



Boulder Municipal Airport Community Conversation: Community Working Group (CWG)

Meeting 1 Summary

March 14, 2023



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Introduction

Meeting overview

This summary has been prepared to detail the notifications efforts and outcomes of the public meeting. Public comments and further details about the Community Conversation project can be found on the [project website](#).

CWG Members were selected through an application process. Applications opened on the project website on February 28 and closed on Monday, March 6. The team received over 120 applications. Applications were evaluated based on stakeholder representation, geographic representation, interest, availability and capacity to contribute, profession or lived experiences and specific expertise. The team convened a 35 member CWG.

CWG Meeting 1

Meeting information

- Location: City of Boulder Municipal Service Center, 5050 Pearl Street, Boulder, CO 80301
- Date: Tuesday, March 14, 2023
- Time: 4:30 – 6:30 pm
- Number of Attendees: 31 CWG members, 10 project team members

Project Team Attendees

John Kinney, COB
Allison Moore-Farrell, COB
Kathleen King, COB
Ryan Hanschen, COB
Danielle Furuichi, COB
Amalia Andrews, Kimley-Horn
Olivia Perez, Kimley-Horn
Casey Matern, Kimley-Horn
Kathleen Wanatowicz, PR Studio
Jeffrey Range, CDR Associates



CWG Members

32 of the 35 member CWG attended the fist meeting. The complete member list is included below.

Name	Email	
Andrew McKenna	andrew@journeysaviation.com	In Attendance
Ariana Garcia	arianagarcia0757@gmail.com	In Attendance
Ben Molk	bmolk@crescent.com	In Attendance
Bret Heidkamp	bret@crosstac.com	In Attendance
Bri Lehman	bri.lehman@gmail.com	In Attendance
Bronson MacDonald	Bronson.macdonald1972@gmail.com	In Attendance
Carl Lawrence	Carl@EnergySense.com	In Attendance
Carol Ciufolo	cciufolo@aol.com	In Attendance
Clemens Ceipek	clemens.ceipek@gmail.com	In Attendance
Elise Edson	elise.edson@gmail.com	In Attendance
Elliot Dickerson	elliott.dickerson@gmail.com	In Attendance
Glen Marshman	glenm@1bfit.com	In Attendance
Glenn Brillinger	glennb@brungardaviation.com	In Attendance
Guy Kenny	guy@gkennybuilders.com	In Attendance
Harry Ross	harryrosstemp+CWG@gmail.com	In Attendance
Hep Ingham	hep@igc.org	In Attendance
Jan Burton	jan.burton111@yahoo.com	In Attendance
Janet Heimer	janetheimer48@gmail.com	In Attendance
Jill Grano	jill@jillgrano.com	In Attendance
Julie Heins	itnotpa@comcast.net	In Attendance
Keith Stagg	staggkm@gmail.com	In Attendance
Lisa Morzel	lisamorzel@gmail.com	In Attendance
Lonnie Hilkemeier	lonnie@specialtyflight.com	Not In Attendance
Rachel Stanton	Rachel.stanton327@gmail.com	In Attendance
Robert Murphy	bob@bcmurphy.me	In Attendance
Rob Range	rob@boulder-air.com	In Attendance
Sheila S	Westernskyhiker@gmail.com	In Attendance
Taran Volckhausen	tvolckhau@gmail.com	In Attendance
Marda Kirn	info.ecoarts@gmail.com	In Attendance
Laura Kaplan	laura.kaplan.pb@gmail.com	In Attendance
Ryan Schuchard	ryanbouldertab@gmail.com	Not In Attendance
Philip Ogren	philip.ogren@outlook.com	In Attendance
Virginia (Ginger) Zukowski	zukowsk1@msn.com	In Attendance
Whitney Park	whitneyfpark@gmail.com	In Attendance
William (Bill) Shaffer	cmaxshaff@gmail.com	Not In Attendance



Meeting Notifications

- Welcome email
- Calendar appointment
- Reminder email - day of meeting

Presentation Topics

- Discuss purpose and need of the project
- CWG Introductions and Charter
- Breakout Discussions
 - Data Deep Dive
 - Community Feedback Discussion
 - Community Building Discussion

Summary of Meeting and Breakout Discussions

Introductions

CWG members were invited to introduce themselves to the group. In addition to their name, they were asked to share what excites them about the future of Boulder. Participants shared the following:

- Innovation
- Small city that does big things
- Inclusivity and accessibility
- Best place to live – keep it that way
- The people
- Responsibility for the environment
- Opportunities for the outdoors
- Addressing the missing middle
- Keep it weird

Breakout 1: Data Deep Dive

Breakout goals: Establish a baseline understanding and information about the airport and understand what CWG members would like to learn more about.

Discussion question:

1. Is there anything you would like to learn more about?

CWG members were presented with baseline airport data. The presenters in this breakout shared airport history and information about the current airport operations. Understanding that it was a lot of material, the presenters asked participants to ask questions and make note of things they would like to learn more about.



Summary of Breakout Discussion and Questions

- Can we differentiate airport operations between science, business training, etc?
- Do sales taxes charged at the airport stay at the airport?
- Desire to learn more about airport contracts and leases.
- What percentage of airport land was purchased by the city and what portion was purchased using FAA Grants?
- Desire to learn more about the breakdown for airport funding sources.
- Has the city council (or just some council members) made a statement on their position on the airport?
- Did the FAA introduce a new tiered funding program that uses the number of operations to determine an airport's funding level? If so, when? Does this have a relationship with increased touch and go traffic at area on airports?
- One participant noted that they see fewer planes these days, there is a downward trend.
- Desire to learn more about FAA grants and CDOT Grants.
- Surprise that the airport doesn't take money from the city general fund.
- In response to tenant data and data that shows a decline in airport use, one participant commented that they have been on the waitlist for a hangar for five years.

Breakout 2: Community Feedback Discussion

Breakout goals: Understand people's reactions to initial community feedback.

Discussion questions:

1. What is important to you?
2. Do you see those values reflected in the community feedback so far? Is anything missing?

CWG members were asked to react to initial community feedback. Facilitators wanted to understand what topics high priorities for CWG members are. Members shared similar concerns over noise, environment, alternative use and community relations.

