

**MEETING DATE:** April 21, 2022

**PREPARED BY:** Aaron Ehle, Planning & Development Specialist

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## **TITLE**

Aims Community College Access Agreement Extension

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Make a motion to approve the access agreement extension

## **BUDGET IMPACT**

Neutral, the lease rates will remain unchanged

## **SUMMARY**

This is an administrative item. On May 17, 2018, the Airport Commission approved an access agreement for Aims Community College's flight training program, which is located in the adjacent business park. The initial 3-year term of that agreement is expiring and Aims Community College is requesting the execution of the first of two 1-year extensions. Staff have reviewed the request and found the account to be in good standing.

Aims Community College is an important strategic partner for the Airport. They provide highly reputable pilot training and offer other the latest generation of technology-based aeronautical educational and training programs. The flight training center at Northern Colorado Regional Airport provides a significant economic impact to the Airport and surrounding area. Since their flight training program moved to the Airport in 2019, their instructors and leaders have been highly engaged and collaborative with Airport staff and other stakeholders, including other flight schools.

## **ATTACHMENT**

Resolution R-04-2022

Aims Community College Access Agreement Extension

## **RESOLUTION # R-04-2022**

### **A RESOLUTION RECOMMENDING APPROVAL OF A ONE-YEAR EXTENSION OF THE ACCESS FEE AGREEMENT WITH AIMS COMMUNITY COLLEGE**

**WHEREAS**, the Cities of Fort Collins and Loveland (the “Cities”) jointly own and operate the Northern Colorado Regional Airport (the “Airport”); and

**WHEREAS**, the Cities formed the Northern Colorado Regional Airport Commission (“Commission”) and delegated to the Commission certain authority regarding governance of the Airport. On May 17, 2018, the Commission approved an Access Fee Agreement (the “Agreement”) with Aims Community College (“Aims”); and

**WHEREAS**, the Agreement permits Aims to utilize certain areas of the Airport in consideration of payment of access fees commensurate with land lease rates. The initial term of the Agreement was for three years, with two additional one-year extensions permitted by written agreement of the parties; and

**WHEREAS**, Aims has timely requested that the parties extend the Agreement for the first one-year extension term authorized by the Agreement. Airport staff have determined that Aims is in good standing under the Agreement and recommend approval of a one-year extension of the Agreement; and

**WHEREAS**, the Commission desires to approve the extension and recommend that the two Cities, through their City Managers, approve the proposed extension.

### **NOW THEREFORE BE IT RESOLVED BY THE NORTHERN COLORADO REGIONAL AIRPORT COMMISSION AS FOLLOWS:**

**Section 1.** That the Commission approves the one-year extension of the Access Fee Agreement and recommends that the City Managers of the two Cities also approve such extension and execute any documents necessary to effectuate the same.

**Section 2.** That this Resolution shall take effect as of the date and time of its adoption.

ADOPTED this 21<sup>st</sup> day of April 2022.

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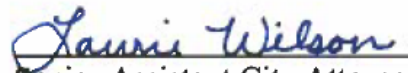
Don Overcash, Chair of the  
Northern Colorado Regional Airport Commission

ATTEST:

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Secretary

APPROVED AS TO FORM:

  
Senior Assistant City Attorney

**AIMS COMMUNITY COLLEGE ACCESS AGREEMENT EXTENSION FOR  
2022 AT THE NORTHERN COLORADO REGIONAL AIRPORT**

**WHEREAS**, the Cities of Fort Collins and Loveland (the “Cities”) jointly own and operate the Northern Colorado Regional Airport (the “Airport”); and

This Addendum (“Addendum”) is by and between Cities of Fort Collins and Loveland, Colorado (the "Cities") acting by and through the Northern Colorado Regional Airport Commission ("the Commission") and Aims Community College, a Colorado Local District College under C.R.S. 23-71-101 et seq., hereinafter called (Aims).

**RECITALS**

**WHEREAS**, the parties wish to renew their Agreement dated May 18, 2018, incorporated herein as though fully set forth, for a one-year period as provided under the Agreement. The parties intend that in any disagreement between this Addendum and the May 18, 2021 Agreement, this Addendum’s provisions shall control.

**NOW THEREFORE**, in consideration of the promises, payments and obligations of the parties, and other good and valuable consideration receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

**AGREEMENT**

- 1. Recitals.** The foregoing Recitals are incorporated herein by reference as though fully set forth.
- 2. Term of Agreement.** The term of this Addendum to the Agreement is for One year commencing on May 18, 2022 and terminating on May 17, 2023. Any subsequent renewals must be in a writing signed by both parties.
- 3. Prior Agreement Control.** All other provisions of the May 2018 Agreement remain in full force and effect.

**IN WITNESS WHEREOF**, the parties have executed this Agreement on the day and year set forth below.

ADOPTED this 21<sup>st</sup> day of April, 2022.

**AIMS COMMUNITY COLLEGE DISTRICT:**

By: \_\_\_\_\_  
Chuck Jensen, VP Administrative Services

APPROVED AS TO FORM:

\_\_\_\_\_  
Sandra Owens, Esq., Counsel for Aims Community College

**CITY OF LOVELAND, COLORADO**

By: \_\_\_\_\_  
City Manager

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Assistant City Attorney

**CITY OF FORT COLLINS, COLORADO**

By: \_\_\_\_\_  
City Manager

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Assistant City Attorney



# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

**ITEM NUMBER:** 5

**MEETING DATE:** April 21, 2022

**PREPARED BY:** Jason Licon, Airport Director

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## **TITLE**

Terminal Design & Funding Update

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Informational, with direction requested on options to pursue for funding and/or reductions in project scope

## **BUDGET IMPACT**

None - Informational only

## **SUMMARY**

In November of 2020, the Airport with assistance from the Cities began a qualification based federal procurement process to select a team of professionals to begin design for the future airport terminal building. As a result, the Airport contracted with the most qualified team that consisted of Denver based engineering firm Dibble Engineering and Fort Collins based VFLA Architects to begin work on the 30% design of the Airport Terminal project. Since this time the project team have conducted four Charrette exercises obtaining feedback from airport stakeholders at every critical design step, with the goal of creating a sustainable iconic new facility that will serve as a new gateway to Northern Colorado air travelers.

During the fourth Charrette the Airport Commission reviewed design schematics and provided direction to staff and the design team to move forward with the original design. The building at the 30% design is 26,600 square feet, and includes high quality architectural themes and finishes. In January the Airport was briefed on the status of the project and approved both completion of the design with the team for a cost of \$1.7 million that included entering into a preconstruction contract for the Construction Manager at Risk (CMaR) with firm Hensel Phelps. The CMaR contractor was recommended by staff after a robust RFP selection process.

The design continues and preliminary cost estimates have been created by Hensel Phelps and the company RLB that created the initial 15% & 30% cost estimates. Supply



chain and inflation have created a very challenging ability for estimating future costs and the pandemic has created many challenges for building construction.

