



Regular Meeting Minutes for May 16, 2024

CALL TO ORDER

Chair Arndt called the meeting to order at 3:34 p.m.

ROLL CALL

Chair Arndt and Commissioners Stooksbury, Marsh, DiMartino, and Krenning were present. Commissioner Williams was absent.

PUBLIC COMMENT

Chair Arndt opened the floor for public comment.

Scott Holst stated that the U.S. Customs office at Discovery Air is complete but an officer has not yet been assigned to this location so it is only open by appointment currently. Also, it is a challenge to compete with businesses who operate under the Triad Business Agreement.

CONSENT AGENDA

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

Pulled Items: None
Consent Follow up: None
Public Comments: None

AIRPORT DIRECTOR'S REPORT HIGHLIGHTS

A and B Hangar demolition is currently underway.

Meetings are being held with the Raytheon/Frequentis group to discuss the Digital Tower Rough Order of Magnitude and service solutions.

The reimbursable agreement for the Vista Siting Study will be presented to the Commission at a future meeting.

Terminal construction is on schedule and under budget. Interior walls are being finished and tours will likely be scheduled as a public meeting for all Commissioners to attend.

Bids for Taxiway B and D and GA Taxilane rehabilitation have been received.

The fuel farm study is expected to be complete in June.

The Fort Collins Loveland Water District pipeline project is going smoothly and as scheduled. A detour on Earhart Road will begin May 20th and should not inhibit access to the airport.

The Director search is underway. ADK is under contract to facilitate the hiring process and will be hosting meetings with stakeholders.

A meeting will be held in July to discuss the governance model and the funding options that could be made available as an authority.



REGULAR AGENDA

9. INITIAL REVIEW OF 2025 CIP

Dave Ruppel, Interim Airport Director, and Francis Robbins, Airport Operations and Maintenance Manager, presented this item in accordance with the Agenda Item Summary.

The Capital Improvement Plan (CIP) helps identify and prioritize Airport projects for the next five years. This document includes projects identified on the 2020 Master Plan and aids communication with the FAA and CDOT regarding estimated costs and funding sources. One major project identified in the CIP is the widening of Runway 15-33 with an estimated cost of \$14.9M provided by FAA AIP and BIL, State, and local funds. Another large project is the installation of a permanent Air Traffic Control tower which could cost up to \$12.5M from Airport reserve funds, grants, and potentially a State Infrastructure Bank loan.

Commissioner Krenning spoke in opposition of the Runway 15-33 widening project and stated that the message should be conveyed to both City Councils that the decision to widen Runway 15-33 can be halted, but there will be consequences with the FAA if that decision is made.

Commissioner Stooksbury questioned whether a fuel farm should be located on Lindbergh Drive as the main entryway to the Airport.

Public Comment:

- Rick Turley expressed concern that site work for shovel-ready land which hangars could be built on was removed from the CIP.

Mr. Ruppel stated that site work could be added back to the CIP as a local fund expenditure.

10. BUSINESS FROM MEMBERS

The next Airport Commission meeting will be held on June 27th.

Commissioner Krenning asked whether the Commission is satisfied moving forward with the widening of Runway 15-33.

Commissioner Stooksbury requested that any potential conflict between the runway widening project and taxiway repair schedule be considered and that all options be presented for the Airport Commission to decide which phasing plan is most feasible and minimizes impacts.

Ms. Wilson noted that any decision to amend the Master Plan would need to be made by Council.



Commissioner Krenning questioned whether AIMS will be in compliance with FAA grant assurances and the Triad Business Agreement if they close on the Blue Ocean facilities.

Mr. Ruppel stated that AIMS submitted a statement to the FAA regarding their intended operations in relation to the through-the-fence agreement. The FAA will make a determination and provide a letter to convey their findings on the issue. According to the existing covenants and declarations, no commercial fuel sales are permitted but fueling their own equipment is acceptable.

Commissioner Stooksbury requested that the Commission review the history of the Triad Agreement with an education session at a future meeting which may require going into executive session.

ADJOURNMENT

Chair Arndt adjourned the meeting at 5:04 p.m.

Respectfully Submitted,

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Jeni Arndt
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Commission Chair, Jeni Arndt