Priorities identified by participants:

- Trust
- Noise
- Safety
- Environmental – Air Quality, Public Health
- Outreach/Inclusion/ Community Involvement
- Misunderstanding – clear up character
- Demand – Pilot training
- Emergency Management Services



- Master Plan Implementation – More hangar space
- Methods for data gathering
- Community Education
- Alternative Uses
- Affordable housing

Summary of Breakout Discussion and Questions

- The state representative over the airport gets a lot of comments about the airport, and they are all about noise.
- Outreach in the past has failed to reach Spanish speaking communities.
 - Residents expressed desire to learn more about outreach efforts to Spanish speaking communities.
- Resident expressed surprise that members of the public can get pilot information. They asked: How can people get a pilot's information?
 - Pilots shared that people could find them on the FAA site through their tail number. Some pilot's addresses have been shared by a disgruntled resident.
 - Residents shared they have the same concerns of privacy and retaliation from airport users and pilots.
- One airport user shared that air traffic is set to double in 20 years. They want the airport to be a resource for training and workforce development.
- Safety is the number one issue to many airport users. This is in service to the airport and to the surrounding communities.
- One person was concerned that affordable housing was on the table. As a nearby resident, they felt that it is not a good alternative for the site and felt that that discussion would lead to a failure of the process.
 - Another person felt that the issue of affordable housing isn't prominent enough and any discussion of alternative uses must include affordable housing.
- Airport users shared their technical noise committee efforts. They also agree that some pilots follow it, and some don't.
- How do we hold airport users accountable?
- One pilot shared that he wants to find better way to get data – sometimes the complaints they get are highly personal and contain no information that will tell them how to fix it.

Breakout 3: Community Building Discussion

Breakout goals: Identify common high-level goals, talk about the "why" of this engagement process

Discussion questions:

1. Why is what's important to you, important to you?
2. Have you seen programming or community relationships at other airports that you think City of Boulder could emulate?



CWG members discussed values that are important to them. This station conducted conversation to understand alternative perspectives and start to understand similarities and differences. During the source of conversation, the following themes emerged:

Align with community values

- Airport should be more compatible with what Boulder aspires to be – right now it doesn't do a good job representing Boulder
 - Aesthetically – so it's more appealing to users and visitors
 - Energy Efficiency – to align with community values
- FAA stronghold over the future of the airport – don't like the lack of local control over a city-owned asset

Innovation

- Want to see the site/airport used to support the Innovation culture of the area –
 - Is the airport the highest and best use for an innovation center of the town?
 - Does the airport possess the opportunity to implement broader city goals of energy and innovation?
- Excited about potential for advancements to on-site facilities that could move climate goals forward
- Would like to see a STEAM (Science, Tech, Engineering, Arts, Math) learning space at the airport
 - More opportunities to engage community members, kids in activities at the airport
- Support for eco-friendly aviation
 - Make sure that electric aircraft and tow planes (for gliders) could come to Boulder in the next five years

Alternative uses

- Affordable Housing as an option at the airport – ethnic and income diversity; doesn't see Boulder as being very inclusive or as living up to its value of inclusivity
- Worried that there are voices missing in the process – potential future residents
- Newcomers vs. Incumbents: Often in discussions of building new housing, the people who feel threatened show up and advocate and are heard; however, the people (potential residents) who would benefit from it don't necessarily know that they would have the opportunity to benefit from it and don't know to show up to advocate for it so they're typically not heard from
 - Want to see opportunities for shared input to guide the future of a public asset
- If the airport closes – how does that impact our ability to control our airspace – suggested that without the presence of the airport, all air traffic has free reign over the city
- Site has potential for many homes and businesses



- Perception that this is the only place we have left to create “off market” housing
- Want future of site to be inclusive and serve a “higher and greater” use than as
- “Do we have to sacrifice an airport to address housing?” – is that the right trade-off?
- Want to make sure that whatever happens here is connected to the city’s broader plans and goals
- Want to introduce multiple uses at the airport to make it more inclusive – right now it feels like an exclusive space. What are other neighborhood serving uses that could align with airport uses?

Community relations

- Get a better understanding of how the airport can work together with surrounding neighborhoods- how could Boulder be a model for a community approach to managing an airport, a model COMMUNITY AIRPORT
- Would like airport users to be better educated on community interests
- Would like airport to have a more active presence in the community – it’s a tool for people to obtain a career path
- Would like users to better understand the HOAs who are directly impacted
- Want to bring the airport to the community and the community to the airport
- Are there other airports we can look to regarding successful community relations?

Noise

- Noise Pollution – is there any technology that can reduce noise pollution
- Want to see better data collection for noise issues/complaints

Environment and Emissions

- Lead pollution and increase of leaded flights – health risks
 - Hoping to create more dialog around this issue to elevate concerns from community members
- Ambivalent about the future of the airport site but want to manage lead exposure to families under flight paths
- Would like to see lead/heavy metal survey of neighborhoods under flight paths to understand:
 - Do we have a lead problem?
 - Where do we have it?
 - How can we address/remediate this?
 - Incentives for low/no lead fuel

Airport Closure

- What’s Boulder’s responsibility to surrounding communities? If you close the airport, how does that impact families living near other airports (as their air traffic increases because they can no longer go to Boulder)



- Concerns about the sustainability of the airport (and threat of closure)

Meeting Wrap Up

Is there anything you would like to learn more about or additional information you would like to have?

- FAA – Roles and responsibilities
- Steps to repurpose an airport
- City council statements about the future of the airport
- Demographic information about stakeholder involved in this process
- Actives that require sales tax – does that revenue stay at the airport?
- What can/can't happen at the airport
- Influence zone map
- More detail on revenue and expenses at airport
- Did FAA introduce a new tiered funding program that uses the number of operations to determine an airport's funding levels? If so, when? Does this have a relationship with increase tough and go traffic at area GA airports?

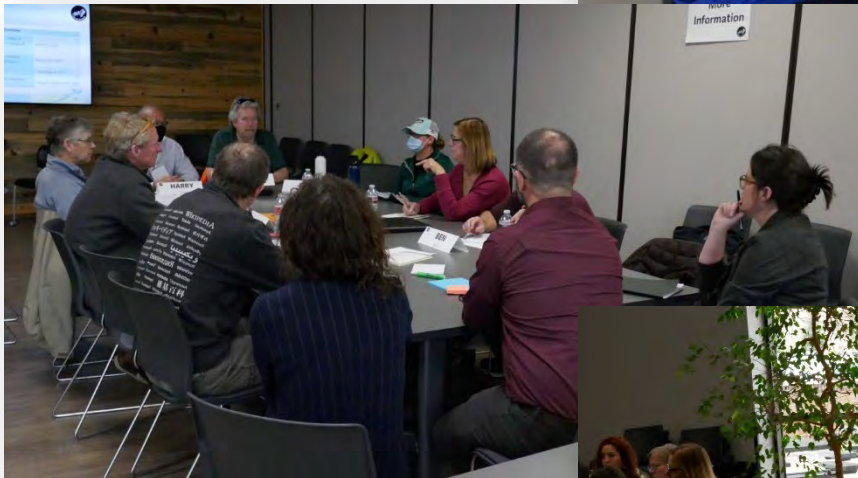
Take Aways

- It is enlightening to hear other perspectives.
- There are polar Perspectives.
- Can we do both? Affordable housing and keep airport operating?
- We need to look at ALL scenarios.