The current cost estimates derived from Hensel Phelps from this month represent a worst-case scenario with a total of \$32.3 million for the base bid as it exists today. This is a \$8.9 million increase from the previous estimate from October of last year, or \$15.9 million above the \$16.4 million of CARES Act funding remaining. This cost is highly preliminary, and will continue to be refined as the project continues to move forward. This item will explore the current situation and request direction from the Airport Commission on options to pursue regarding multiple funding options or pursue budgetary reductions.

#### **ATTACHMENT**

- FNL Airport Terminal Design Update Presentation



# Terminal Building Project

Project Funding Update





# Objectives

- Provide a status update of the Terminal design
  - Review of progress
  - Current timelines & schedules
- Updated financial outlook
  - Cost trends and inflation
  - Updated financial snapshot
  - Provide a list of resources being sought
- Obtain direction on options for path forward
  - Financial enhancements
  - Project scope reductions or phasing

# Design Criteria

NORTHERN COLORADO  
REGIONAL AIRPORT

**SIZE:** 26,600 SF

**GOAL:** GATEWAY FOR AIR TRAVEL

**CURRENT FUNDING:** \$16.4 MILLION

**SCHEDULE:** COMPLETED BY JULY 2024

**GATES:** 2 - SERVING 737-800 (AVELO) AIRCRAFT

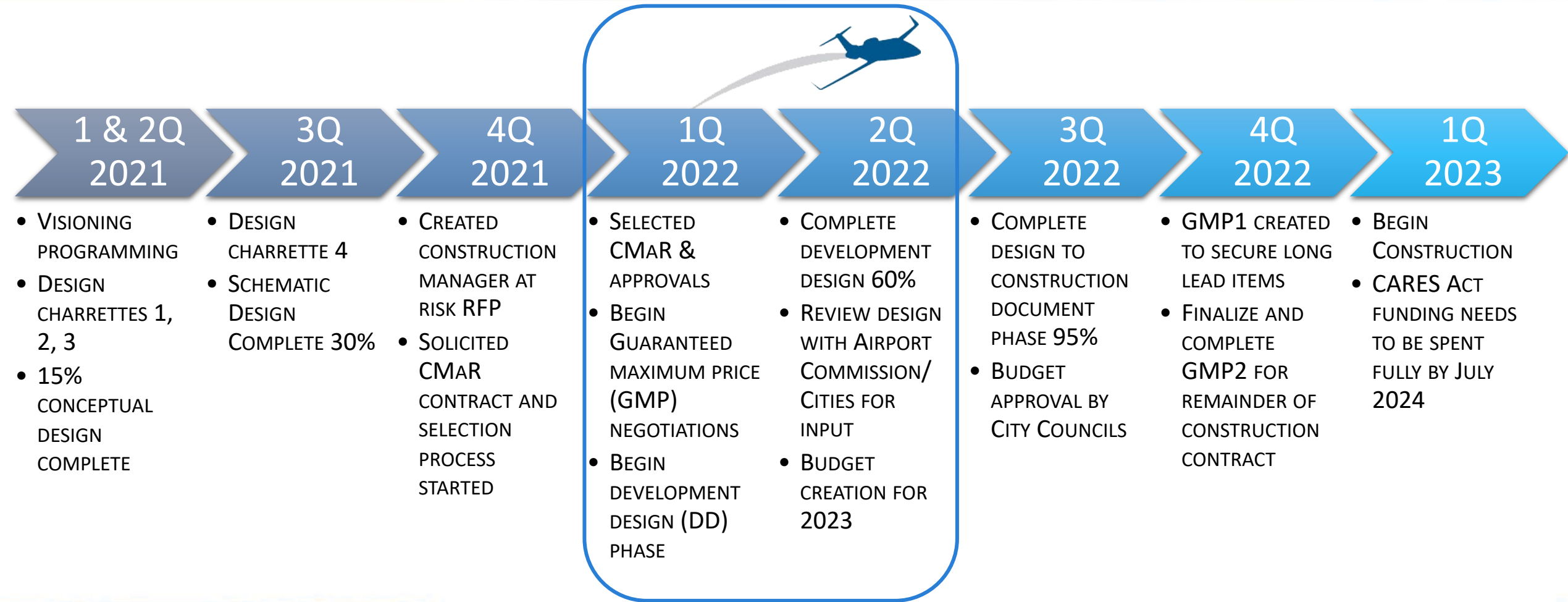
**GOAL:** COMMERCIAL AIR TRAVEL





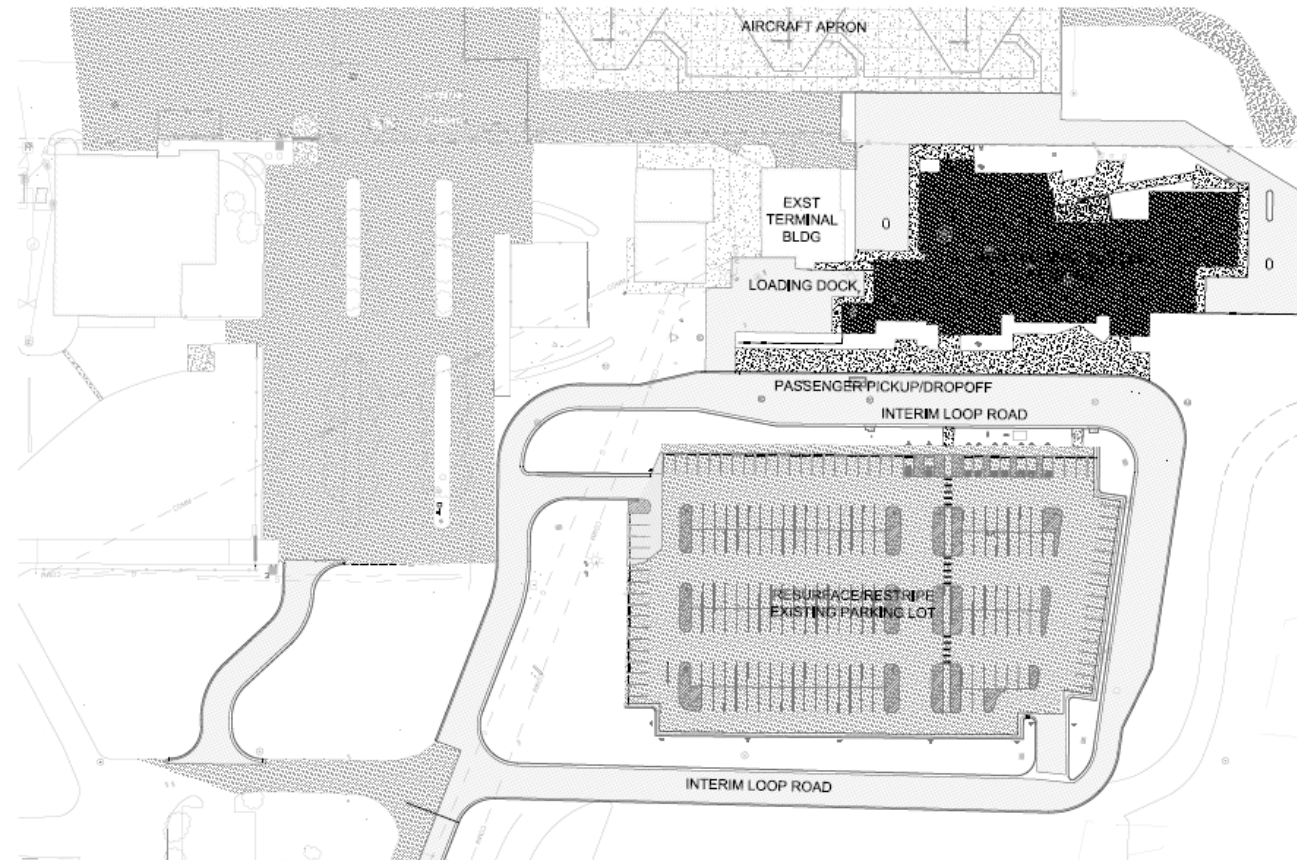
# Project Timeline

NORTHERN COLORADO  
REGIONAL AIRPORT



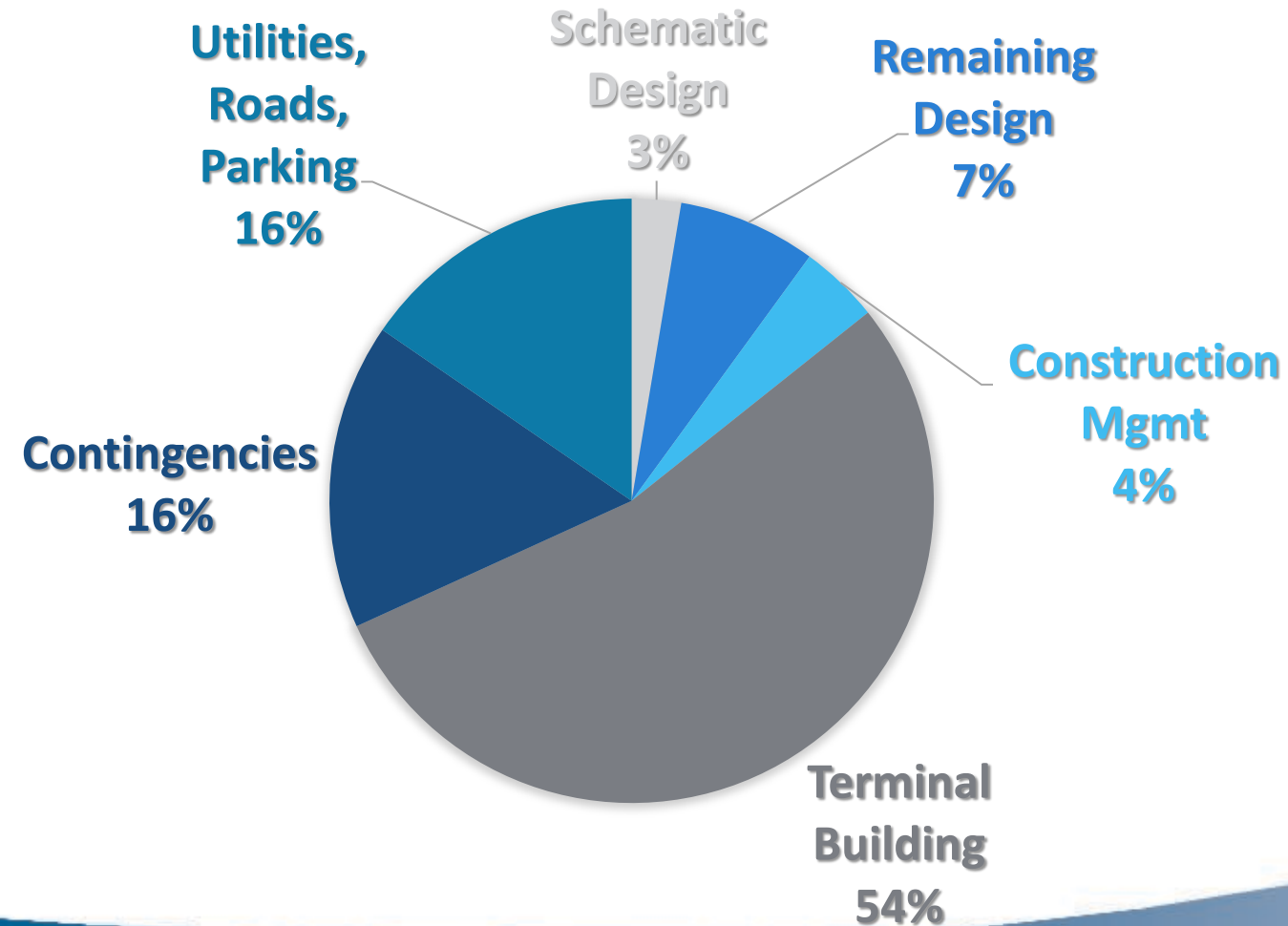
