



Special Meeting Minutes for August 23, 2024

CALL TO ORDER	Meeting called to order at 10:01 a.m.
ROLL CALL	Committee Members DiMartino, Williams, Miller, and Stooksbury were present.
1. ESTABLISH CHAIR FOR THE COMMITTEE	All present Committee Members chose to move Agenda Item #1 to the beginning of the meeting and appointed Committee Member Stooksbury to act as Chair of the Finance Committee.
PUBLIC COMMENT	<p>Chair Stooksbury opened the floor for public comment.</p> <p>Rick Turley spoke in favor of determining where the money is going and establishing a plan for specific projects before determining fees.</p> <p>Ryan Carlson requested that the Committee consider the economic impact of fees to airport users and companies.</p> <p>Nick Johnson stated that Landline has driven use of the airport and expressed concerns that the parking fee will deter consumers from using airport services.</p>
2. 2025 BUDGET DISCUSSION	<p>Francis Robbins, Acting Airport Director, presented the 2025 Proposed Airport Budget as shown in the packet. The operational budget is currently balanced at \$2,224,169 with a projected gain of \$11,670.</p> <ul style="list-style-type: none"> • The capital project budget is not currently balanced with an estimated \$17,982,000 in capital expenditures and \$14,439,240 in capital contributions. • Land leases account for over half of airport revenue, fuel sales account for another large portion, and miscellaneous fees such as landing and terminal usage contribute to approximately 10% of revenues. • The large drop in hangar rental revenues between 2024 and 2025 is the result of decommissioning the A and B Hangars. • Legal agreements such as leases and through-the-fence fees are excluded from the current budget projections. • The FAA directed staff to budget the Runway 15-33 Widening project in 2025 even though construction and the related expenses would not begin until 2026. The FAA discretionary funds may be split between 2025 and 2026. • The budget as proposed includes \$250,000 in revenue from a \$3 per day parking fee. <p>Chair Stooksbury opened the floor for public comment:</p>



- Nick Johnson stated that airports with parking fees have air service, and that an attractive revenue source can destroy businesses with severe impacts to businesses.
- Ryan Carlson stated that high landing fees are often implements to limit traffic. FNL is growing, so the fee structure should drive growth. Broomfield, Greeley, and Cheyenne are the biggest competition in the region.

Committee Member Williams suggested looking ahead to the 2026 budget since revenue will be reduced as the result of runway closure.

Committee Member DiMartino suggested tying the budget back to the Airport Strategic Plan.

Additional direction from Committee Members to Staff:

- Check to see that all users are paying consistent fees and that businesses are aviation related.
- Provide an estimate of the cost of the additional full time employee position in 2025.
- Provide a breakdown of the revenues and expenditures with grants excluded.
- Outline the grants which have been accepted (along with their required uses and the cost of halting the project) and the grants that will be applied for.
- Print copies of the presentation slides and post them online with the meeting packet.
- Provide a shuttle service comparison.

Chair Stooksbury opened the floor for public comment:

- Rick Turley recommended having Jared Bass from Dibble Engineering provide a presentation on the CIP.

3. FUTURE MEETING SCHEDULE

Kate Morgan, Airport Executive Assistant, will work with each Committee Member offline to determine the next meeting date and time.

ADJOURNMENT

Chair Stooksbury adjourned the meeting at 11:28 a.m.

Respectfully Submitted,

Signed by:

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Committee Chair, Jerry Stooksbury