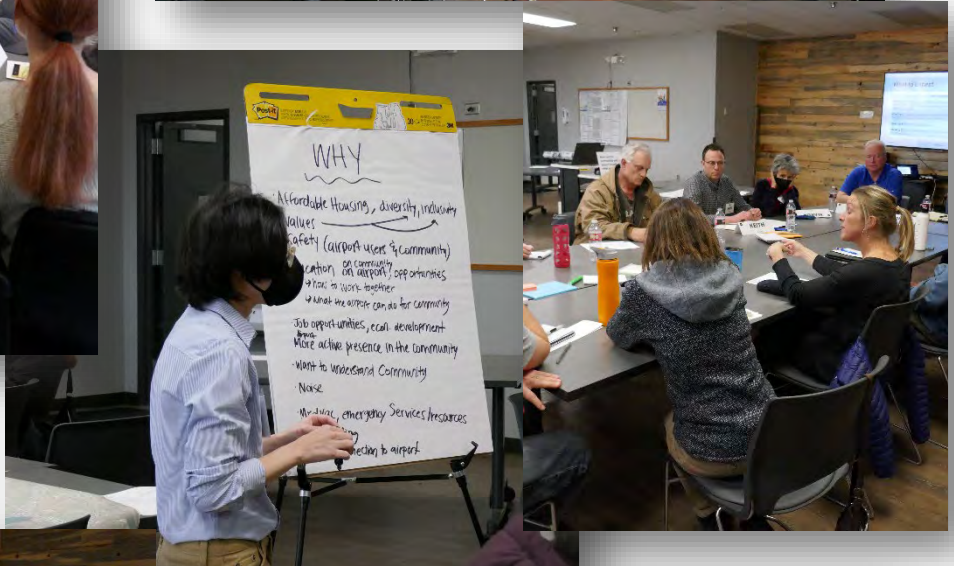
Homework

- Talk to 5 people, not in the CWG and ask this question:

"How can the community and the airport coexist?"



Boulder Municipal Airport Community Conversations





Appendices

Appendix A. CWG Solicitation and Selection

Call for Community Working Group Members

Thank you for your interest in becoming a Community Working Group (CWG) member for the Boulder Municipal Airport Community Conversation public engagement process.

Para llenar el formulario en español y expresar su interés, haga [clic aquí](#).

The application closes on March 6, 2023.

In preparation for a future Airport Master Plan Update, the city is working to develop a deeper understanding of the community's desired future for the airport, while being mindful of long-term commitments to the Federal Aviation Administration (FAA).

The community's ideas, aspirations and lived experiences will help inform a range of possibilities for the airport's future. Through inclusive engagement, the city will collaborate with the public to identify which of these possible scenarios best contributes to the community's vision for the City of Boulder.

What is the CWG?

The CWG are key airport stakeholders from a variety of backgrounds who will remain engaged throughout the project. CWG meetings provide a setting for dialogue between impacted community members to refine stakeholder input and identify a range of possible scenarios for the future of the airport.

The CWG will contribute to the community conversation process to help develop a deeper understanding of the vision of directly impacted stakeholders, community members and traditionally underserved communities.

The city and CWG will evaluate possible scenarios for the future of the airport depending on:

- City and project requirements
- State, Division of Aeronautics, and FAA considerations
- Community and stakeholder perspectives
- Alignment with community goals, including the Boulder Valley Comprehensive Plan, the Sustainability, Equity and Resilience Framework and the Transportation Master Plan.

What can you expect if you participate?

The CWG will meet five times throughout the course of the project to develop a range of possible future scenarios for the airport. CWG meetings are anticipated to be 2-hour meetings on a weekday.

The CWG will collaborate with the city to discuss:

- **Where we are:** the group will discuss the current situation of the airport and its community role

- **Community Vision:** the group will discuss the future of the airport and begin creating a range of possible scenarios for its future
- **Community Priorities:** the group will evaluate the range of scenarios and narrow the possibilities down to two to three preferred scenarios.
- **Recommendations:** the group will decide on a preferred future scenario for the airport

In addition to the meetings, CWG members will be encouraged to participate in two 2-hour public open house meetings to share the project progress with the broader Boulder community.

The following groups are especially encouraged to apply:

- Community members who live near the airport and/or are impacted by aircraft noise
- Aviation community members such as pilots and airport tenants
- Underserved community members who may be directly impacted by the airport
- Have knowledge of local land use, development and aviation impacts

CWG Application:

1. First Name
2. Last Name
3. Phone
4. Email
5. Please select all answers that describe you:
 - a. I live in the City of Boulder
 - b. I live in Boulder County
 - c. I am directly impacted by the Boulder Municipal Airport
 - d. I use the Boulder Municipal Airport
 - e. I own a business at the Boulder Municipal Airport
6. I consider myself to be (select all that apply):
 - a. A local business advocate
 - b. An educator
 - c. A student
 - d. An advocate for language access
 - e. A climate initiatives or sustainability advocate
 - f. An equity advocate
 - g. An affordable housing advocate
 - h. An advocate for people living with disabilities
 - i. An advocate for youth
 - j. A parks and open space advocate
 - k. A designer, engineer or advocate for transportation and mobility
 - l. A developer
 - m. A land use or design professional (e.g. architect, landscape architect, planner, etc.)

7. Please list all the companies or organizations you are employed with:
8. Please list all the organizations, groups or non-profits you either volunteer for or are a member of:
9. Can you commit to attending five 2-hour evening meetings in March 2023, April 2023 and May 2023? Meetings will be in-person. *
 - a. Yes
 - b. No
10. The first CWG meeting is anticipated to be on Tuesday, March 14 from 4:30 p.m. to 6:30 p.m. Are you available to attend at that time?
 - a. Yes
 - b. No
11. Do you need or prefer interpretation and translation for the CWG meetings?
 - a. Yes
 - b. No
 - c. Other:
 - d. If yes, what language:
12. Do you need childcare to participate in the in-person meetings?
 - a. Yes
 - b. No
13. What excites you the most about participating in the Community Working Group? (This is an open-ended question)

Optional Demographic Questions

We'd like to know a little more about you! The following questions are optional, but we highly encourage you to answer them. All information provided will remain confidential and will not be used for any other purpose.