# Project scope

NORTHERN COLORADO  
REGIONAL AIRPORT

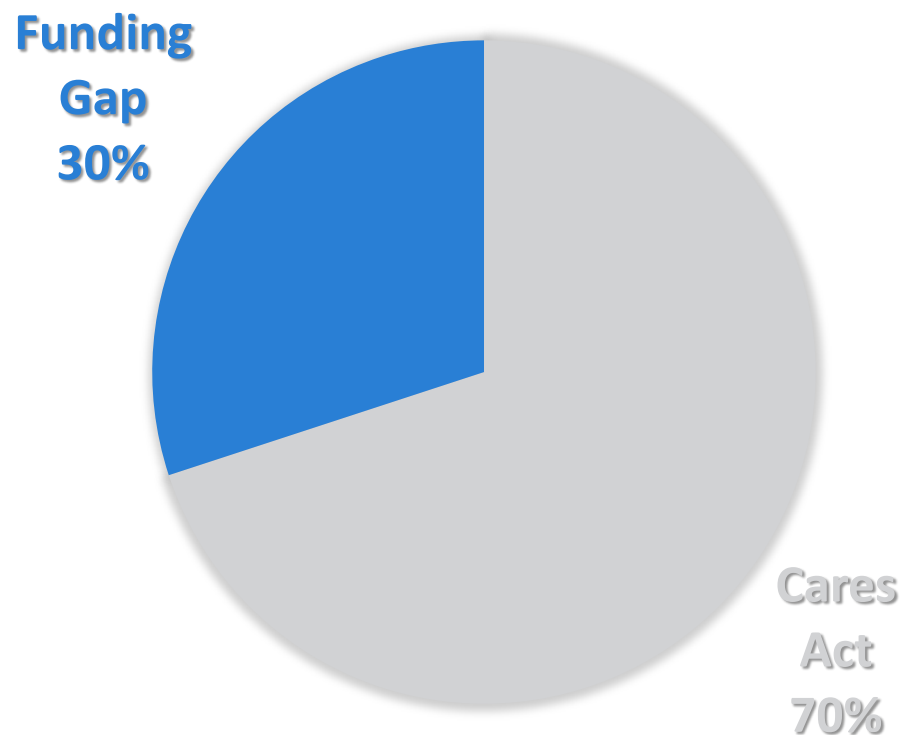


# Estimated costs at 30%

- Total estimated cost \$23.4 million
  - Removed apron project included in previous versions (\$3 million)
- Completed
  - Schematic Design: \$ 616,225
- In process
  - 30-100% Design: \$ 1,728,774
- Tasks remaining
  - *Construction mgmt.* \$ 1,000,000
  - *Terminal building* \$12,612,356
  - *Contingencies* \$ 3,832,654
  - *Utilities, roads, parking* \$ 3,610,911



# Project budget at 30%

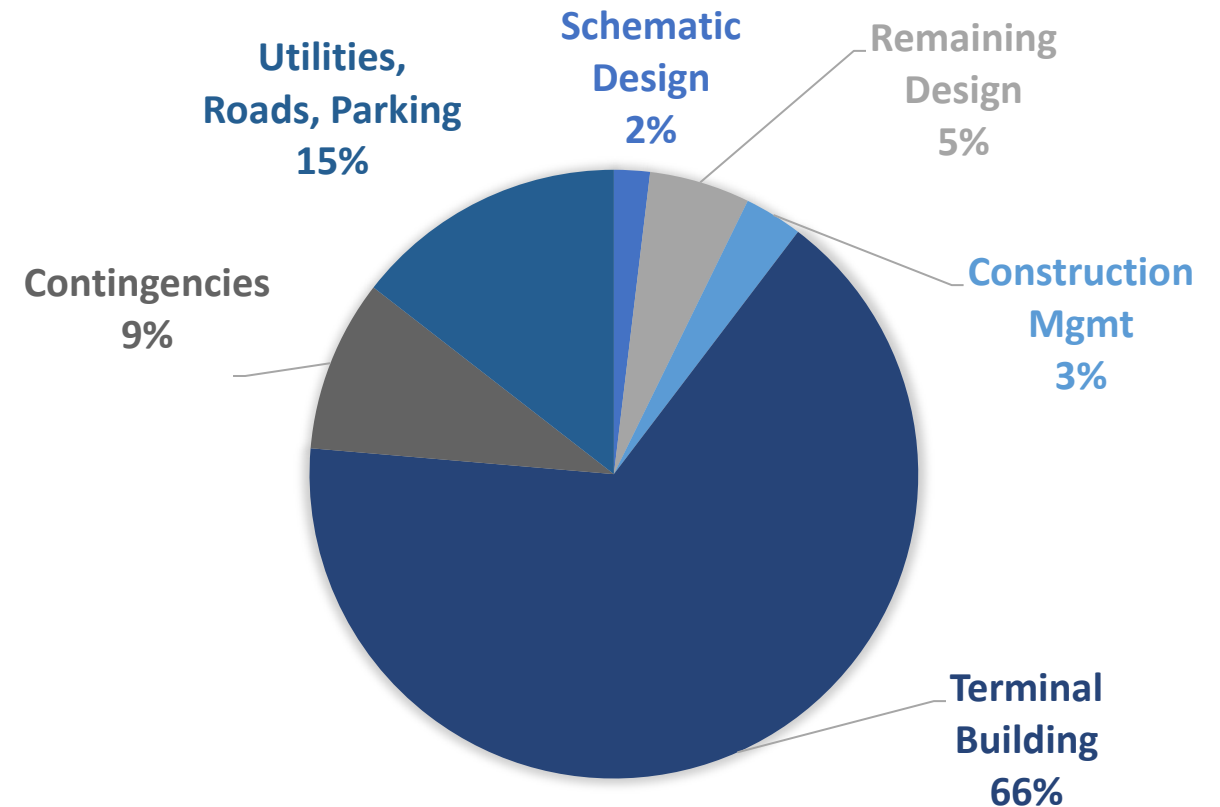


- Funding available
  - CARES Act 70% = \$16.4m
  - Funding gap 30% = \$7m
- Application for \$5m State Infrastructure Bank
  - ~\$2m remaining
- Reflects direction from Airport Commission and stakeholders during design charrettes

