APPENDIX G PUBLIC INVOLVEMENT

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Public participation played a key role in the success of the Rocky Mountain Metropolitan Airport Master Plan Update. This appendix details the public involvement meetings held during the Master Plan process. Advisory committees were formed to provide direct input to the Airport and consultants and a single public workshop provided an outreach opportunity during the alternative selection phase.

A Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) were established to ensure that input was provided to the Master Plan Team throughout the study process. These committees represented the stakeholders of the Airport and community.

The two advisory committees met periodically over the past year. Each committee provided a different focus. Further the composition of each committee was from a number of various groups providing addition perspective to the Master Plan Team. More details on the composition of each committee follow:

- The PAC was comprised of representatives of various policy setting and governmental entities in the local area. The PAC provided the Master Plan Team with guidance on visioning and reported to their various constituencies regarding the activities of the committee and the key issues addressed in the Master Plan update project.
- The TAC was comprised of three types of members; first, those who had specific relevant aviation technical knowledge; second, those with specific experience regarding the Airport; and, third, those with experience in the public planning process. This committee included members from Jefferson and Broomfield counties, as well as other surrounding jurisdictions and commissions. Additional members were from the Colorado DOT Aeronautics Division and the Federal Aviation Administration, as well as representatives of airport tenants, users, and other stakeholders. The TAC provided the Airport and Master Plan Team valuable guidance on technical matters and provided access to useful data, including critical information regarding how the Airport's plans interrelate with other long-range planning initiatives.

One open-to-all Public workshop and six Advisory Committee (three Policy and three Technical Advisory) meetings were held during the Master Plan process to give stakeholders and the public an opportunity to learn about the project and participate in the planning process. The stakeholders represented area officials and individuals from different public and/or private sectors. This included persons with business interests on or around the Airport, as well as area residents, community-based organizations, neighborhood associations, and environmental interest groups.

All the meetings were publicized on the Rocky Mountain Metropolitans Airport's web site and notices were e-mailed to contacts on the project mailing list. The names of committee members, and summaries of public meetings regarding the Master Plan process, are provided in this Appendix in the following order.

- Technical Advisory Committee Members
- Policy Advisory Committee Members

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| Stakeholders Meeting No. 2 October 7, 2009 |
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- Public Workshop No. 1
 October 8, 2010
 - Stakeholders Meeting No. 3 February 24, 2010

Technical Advisory Committee Members

Kenneth Maenpa Airport Director

Rocky Mountain Metropolitan Airport

Scott Brownlee

Senior Aviation Planner

CDOT - Division of Aeronautics

Linda Bruce

Colorado State Planner

Federal Aviation Administration

J. Kevin McCasky

Chairman

Jefferson County Board of County

Commissioners

Liz Meyer ATCT Manager

Federal Aviation Administration

Shirl Burton ATCT Controller

Federal Aviation Administration

Brett Miller

Facility Operations Manager

Rocky Mountain Metropolitan Airport

Dave Nafie

Senior Aviation Consultant / Project Manager

Reynolds, Smith and Hills

Rich Norloff

Tenant

Rocky Mountain Metropolitan Airport

Donald O'Brien

Airport Engineer

Federal Aviation Administration

Georgiann Briggs

Development Manager

Rocky Mountain Metropolitan Airport

Bill VanHercke

Aviation Engineer

CH2M Hill

John Wolforth

Director

Jefferson County Planning and Zoning

Chris Green

Reynolds, Smith and Hills

Michael Becker

Reynolds, Smith and Hills

Policy Advisory Committee Members

Kenneth Maenpa

Airport Manager

Rocky Mountain Metropolitan Airport Administrative Manager

Rocky Mountain Metropolitan Airport

Thomas Bosshard President, CEO

Pilatus Business Aircraft Ltd.