Do you own or rent your home?

- Own
- Rent
- Other
- I do not have stable housing right now
- Prefer not to say

What is your gender?

- Woman
- Man
- Gender non-conforming
- Prefer not to answer
- Other:

What is your age range?

- Under 18
- 18 to 24
- 25 to 34
- 35 to 54
- 55 to 64
- 65 and over
- I prefer not to say

Which race or ethnicity do you identify with most?

- American Indian or Alaska Native
- Asian
- Black or African-American
- Hispanic or Latinx
- Native Hawaiian or other Pacific Islander
- White
- Two or more races
- I prefer not to say
- Other:

How would you describe your annual household income?

- Less than \$25,000 a year
- \$25,000 to \$49,999 a year
- \$50,000 to \$99,999 a year
- \$100,000 to \$149,999 a year
- \$150,000 a year or more
- I prefer not to say

Thank you for your interest!

Convocatoria para miembros del Grupo de Trabajo Comunitario (CWG)

Gracias por su interés en convertirse en miembro del Grupo de Trabajo Comunitario (CWG) para el proceso de participación pública de la Conversación Comunitaria del Aeropuerto Municipal de Boulder.

La aplicación se cierra el día 06 de marzo de 2023.

En preparación para una futura actualización del Plan Maestro del Aeropuerto, la ciudad está trabajando para desarrollar un entendimiento más profundo de lo que la comunidad desea para el futuro del aeropuerto, teniendo en cuenta los compromisos a largo plazo con la Administración Federal de Aviación (**FAA**).

Las ideas, aspiraciones y experiencias vividas de la comunidad ayudarán a informar un rango de posibilidades para el futuro del aeropuerto. A través de un compromiso inclusivo, la ciudad colaborará con el público para identificar cuál de estos posibles escenarios contribuyen de la mejor manera a la visión que la comunidad tiene para la Ciudad de Boulder.

¿Qué es el CWG?

El CWG son partes interesadas clave del aeropuerto de una variedad de orígenes que permanecerán comprometidos durante todo el proyecto. Las reuniones del CWG proporcionan un entorno para el diálogo entre los miembros de la comunidad afectados para refinar los aportes de las partes interesadas e identificar una variedad de posibles escenarios para el futuro del aeropuerto.

El CWG contribuirá al proceso de conversación comunitaria para ayudar a desarrollar una comprensión más profunda de la visión de las partes interesadas directamente afectadas, los miembros de la comunidad y las comunidades tradicionalmente desatendidas.

La ciudad y CWG evaluarán posibles escenarios para el futuro del aeropuerto en función de:

- Requisitos de la ciudad y del proyecto
- Consideraciones del Estado, la División de Aeronáutica y la FAA
- Perspectivas de la comunidad y las partes interesadas
- Alineación con los objetivos de la comunidad, incluido el Plan Integral del Valle de Boulder, el Marco de Sostenibilidad, Equidad y Resiliencia y el Plan Maestro de Transporte.

¿Qué puede esperar si participa?

El CWG se reunirá cinco veces a lo largo del proyecto para desarrollar una serie de posibles escenarios futuros para el aeropuerto. Se prevé que las reuniones del CWG serán reuniones de 2 horas en un día laborable.

El CWG colaborará con la ciudad para discutir:

- **Dónde estamos:** el grupo discutirá la situación actual del aeropuerto y su papel comunitario
- **Visión de la comunidad:** el grupo discutirá el futuro del aeropuerto y comenzará a crear una gama de posibles escenarios para su futuro.
- **Prioridades de la comunidad:** el grupo evaluará la gama de escenarios y reducirá las posibilidades a dos o tres escenarios preferidos.
- **Recomendaciones:** el grupo decidirá sobre un escenario futuro preferido para el aeropuerto

Además de las reuniones, se alentará a los miembros del CWG a participar en dos reuniones públicas de puertas abiertas de 2 horas para compartir el progreso del proyecto con el resto de la comunidad de Boulder.

Se alienta especialmente a los siguientes grupos a aplicar:

- Miembros de la comunidad que viven cerca del aeropuerto y/o se ven afectados por el ruido de los aviones
- Miembros de la comunidad de aviación, como pilotos e inquilinos de aeropuertos
- Miembros desatendidos de la comunidad que pueden verse directamente afectados por el aeropuerto
- Aquellos con conocimiento del uso local de la tierra, el desarrollo y los impactos de la aviación

Aplicación CWG :

1. Nombre
 - a. Primer Nombre
 - b. Apellido
2. Teléfono
3. Correo electrónico
4. Por favor, seleccione todas las respuestas que le describan:
 - a. Vivo en la ciudad de Boulder
 - b. Vivo en el condado de Boulder
 - c. Estoy directamente afectado por el Aeropuerto Municipal de Boulder
 - d. Utilizo el Aeropuerto Municipal de Boulder
 - e. Tengo un negocio en el Aeropuerto Municipal de Boulder
5. Me considero a mí mismo (seleccione todas las respuestas que apliquen):
 - a. Defensor/a de Defensor/defensora de negocios locales
 - b. Educador/educadora
 - c. Estudiante
 - d. Defensor/Defensora del acceso lingüístico
 - e. Defensor/Defensora de las iniciativas climáticas o la sostenibilidad
 - f. Defensor/Defensora de la equidad
 - g. Defensor/Defensora de la vivienda asequible