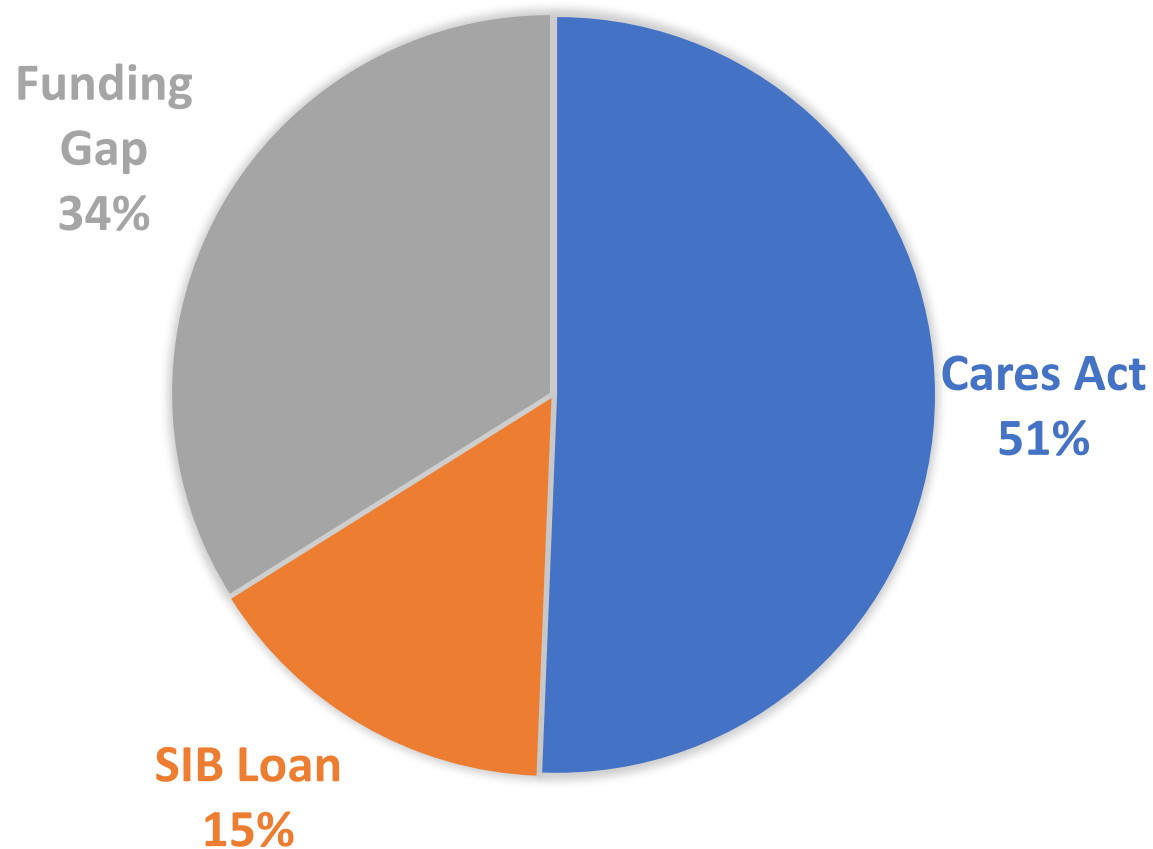


# Current cost estimates

- Total estimated cost \$32.3 million
  - +\$8.9 million difference
- Completed
  - Schematic Design: \$ 616,225
- In process
  - 30-100% Design: \$ 1,728,774
- Tasks remaining
  - *Construction mgmt.* \$ 1,000,000
  - *Terminal building* \$21,347,369
  - *Contingencies\** \$ 2,960,348
  - *Utilities, roads, parking* \$ 4,685,889



# Current project budget



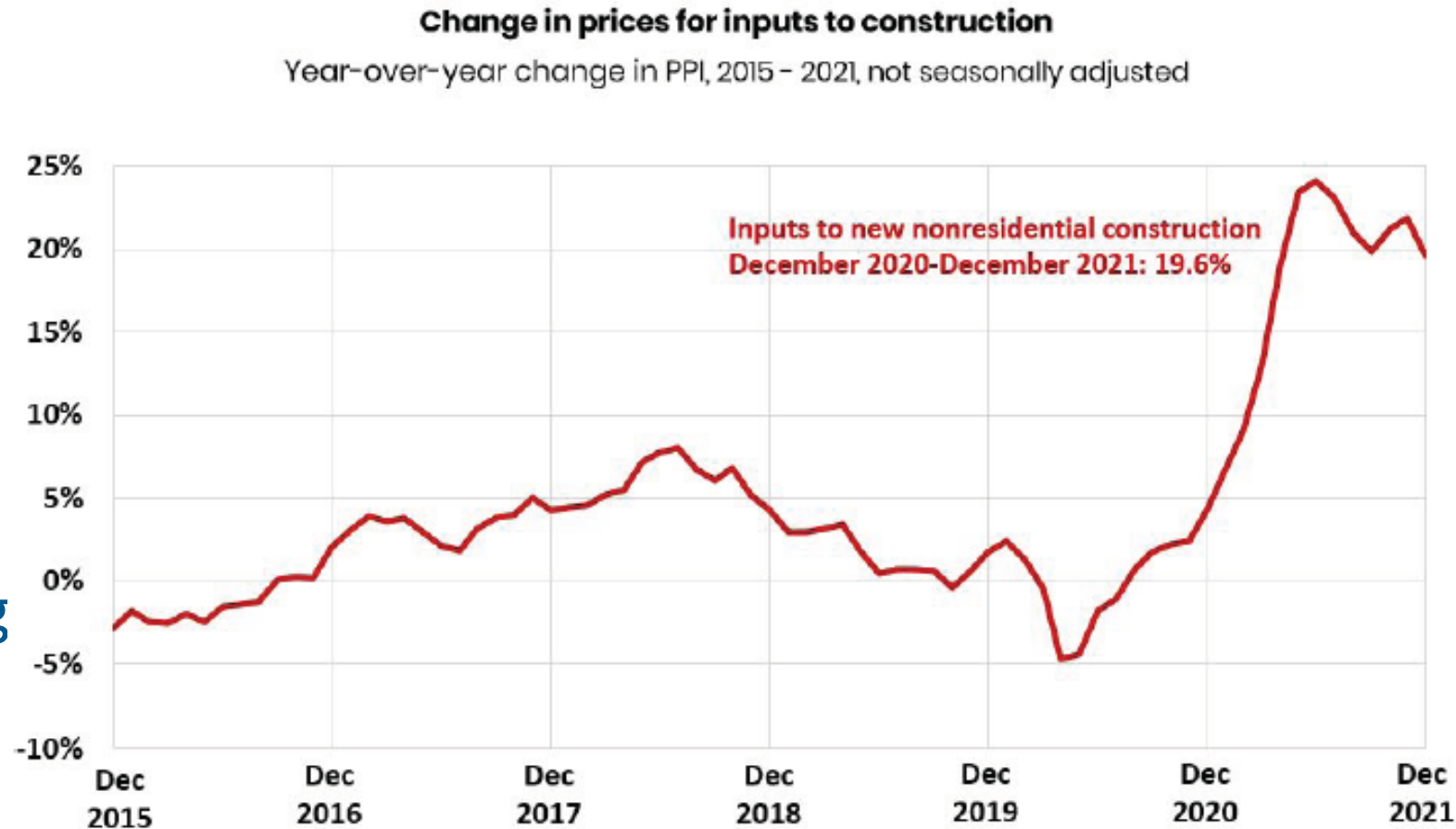
- Reflects direction from Airport Commission and stakeholders during design charrettes
- Funding available
  - CARES Act 70% = \$16.4m
  - SIB Loan 15% = \$5m
  - Funding gap 34% = \$10.9m
- Funding gap
  - \$10.9 million with SIB loan
  - \$15.9 million without

# Cost estimate comparisons

	October	April
Schematic Design	\$ 616,225	\$ 616,225
Remaining Design	\$ 1,728,774	\$ 1,728,774
Construction Mgmt	\$ 1,000,000	\$ 1,000,000
Terminal Building	\$ 12,612,356	\$ 21,347,369
Contingencies	\$ 3,832,654	\$ 2,960,348
Utilities, Roads, Parking	\$ 3,610,911	\$ 4,685,889
Total	\$ 23,400,920	\$ 32,338,605

# Cost trends

- 16% inflationary increase for construction projects over past 12 months
- Creates uncertainties, making estimation more challenging
- Supply chain and other economic trends are creating big cost escalations



Source: Bureau of Labor Statistics, producer price indexes, [www.bls.gov/ppi](http://www.bls.gov/ppi)



# Additional funding

- Bipartisan Infrastructure Law
  - \$5 billion over next five years (\$1b/yr)
  - Applied for \$7.75 million for 2022
  - Selections will be made in July
- ARPA: State of Colorado final allocation
  - Preliminary request \$10 million
  - Potentially available for application in summer of 2022
  - Selections made in Fall?
- State Infrastructure Bank (SIB)
  - Enterprise fund status/ TABOR
  - January 2023

# Financial enhancement or adjustment

- Cities provide financial support if additional grant funding does not materialize
- Value Engineering
  - Still being conducted and could reduce costs through changing of finishes and other items that do not greatly impact the facility as designed
- Cutback on design elements, ideas include:
  - Loop road: \$1,000,000
  - Parking lot: \$1,000,000
  - West patio: \$800,000
  - Front canopies: \$385,000
  - LEED: TBD
  - Simplification of building/ structure: TBD







# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

**ITEM NUMBER:** 6

**MEETING DATE:** April 21, 2022

**PREPARED BY:** Nina Bodenhamer, Director, Fort Collins City Gives  
Melanie Ulle, Philanthropy Expert LLC.

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## **TITLE**

Philanthropic Feasibility Study Report

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Provide direction to staff on next steps

## **BUDGET IMPACT**

Unknown

## **SUMMARY**

The Commission approved a philanthropic feasibility study to help identify the potential interest of community stakeholders to provide charitable support to address the terminal project's funding gaps. This report covers the results of the feasibility study provided by consulting firm Philanthropy Expert LLC and provides recommendations for possible next steps.