Level 3 Communications

Bob Snyder

Aubrey McGonigle

John Carpenter Kevin Standbridge
Director of Community Development Asst. City/County Mngr/Community

City of Westminster Development

City and County of Broomfield

Phil Jones

City of Westminster Dave Shinneman

Community Development

Daril Cinquanta City and County of Broomfield

President

Jeffco Aviation Associates Barry Stidham
Chief Pilot

Ball Corp.

Tim Carl

Sandy Goebel General Manager

Stevens Aviation

Laura Turner
General Manager
Denver Air Center

Faye Griffin Commissioner

Jefferson County Board of County

Commissioners

Jefferson County

Transportation and Development Manager

Mark Johnson

Owner Dave Oliverno

Johnson Leasing Company Green Knolls (Westminster)

Stakeholders Meeting No. 1 March 30, 2009

The kickoff Policy and Technical Committee Advisory meetings were held on March 30, 2009 in the Mt. Evans conference room in the Airport terminal. These meetings were the first of three for each committee to identify, discuss, and receive input on issues associated with the Airport Master Plan.

These meetings started with an introduction of the Master Plan project and its scope by Mr. Kenneth E. Maenpa, Airport Director. After which he introduced the consultant team members, Mr. Chris Greene and Mr. David Nafie of Master Plan consultants Reynolds, Smith and Hills. Mr. Maenpa then described the purpose of this Master Planning process and its timetable.

Mr. Nafie discussed the identification of existing conditions and the forecast of aviation demand for the 20-year planning period. The identification of existing conditions was complied and presented in the form of the Inventory Chapter. The information presented in this chapter provides essential background, data pertaining to airport activity, and the community setting. Mr. Nafie continued and discussed the forecast of aviation activity at Rocky Mountain Metropolitan Airport over the planning period (2010-2030). The forecast was developed through both analytical techniques, subjective considerations, and assumptions made about how internal and external forces might change in the future.

After the presentation by Mr. Nafie, committee members were invited to participate in a question and answer session with the Airport Staff and Consultants regarding the material presented. The group set the next meeting for October 7, 2009.

A request was made to post the PowerPoint Presentation to the Airport website. This request was acted upon and the presentation can now be found on the Airport's website.

A discussion occurred regarding what general aviation would become when user fees begin. The consensus of the discussion was user fees will occur, it is just a matter of time. As for what the outcome to general aviation will be, it is difficult to predict.

Question: Much forecasting has been done for the proposed parkway that will be built though Jefferson County by the DRCOG. Can the Airport Forecast use this data in this effort?

Answer: Yes, forecasting efforts already conducted by the DRCOG that illustrate future changes around the RMMA would be beneficial.

Question: What is the true timing of the Airport improvement projects? Do the projects anticipate demand or react to it?

Answer: Some projects are reactive like hangar development. Once there is a specified amount of demand, for instance a waiting list for hangars, development project typically occurs. Other projects are proactive; like runway strengthening, or capacity improvements in anticipation of expected demand. If the forecast suggests larger aircraft will operate more frequently, planning for an upgrade to airfield facilities should begin so that actual operations never exceed the Airport's ability to safely accommodate the demand.

Stakeholders Meeting No. 2 October 7, 2009

The Policy and Technical Committee Advisory meetings were held on October 6, 2009 in the Mt. Evans conference room in the Airport terminal. These meetings were the second of three for each committee to discuss and receive feedback from the committee on the results of the Facility Requirement and Alternative Analysis.

This meetings started with an introduction of the Master Plan project and its scope by Mr. Kenneth E. Maenpa, Airport Director. After which he introduced the consultant team members, Mr. David Nafie and Mr. Michael Becker of Master Plan consultants Reynolds, Smith and Hills.

Mr. Becker described the next step in the master planning process, which was the Facility Requirements Analysis. The existing airport facilities were evaluated to identify their functionality, compliance with design standards, and capacity to accommodate demand. The objective of this analysis was to identify, in general terms, the adequacy of the existing airport facilities, and then identify when additional facilities may be needed.