- h. Defensor/Defensora de las personas que viven con discapacidades
 - i. Defensor/Defensora de la juventud
 - j. Defensor/Defensora de parques y espacios abiertos
 - k. Diseñador/diseñadora, ingeniero/ingeniera o defensor/defensora del transporte y la movilidad
 - l. Desarrollador/desarrolladora
 - m. Un/Una profesional del uso de la tierra o del diseño (por ejemplo, arquitecto/arquitecta, arquitecto/arquitecta paisajista, planificador/planificadora, etc.)
6. Por favor, enumere todas las empresas u organizaciones con las que trabaja:
7. Enumere todas las organizaciones, grupos u organizaciones sin fines de lucro para las que participa como voluntario o de las que es miembro:
8. ¿Puede comprometerse a asistir a tres reuniones nocturnas de 2 horas en marzo de 2023, abril de 2023 y mayo de 2023? Las reuniones serán en persona. *
- a. Sí
 - b. No
9. Se anticipa que la primera reunión **del CWG** sea el martes, **14 de marzo de 4:30 pm a 6:30 pm. ¿Está disponible para asistir a esa hora y fecha?**
- a. Sí
 - b. No
10. ¿Necesita o prefiere interpretación y traducción para las reuniones del CWG?
- a. Sí
 - b. No
 - c. Otro:
 - d. En caso que necesite, qué idioma prefiere:
11. ¿Necesita guardería infantil-para participar en las reuniones en persona?
- a. Sí
 - b. No
12. ¿Qué es lo que más le emociona de participar en el Grupo de Trabajo Comunitario (CWG)? (Esta es una pregunta abierta)

Preguntas demográficas opcionales

¡Nos gustaría saber un poco más sobre usted! Las siguientes preguntas son opcionales, pero le recomendamos que las responda. Toda la información proporcionada permanecerá confidencial y no se utilizará para ningún otro propósito.

¿Es usted dueño o alquila su casa?

- Dueño
- Alquilo
- Otro
- No tengo vivienda estable en este momento

- Prefiero no decir

¿Cuál es su género?

- Mujer
- Hombre
- Género no conforme
- Prefiero no responder
- Otro:

¿Cuál es su rango de edad?

- Menor de 18 años
- 18 a 24
- 25 a 34
- 35 a 54
- 55 a 64
- 65 años o más
- Prefiero no decir

¿Con qué raza o etnia se identifica más?

- India americana o nativa de Alaska
- Asiática
- Negra o afroamericana
- Hispana o Latinx
- Nativa de Hawai u otro isleña del Pacífico
- Blanca
- Dos o más razas
- Prefiero no decir
- Otra:

¿Cómo describiría el ingreso anual de su hogar?

- Menos de \$25,000 al año
- \$25,000 a \$49,999 al año
- \$50,000 a \$99,999 al año
- \$100,000 a \$149,999 al año
- \$150,000 al año o más
- Prefiero no decir

¡Gracias por su interés!



Appendix B. Meeting Notification

Subject: Welcome! Boulder Municipal Airport Community Conversation – Community Working Group (CWG)

Dear _____,

You have been selected to volunteer as a Boulder Municipal Airport Community Working Group (CWG) member. Thank you for being interested in supporting and serving on the CWG committee. You were selected utilizing a selection criterion that demonstrated a diversity of represented stakeholders, connection to the local area, expressed interest in the project goals, availability, and attendance, lived experience, and specific experience with the issues at hand.

The CWG is a key working group that will remain engaged throughout the Community Conversations engagement process by actively participating in five meetings, attending and supporting our community Open Houses, and serving as a representative voice in this process.

The first CWG meeting will be held on:

Tuesday, March 14
4:30 – 6:30 pm
City of Boulder Municipal Service Center
5050 Pearl Street, Boulder, CO 80301

The first meeting will focus on establishing a working group charter and ground rules, presenting baseline facts, and listening to your perspectives, interests, and desires in supporting this outreach initiative.

You will soon receive a packet of information that includes pre-work for your reference and research. We will provide all CWG members with materials to read before the first meeting. In addition, the project team is offering a tour of the Boulder Municipal Airport on **Wednesday, March 15, at 8:00 am**. If you would like to join the tour of the airport, please email Amalia Andrews (Amalia.andrews@kimley-horn.com) by 12:00 pm on Monday, March 13. If you are unable to make this tour date, please let us know, and we will identify alternate timing.

We are thrilled you have volunteered to support the following project goals, and we look forward to meeting you in person:

- Understanding the community's short-term goals and long-term aspirations for the airport
- Identifying key issues and opportunities for consideration
- Identifying a range of possible scenarios and a preferred scenario for the airport's future
- Recommended next steps

CWG Meeting #1 – Meeting Information

Tuesday, March 14
4:30 – 6:30 pm
City of Boulder Municipal Service Center
5050 Pearl Street, Boulder, CO 80301

CWG Airport Tour – Tour Information

Wednesday, March 15
8:00 – 9:00 am
Boulder Municipal Airport Office
3327 Airport Rd., Boulder, Colorado 80301

Please contact Allison Moore-Farrell with any questions or concerns ahead of the first meeting.

Welcome and Thank You,

The Boulder Municipal Airport Community Conversation Team

Subject: BDUCC CWG 1 - Looking forward to seeing you!

Date: 3/14/2023

We are looking forward to seeing you all in person this afternoon at 4:30 for the first CWG meeting. The details are below. As a reminder, there is not a virtual option. Please call or text with any questions. Thank you!

Tuesday, March 14

4:30 – 6:30 pm

City of Boulder Municipal Service Center

5050 Pearl Street, Boulder, CO 80301



Appendix C. CWG Meeting 1 Pre-Work



Boulder Municipal Airport Community Conversation Community Working Group (CWG) Participation Charter

Purpose of the BDU Community Conversation Project

The purpose of the Community Conversations project is to learn what the community's aspirations and goals are for the future of the airport and provide city leadership with a community-supported scenario and next steps to guide future planning of the airport. The city will hold in-depth community conversations to better understand the aspirations for the future of the airport from directly impacted stakeholders, residents, and traditionally underserved communities. The community conversation process includes three major elements: in depth interviews, CWG meetings and Public Open Houses.

The process will include:

- Identification of community goals and aspirations for the future of the airport
- Identification of key issues and opportunities for consideration in future planning of the airport
- Identification of a community preferred scenario for the airport's future
- Determination of the next steps to move towards that preferred scenario

This process will not include

- A change to the Boulder Valley Comprehensive Plan Land Use Map or the City of Boulder Zoning Map
- Detailed site planning or modelling for the airport site

CWG Purpose and Goals

The purpose of the CWG is to provide input and recommendations to the project team to support the community conversation effort. The CWG will collaborate with the project team to develop a range of scenarios for the future of BDU. The CWG will be mindful of FAA obligations, preserving and enhancing safety. The CWG will meet five times throughout the project.

The CWG will collaborate with the project team to:

- **Understand the Existing Conditions:** The group will discuss the current conditions of the airport site, the ongoing operations at the airport, FAA obligations and its role in the community.
- **Understand the Community's Vision for the Airport:** The group will discuss goals and aspirations for the future of the airport and incorporate community member feedback from a variety of engagement venues.
- **Inform Community Priorities for the Airport:** The group will help inform and evaluate a range of scenarios (short term and long-term) that are mindful of safety and FAA



obligations. The group will provide feedback and input from each person's perspective and lived experience and incorporate community member feedback.