As a reminder a summary of what this study is and what it is not.

- It will explore the potential of charitable support as an ancillary funding stream for the NoCo Regional Airport terminal project.
- A Philanthropic Feasibility Study is also an opportunity to strengthen relationships with and among key community stakeholders.
- Importantly, this project is about assessing feasibility; it is not an active fundraising campaign.

## **ATTACHMENT**

Philanthropic Feasibility Study Report





# NoCo Regional Airport Feasibility Study Topline Results

4/18/22

# Interviewees

Jeni Arndt, Airport  
Commission, Mayor  
FC

Mike Beckstead,  
Former CFO, FC

Josh Birks, Economic  
Health Dir, FC

Curt Burgener,  
Airport Commission

Kelly DiMartino,  
Airport Commission,  
Interim City Manager

Tom Fleming, Airport  
Commission

Kara Franker, Visit  
Estes Park

James Hays,  
President, FNL Pilots  
Assoc.

Ann Hutchison, FC  
Chamber of  
Commerce

Diane Jones, PDSC

Kelly Jones,  
Loveland Econ Dev.  
Director

Patrick Kannouff,  
COO, Bohemian  
Companies

SeonAh Kendall, Sr.  
Economic Health  
Mngr., FC

Jason Kopp, Blue  
Ocean Aviation

Martin Lind,  
Discovery Aviation

Mindy McCloughan,  
Loveland Chamber  
of Commerce

Don Overcash,  
Airport Commission,  
Mayor Pro Tem,  
Loveland

Jim Parke, Blue  
Ocean

Kim Perry,  
McWhinney

Matt Robenault,  
DDA, FC

Katy Schneider,  
Marketing, FC

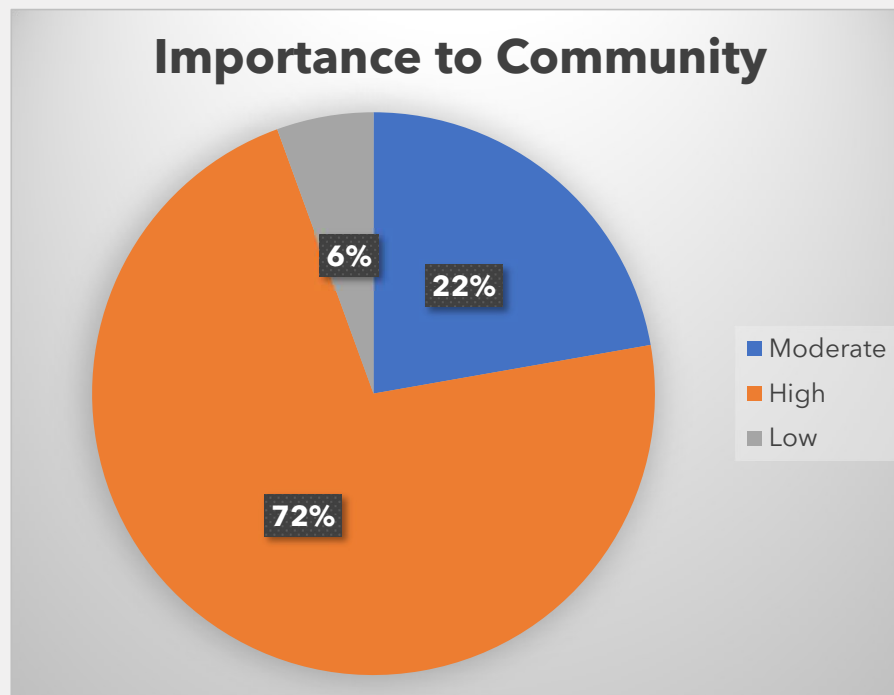
Scott Schorling,  
Business Dev.,  
Loveland

Steve Stiesmeyer,  
Woodward Inc.

Kristin Todd, Comm  
Foundation of NoCo

Wade Troxell,  
Former Mayor,  
Former Airport  
Commission

# How important is the NoCo Regional Airport to the Community?



“It's tremendously important. A value to business community and to citizens. It allows our people to travel across the world if we can lean into more services. From a business perspective it can benefit our corporate citizens who need a place to call home base. We believe there's room for more companies to have a home at the airport.”

“We believe it can be a hot bed for innovation, especially for our entrepreneurial companies. The airport becomes an important economic tool for NoCo.”

“It's an underutilized asset that the cities have that can be used to grow the entire economy in this region. Everything is moving this way. The growth up this way in the northern corridor has the greatest potential growth. Untapped resource.”

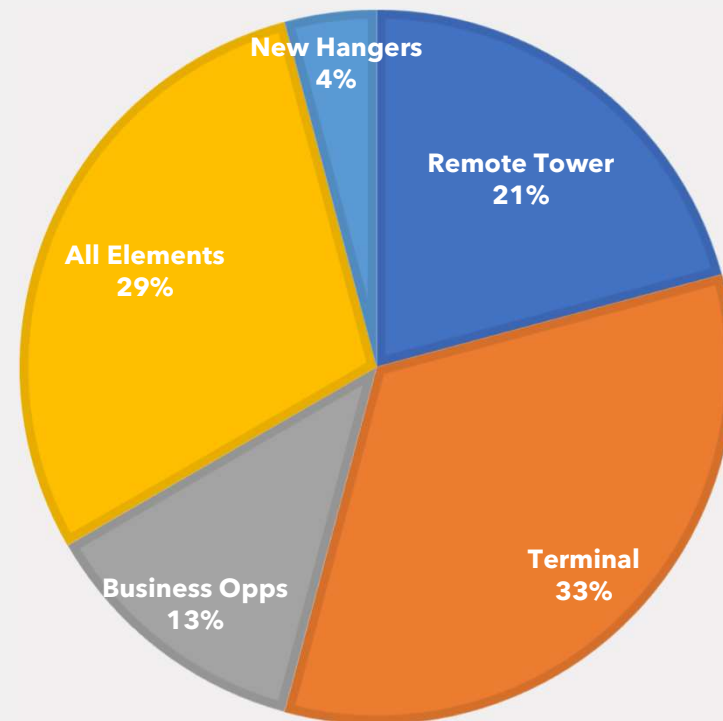
What are the most compelling elements of the airport expansion?