Following the Facility Requirements presentation, Mr. Nafie discussed the results of the Alternatives Analysis. The development alternatives were divided into three main areas of the Airport: Airfield Facilities, Aviation Support Facilities, and Airport Access. The purpose of this division was to focus on those elements that are interrelated and may require land area both in terms of physical facilities and space reserved for operational safety. The evaluation of airport development alternatives incorporated the facility requirements discussed earlier and the goals of, 1) satisfying the strategic objectives and goals of the airport and 2) adhering to safe operational standards set by the FAA and the Airport. Each alternative within the development area was discussed independently and the preferred development alternative for each was identified. The three most critical preferred development alternatives identified are outlined below:

- The first alternative was to maintain the existing threshold location of Runway 11L/29R to correct the non-standard RSA. This project had an estimated overall cost of \$11,707,000.
- The second alternative was upgrade of Runway 11R/29L to ARC C-II and lengthening the runway an additional 1,000 feet. This project had an estimated overall cost of \$7,875,000.
- The third alternative involved Runway 2/20 and maintained and preserved the crosswind runway at its present length. No direct capital cost was associated with this alternative.

Mr. Nafie continued by identifying the next step of the Master Plan, which is the Implementation Phase of the master planning process. This phase will include the Airport Layout Plan and Capital Improvement Plan chapters and the next meeting was set for February 24, 2010. After which, Mr. Nafie, invited the committee members to participate in a question and answer session with the Airport Staff and Consultants regarding the material presented.

Public Workshop No. 1 October 8, 2009

The Public Workshop for Rocky Mountain Metropolitan took place on October 7, 2009 in the Mt. Evans conference room in the Airport terminal during the hours of 5:30 pm to 7:30 pm. The purpose of the workshop was to present the findings of the Facility Requirements Analysis and introduce the preferred development alternatives to the public.

The workshop was conducted in an open house format and had several information stations around the room that provided an overview of each development alternative currently under consideration by the advisory committee members. The development plans were reviewed and discussed with the workshop attendees in greater detail at each of the information stations. The public had the opportunity to view the development plans, ask questions, and provide input. This workshop was attended by interested individuals representing the public from the entire Metro area. Consultant team members were available at the workshop to answer questions and engage in discussions with the public. Print media outlets were made aware of the public workshop in advance.

Stakeholders Meeting No. 3 February 24, 2010

The Policy and Technical Committee Advisory meetings were held on February 24, 2010 in the Mt. Evans conference room of the Rocky Mountain Metropolitan Airport. This was the last of the Policy and Technical Committee Advisory meetings designed to present the results of the Master Plan and answer any remaining questions.

As customary, the meetings started with an introduction by Mr. Kenneth E. Maenpa, Airport Director. After which he introduced the consultant team members - Mr. David Nafie and Mr. Michael Becker of Master Plan consultants Reynolds, Smith and Hills.

Since the previous meetings in October, the Airport Implementation, Financial Feasibility Analysis, and Airport Layout Plan chapters were completed. Mr. Becker discussed how the Airport Implementation plan was developed by integrating the recommendations made from the previous chapters with the daily activities of the airport. This plan attempts to balance funding constraints; project sequencing; environmental processing requirements; and sponsor preferences. The Financial Feasibility Analysis discussed the funding of medium- and long-term projects from funding sources such as: Federal and State grants-in-aid, private financing (third party development), and local funding.

Mr. Nafie then discussed the Airport Layout Plan and Public Involvement efforts. The Airport Layout Plan (ALP) was created to provide a blueprint for Airport development by depicting the proposed facility improvements consistent with the recommendations made from the previous chapters. The Public Involvement section began to document the coordination with the Public Advisory Committee (PAC) and a Technical Advisory Committee's (TAC) input throughout the planning process.

After the presentation by Mr. Nafie, Mr. Maenpa thanked the committee members for serving on the committees and providing their valuable insights to the Rocky Mountain Metropolitan Airport.