CWG Member Commitments to the Community

- Members are encouraged to participate in the public open houses.
- Members are encouraged to share the project progress and details with people in their neighborhood and network.
- Members are expected to participate in each CWG meetings as they are scheduled.

Project Team Commitments to the CWG

- There is no pre-determined future scenario for the airport.
- Team members will host a transparent process.
- Team members will represent CWG feedback to boards and council with integrity.

Decision Making

The CWG will work together to help inform a range of future scenarios while being mindful of safety and FAA obligations. The project team will use this input as well as the input from other engagement opportunities to present a recommendation to the City Council for review and consideration of next steps. The CWG will seek to create consensus-based scenarios, however, in events where consensus cannot be reached, the project team will represent the range of viewpoints to decision-makers.

Decision Making Process:

- Community will provide feedback, input, and inform the process through a variety of engagement opportunities.
- The project team will develop the final range of scenarios based on community feedback.
- Staff will provide recommendation to City Council.
- City Council will make final decision on the preferred scenario and next steps.



Commitment

I have read and understand the purpose and goals of the CWG. I understand that respect and active listening are crucial to the success of the CWG.

As a member of the CWG, I understand that this agreement is a commitment to work together in good faith and fairness. To ensure the objectives of the CWG are met, I will work with others, collectively and individually, in a spirit of trust and cooperation. With a positive commitment to the group and community, I agree:

- To respect others, being considerate to neighbors and others affected
- To listen actively to diverse perspectives and lived experiences
- To encourage, promote and practice civility in conversation
- To share concerns and resolve issues in the spirit of respect
- To develop scenarios with the best interests of all community members in mind...

I understand that if any member violates the commitments in this charter, they may be asked to leave the CWG.

Name

Signature

Date

Boulder Municipal Airport (BDU)

Fact Sheet



History

1928
Hayden Field opens as dirt landing strip

1943
Boulder Municipal Airport founded

1958
First Federal Grant

1976
Boulder Aerobatic Club female pilot ranked in U.S. top 5

1976
High altitude record of 44,100' above sea level

2004
Record-breaking 1000km flight by glider

1953 – 1969
Numerous improvements

1964 – 1969
Additional land bought

1977
Pete Bartoe Jr. builds the Jet Wing

1994
Boulder County fires contained thanks to BDU single engine air tanker

Key Features

Approximately **65,000** operations in 2022

BDU is a **non-towered** airport

Airport is not manned **24/7/365**

Spring 2022
BDU implemented flight tracking system

171 based aircraft

40 gliders

129 fixed-wing

2 helicopters

Federal Aviation Administration (FAA) Roles and Responsibilities

- Regulates civil aviation to promote safety
- Encourage and develop civil aeronautics, including new technology
- Air traffic control and navigation of both civil and military aircraft
- Research and develop the National Airspace System
- Develop and carry out programs to control aircraft noise and other environmental effects of civil aviation

FAA Grant Obligations



When accepting money from the FAA to support maintenance at the airport, the City agrees to adhere to 39 Grant Assurances. The assurances are in effect for twenty years after the money is accepted. Please scan the code for more information or visit the following link: [faa.gov grant obligations](https://www.faa.gov/grant-obligations).

Key Grant Assurances

Eight of the 39 FAA Grant assurances are highlighted below.

- 19** Operation and Maintenance – airport shall be operated at all times in a safe and serviceable manner
- 20** Hazard Removal and Mitigation – air space protection
- 21** Compatible Land Use – restrict the use of land adjacent to or in the immediate vicinity of the airport to those that are compatible with normal airport operations
- 22** Economic Nondiscrimination – cannot unjustly discriminate against airport users or tenants
- 23** Exclusive Rights – no exclusive use rights permitted
- 24** Fee and Rental Structure – self-sustaining as possible
- 25** Airport Revenues – all revenues generated by the airport must be expended at the airport
- 31** Disposal of Land – identifies how to dispose of land that is no longer needed for airport purposes





Boulder Municipal Airport Community Conversation One-on-One Interview Summary

This interview summary is a high-level overview of the perspectives, comments and recommendations the project team heard and documented in our one-on-one interviews. This summary is a snapshot of feedback to consider as part of the project. As a member of the CWG, you are encouraged to consider perspectives that may differ from your own and be prepared to discuss your lived experiences and perspectives at the first CWG meeting.

- Understand what options the city will and will not consider
 - Close the airport
 - Repurpose the airport
 - Improve airport facilities and community relations
- Further restrictions beyond today's voluntary noise procedures
 - Engage congressional delegations given similar themed proposed legislation
 - Enhance flight tracking software capabilities
 - Update rules, regulations, and leasing policies to incentivize compliance with the noise program
- Noise abatement procedures are stricter at Boulder than most airports
 - Is the noise of a plane louder than other environmental factors? (cars, lawn mowers etc)
- Airport noise impacts the wildlife and environment surrounding Boulder
- Greater citizen involvement and accountability through restructured governance
 - Citizen board with biannual updates to City Council
 - Airport expenses better delineated in the transportation budget
 - Provide web-based real time flight data
- Remove leaded fuel from BDU
 - Concern about flight traffic over schools and recreation areas
 - Residents have reported finding lead in the soil in their homes
 - Impact on overall air quality
- Enhance safety, reduce risks, implement a Traffic Management Program for use of runways:
 - Introduce traffic pattern modifications
 - Evaluate touch and go activity
 - Enforcement for individuals/companies who deactivate collision avoidance systems
- Update Voluntary Noise Abatement Procedures at the airport
 - Technical Noise Committee made up of airport tenants to address community complaints and buy-in