"All of the elements - there needs to be equal emphasis on all these items, as they all support the goal of increasing flights in and out."

"All of the elements noted are important; however, I believe the most important are the new terminal and any components that drive new business/corporate activity."

## MOST COMPELLING ELEMENTS

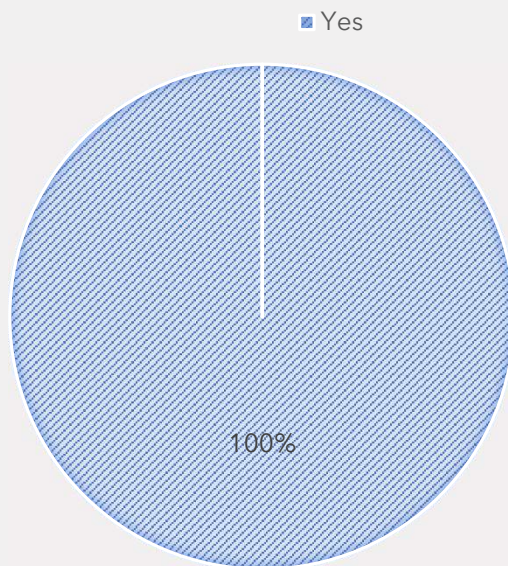
■ Remote Tower ■ Terminal ■ Business Opps ■ All Elements ■ New Hangers





# Is the airport an economic driver for the area?

## REACTIONS

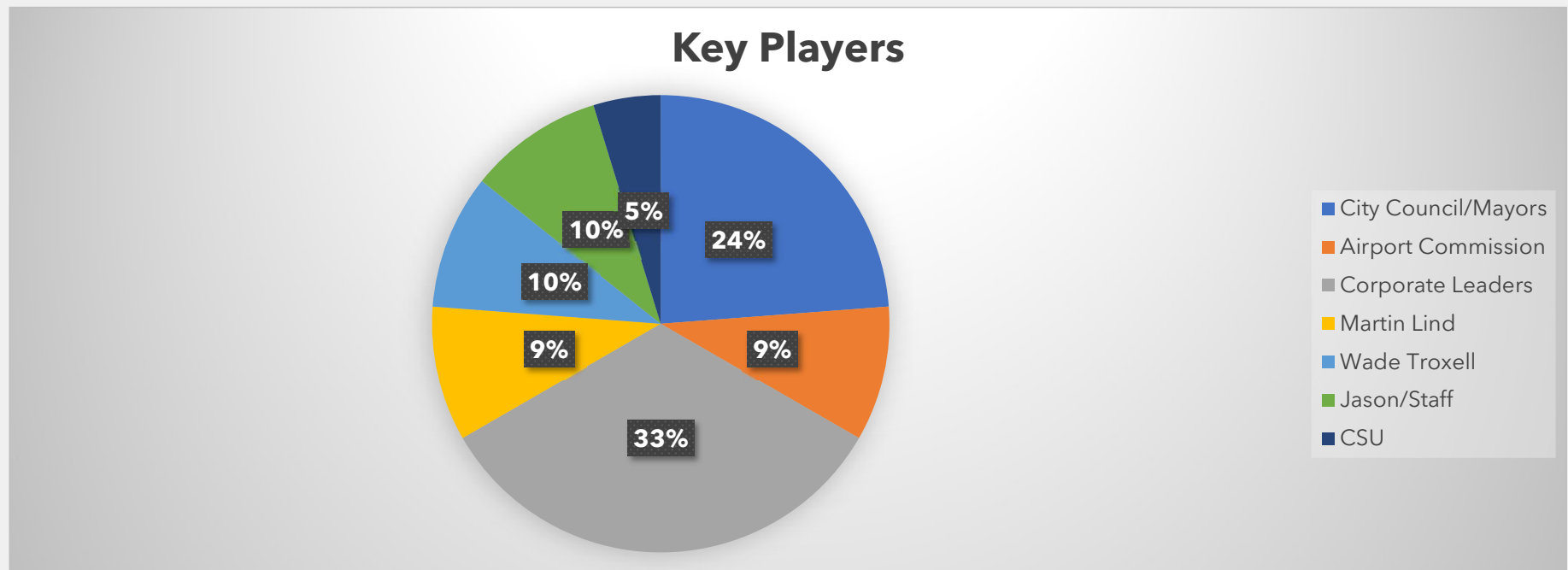


“Absolutely, without hesitation.”

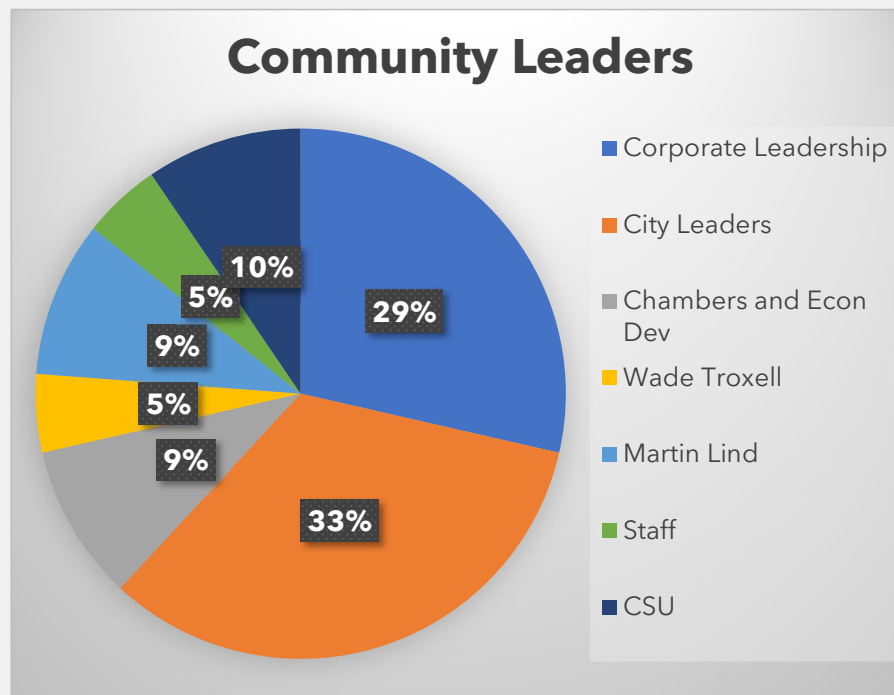
“100% yes”

“I do, if it's done correctly.”

# Who is key to the success of this effort?



# Who should lead this fundraising effort?



- "Groups that come to mind- city governments of Loveland and Fort Collins and both Chambers of Commerce. Something like Colorado Forum. The Leadership Fort Collins Class. "
- "It's two parts- One, our corporate citizens who have a presence at the airport and making sure they are bought in with airport value proposition. Second, I believe our municipal economic developers need to be bought into the vision."

Who else  
should be  
involved in  
this effort?

Darin  
Atteberry

Nina  
Bodenhamer

Chambers of  
Commerce

Tom  
Gendron

Jack Graham

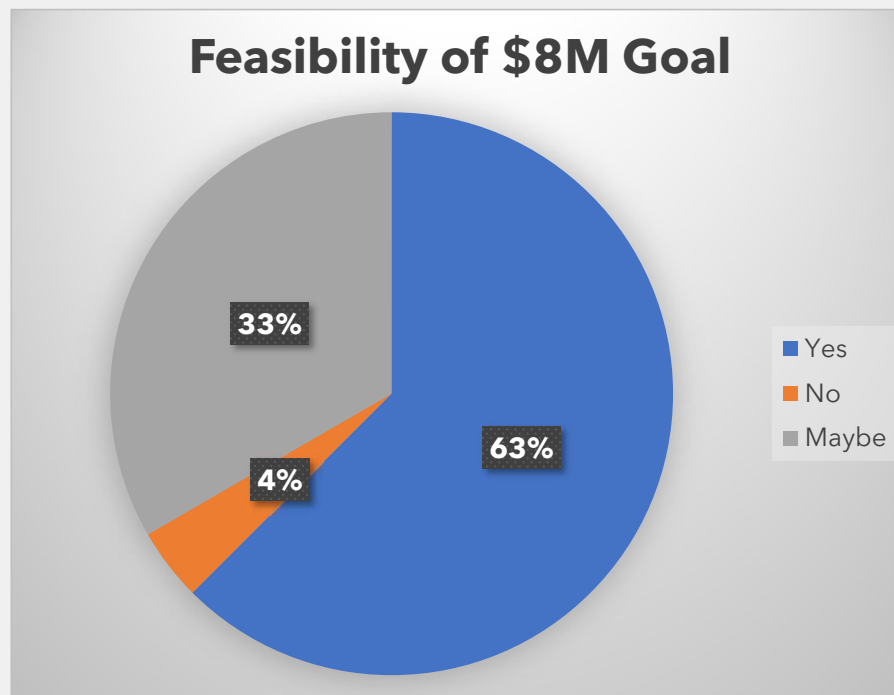
Diane Jones

Kelly Jones

Wade Troxell



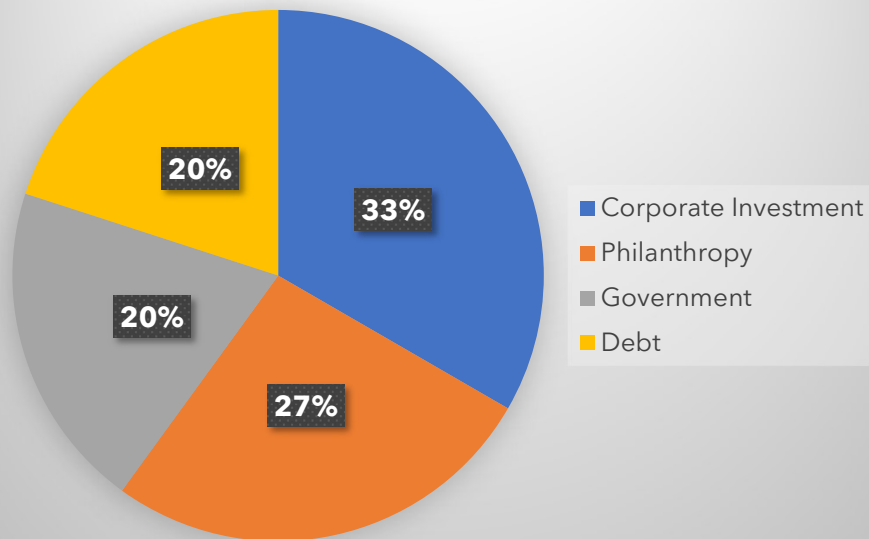
# Is \$8M Feasible?



- "It can be. It's going to come down to an economic factor that might create hesitation. People might fear inflation and sit on their dollars. Is it attainable? Yes. The larger companies will want to see better facilities for their businesses. If we can get the private side to get there, but there's always been a hesitation with the cities."
- "\$8 million is attainable but I don't think that it's going to be through philanthropy. I think we already know that. There's got to be some direct benefit for corporate people to participate. It feels like it is a very ambitious number."

# How will money be raised?

## Where will it come from?



- “If you can find private sector businesses who believe they're going to get a direct benefit. Impact investing with low or no cost capital loans- if we do that- I think we would get more people interested.”
- “Need to get to the big industries who need air travel in here.”
- “Big players like Woodward, Nutrien, Otterbox, maybe JBS.”
- “From my perspective, I don't see individuals or foundations participating.”
- “We should get creative with funding opportunities and not just look at private funders.”

# Messages for the Commission

"The time is now. Great time. Exciting time. It's a defining time! To move a sleepy dusty airport to an economic influence area to make an impact for future generations. With the infrastructure money- it's leveraging time."

"The quicker and faster you can get government and municipalities out of the way, the quicker you can get things done."

"Biggest fear is that we add this terminal and we don't do anything else. I would like to see more of a strategic plan. From a business standpoint, without a strategic plan it will be hard to get the corporate investment."

"This is an important and worthwhile project, but I don't see it attracting philanthropic dollars."

"Customs is most important to us. We will need more details regarding how this will benefit us."

"The airport does a great job with Jason Licon, but with the two cities owning the airport, it's always very complicated. It will take a big effort to get this in front of both cities and city councils. And then showing business leaders how this asset will work better for them."

# Important Insights



The overall reaction to the campaign is that money should be raised through investment rather than direct philanthropy.



There is a strong need to educate the public about the airport with numerous interviewees citing that the public doesn't understand the airport as an asset.



There is a strong desire for increased commercial travel.



Interviewees often cited the need to make this more than a Loveland/Fort Collins asset. This is a NoCo asset. Other cities like Timnath, Windsor, Eaton, even Johnstown must be brought to the table.



The Chambers are willing to host a convening.



The business community is seen as the major driver for getting this done.



# Important Insights



Also, important- many major potential donors did not agree to interview. This is generally seen as a concern.



Very important is no funders agreed to contribute at this time.



The perception exists City Councils aren't engaged to the respective degree of importance and vision.

# Suggested Next Steps



Can the two Chambers convene a group of business leaders and City Councils/Mayors to present the gap in funding and the need to meet FAA match?



Launch a communications campaign to inform the public about the value of the airport. 70 new flights have been added!



Business leaders convene small group session to support creation of the deck/business plan/investment strategy.



Tour of airport for City Councils/Mayors must be scheduled ASAP.

# Questions and Concerns

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