- Improve signage at the airport to educate departing pilots on noise abatement procedures
- Communicate to the public the steps the group is taking to address noise complaints
- Landing fees for non-based aircraft to recoup facility operation and maintenance expenses:
 - Implement technology solutions
- Implement rules, regulations, and leasing policies for tenant accountability
 - Tenants need to understand long term plan for airport
- Airport repurposing or alternative uses, or access restrictions:
 - Economic benefit and cost of having an airport versus other potential uses requires additional study, outside of the scope of this process.
- Reduce from two to one runway:
 - Only allow FAA compliant runways
- Prioritize new technology at Boulder airport
 - Electric aircraft
 - Self-launching gliders
 - Urban air mobility
- FAA Rules and regulations
 - FAA does not enforce liability insurance rules
- Improve community involvement and perception
 - Community movie nights
 - Open a restaurant or café
 - Airport supports crucial environmental research, brings grant funding to Boulder
 - Airport operations support innovation
 - Share ways tenants are improving and abiding by Voluntary Noise Abatement Procedures
 - Pilots and tenants need to be good neighbors, but community members should strive to understand the role of the airport
- Increase investment in the airport
 - Change lease structure so business can invest in new hangars and facilities
 - Update building code to enable tenants to develop hangars without facility requirements of storage units
 - Support the development of new hangars
 - Improve FBO facilities to improve reputation and service
- Training facilities are crucial to the industry
 - New pilot training support nationwide aviation
 - Youth outreach provides access to those who might not otherwise



- Training operations are the cornerstone of some airport tenant's businesses
- Tow planes and glider operations
 - Safety concerns about gliders sharing airspace with motorized aircraft
 - Tow planes are noisy and tend to fly over residences
- Privacy and retaliation
 - Tenants concerned that citizens have access to their personal information through noise complaints
 - Citizens are concerned with pilots and airport users retaliating against them
- Airport closure will endanger scientific research based at Boulder
 - Some research operations are deeply tied to the airport and cannot easily move
 - Even if the operation moved to a different airport, all research is calibrated for Boulder – aircrafts may come back and fly over for calibration flights
 - Boulder is a hub for scientific research and innovation and research, these operations support it
 - Research operations receiving federal grants have strict internal noise abatement procedures
- BDU needs to be a better neighbor
 - Some pilots and users live in neighborhood adjacent to the airport
 - Adhering to voluntary noise abatement procedures is important some users and pilots
- There are land use and city planning conflicts
 - Density is increasing in areas around the airport, increasing the numbers of people impacted by the airport
 - Schools were approved to operate near the airport and are impacted by noise and other environmental factors
 - The city has affordable housing goals to meet
- Housing is a pressing issue in the city
 - Growth in areas around the airport is increasing the numbers of individuals impacted
 - Affordable housing is needed in Boulder and the airport site is an interesting opportunity for meeting those needs
- Inflammatory individuals worsen complaints and relations
 - "Noise crusaders" who would like to see the airport close
 - A handful of cities file repeated complaints
 - Quiet skies group organize online to file complaints
 - One tenant has been identified as a root cause of the problems by several people at the airport



Boulder Municipal Airport Community Conversation Boulder Planning Document Summary

[Boulder Valley Comprehensive Plan – 6.23](#)

Municipal Airport: Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The airport will continue to ensure it meets the needs of the community by providing a safe environment for aviation business and business-related travel, scientific and research flights, recreation and tourism, flight training and vocational education, aerial fire-fighting, emergency medical flights as well as flood and other disaster-related support for the city and county. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport. At the time of the next Airport Master Plan, the city will work with the community to reassess the potential for developing a portion of the airport for housing and neighborhood-serving uses.



[2022 Sustainability, Equity and Resilience Framework](#)

Safe: A welcoming and inclusive community that fosters positive neighborhood and community relations and ensures that all residents are secure and cared for during emergencies and natural disasters. Public infrastructure is well-maintained and reliable, and natural resources like water, air, and land are protected.

Healthy and socially thriving: All Boulder residents are able to meet their critical needs, enjoy high levels of social, physical, and mental well-being, and have access to abundant recreational, cultural and educational opportunities in an environment that respects and celebrates human rights.

Livable: High-performing, safe, and well-maintained buildings and infrastructure that accommodate a diverse set of community needs for working, learning, playing, and living.

Accessible and connected: A safe, accessible, and sustainable multimodal transportation system that connects people with each other and where they want to go. Open access to information is provided both physically and digitally to foster connectivity and promote community engagement.

Environmentally sustainable: A sustainable, thriving, and equitable community that benefits from and supports clean energy; preserves and responsibly uses the earth's resources; and cares for ecosystems.

Responsibly governed: A local government that provides an excellent customer experience, responsibly manages the city's assets, and makes data-driven decisions informed by community engagement inclusive of those who have been historically excluded from government programs and services. The city organization exemplifies an employer of choice with policies and programs to support employee inclusion and well-being.

Economically vital: A healthy, accessible, resilient, and sustainable economy based on innovation, diversity, and collaboration that benefits all residents, businesses, and visitors.



[2007 Airport Master Plan Plan Highlights](#)

- Goals of Boulder Municipal Airport
 - Operate in a safe and efficient manner
 - Continue to serve the needs of the Boulder Aviation community
 - Maximize compatibility with the community with regard to aircraft noise impacts
 - Maintain financial self-sustainability
- The airport is self-sustaining and does not receive subsidies from the city of Boulder General Fund or Transportation Fund.
- Boulder Municipal Airport has received several FAA grants that help pay 90-95% of the costs associated with airport upkeep and capital improvement projects.
- Maintain an appealing appearance of the airport, using the same high standard of quality and condition used for other city-owned buildings. Bring grounds and buildings, both city-owned and non city-owned, up to this standard of condition.
- FAA grants were also used to acquire 49 of the airport's 179 acres.



[2019 Boulder Transportation Master Plan](#)

Transportation Vision and Goals

A safe, accessible and sustainable multimodal transportation system connecting people with each other and where they want to go. Our transportation system will:

- Be safe
- Be equitable
- Be reliable
- Provide travel choices
- Support clean air and our climate commitment

Boulder Valley Comprehensive Plan Core Values

The TMP reflects long-standing community values contained in the Boulder Valley Comprehensive Plan (BVCP) and is meant to implement those values in transportation. The transportation system is our largest public asset and should reflect community values and support citywide initiatives. BVCP values that are particularly important to transportation are:

- Sustainability as a unifying framework to meet environmental, economic and social goals
- Strong city and county cooperation
- Great neighborhoods and public spaces
- Environmental stewardship and climate action
- A vibrant economy based on Boulder's quality of life and economic strengths
- An all-mode transportation system to make getting around without a car easy and accessible to everyone
- Physical health, safety and well-being



[East Boulder Subcommunity Plan – Vision Statements](#)

Access & Mobility: People and goods will easily and safely travel to, from, and through East Boulder by a variety of efficient, practical and affordable transportation modes, employing advanced transportation technology where appropriate.

Arts & Culture: The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity’s local culture.

Design Quality & Placemaking: East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity’s industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

Housing Affordability & Diversity: East Boulder will be home to new and affordable housing that complements existing uses, includes a diverse mix of housing types and ownership models and extends live-work-play choices in the community.

Local Business: The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder

Resilience & Climate Commitment: Development, redevelopment and transportation systems in East Boulder will support the city’s climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area’s natural resources and minimize impacts of natural disruptions, including flood events. The subcommunity’s numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.



STUDY SESSION MEMORANDUM

TO: Mayor and Members of City Council

FROM: Nuria Rivera-Vandermyde, City Manager
Chris Meschuk, Deputy City Manager
Natalie Stiffler, Interim Director of Transportation & Mobility
John Kinney, Boulder Airport Senior Manager
Allison Moore-Farrell, Senior Transportation Planner

DATE: January 12, 2023

SUBJECT: Boulder Airport Community Conversation

EXECUTIVE SUMMARY

The City of Boulder (city) will conduct community conversations with both on and off airport stakeholders and develop a range of alternatives for the future of Boulder Municipal Airport (BDU). This engagement process and resulting alternatives analysis will provide a better understanding of the desired future for BDU.

This study is expected to achieve the following:

- Understand community goals and aspirations for the airport
- Identify key issues and opportunities for consideration
- Identify a range of alternatives
- Identify preferred alternative
- Determine the next steps

Building on the Boulder Valley Comprehensive Plan, and in preparation for a future Airport Master Plan Update, the city has contracted with Kimley-Horn and their subconsultants to facilitate a series of community conversations with the Boulder community to understand their aspirational goals and desired outcomes for the future operation and/or development of BDU.

QUESTIONS FOR COUNCIL

Transportation & Mobility Department staff request that Boulder City Council offer general feedback on the proposed Boulder Airport Community Conversation process. Specific questions include:

1. Are there any additional stakeholder groups not already identified that should be included in the process?
2. Does Council have additional feedback about the process defined here for the Airport Community Conversation?
3. Are there additional considerations that the project team should be aware of?

BACKGROUND

The city owns BDU, which is a general aviation airport that offers business, private, recreational, and emerging aviation services to the city and surrounding communities. It has two published runways and supports heavy glider operations.

The city has expressed interest in holding in-depth community conversations to better understand the aspirations of directly impacted stakeholders, residents, and traditionally underserved communities.

This memo provides the Boulder City Council an overview of the purpose of the project, initial themes from stakeholder interviews, and next steps. The project team plans to present the range of alternatives and the preferred alternative at the conclusion of the community conversations effort in June 2023.

CONSULTANT SCOPE OF WORK

Overview

The scope of this project is to carry out a community engagement process that identifies community goals and desired outcomes, a range of alternatives and the selection of a preferred alternative. The city is working to develop a deeper understanding of the desired future for BDU by engaging directly with the greater Boulder community, while being mindful of current obligations and commitments to the Federal Aviation Administration (FAA).

Kimley-Horn and their subconsultants have begun connecting with various community members to understand common interests, challenges, opportunities, and potential alternatives through facilitating community conversations. Each conversation will aim to understand the stakeholders' points of view about the benefits of the airport, airport operations, how the airport affects community members, and determine what alternatives might be preferred. Following the in-depth interviews, the project team will form a Community Working Group (CWG) comprised of both on and off airport stakeholders which will meet three times over the course of the project. The project team will host two public open houses to engage the broader public in the community conversation about the future of the airport.

These community conversations and the CWG will help shape the development of a preferred alternative for the future of the airport and guide a future FAA Airport Master Plan Update should the City Council decide to pursue. Using the information gathered in these conversations, the project team will develop a range of up to four alternatives. The analysis of these alternatives will include goals, objectives, evaluation criteria and a high-level estimated cost of implementation. From these alternatives, the team will optimally identify a preferred alternative.

The preferred alternative presented may not be representative of all comments and concerns gathered during the community conversation process. There will likely be elements outside the alternatives that warrant additional quantification or discussion (including conversations with regulatory agencies) which will be addressed through a separate process complimentary to the alternatives. While mindful of the community recommendations, the project team will work with federal partners to understand how the recommendations will stand up to the continuing FAA obligations. The outcome of this additional study will be shared with the City Council for review, input, and further staff direction and guidance.

Community Conversation Strategy

Purpose

The purpose of this strategy is to facilitate community conversations about aspirations and desired outcomes for the future of the airport. These conversations will help the project team understand and

contextualize the relationship between directly impacted communities and airport operations.

By speaking directly to stakeholders, the city will foster relationships between city and airport leadership and key stakeholder groups to meaningfully apply community input and desires into the future of the airport. Consistent with the City's Racial Equity Plan, the project team will engage directly with underserved community members and will collaborate with the city's Community Connectors to solicit feedback on the engagement strategy, process, and issues at hand. Staff and the project team will employ the city's Racial Equity Instrument to further refine the community engagement activities for this effort, with a focus on underrepresented communities including the San Lazaro Mobile Home Community and the Vista Village Mobile Home Community. Outreach to these communities will be used to inform the decisions for the future of the airport that prioritize community experiences and allow for diverse representation.

The desired outcome for this effort is for the city to gain a better understanding of the community's desires for the future operations and development of the airport and how it integrates into the community. Additionally, the city aims to identify common understanding among impacted stakeholders about the information gathering process and ensure that all parties and the broader community feel that their input was accurately and equitably considered.

Stakeholder Interviews

The community conversations kick off with one-on-one stakeholder interviews. These interviews provide key stakeholders who are directly impacted or have direct involvement with the airport an opportunity to discuss topics of primary interest and concern.

The project team received initial interview participant recommendations from airport and city staff. During the stakeholder interviews conducted so far, the project team asked participants if they had additional recommendations about other stakeholders to contact for this effort. In addition to this stakeholder list, city staff recommended names and groups to ensure this effort includes traditionally underserved communities. To facilitate broader participation, the project team is providing interpretation services for the interviews upon request.

Aviation safety is of the highest priority for the city and the FAA, both in air and on ground. As the regulatory agency, the FAA has vested interested in what occurs at the airport. There are some comments that occurred in which additional context is available:

- Several times it was requested that the city remove leaded fuel from BDU
 - On September 2, 2022, General Aviation Modifications, Inc. (GAMI) received a functional fleet wide approval through FAA's Supplemental Type Certificate process for an unleaded 100 octane fuel. While this is fuel is compatible with all existing infrastructure (airplane engines, fuel tanks, fuel pumps, fuel trucks, etc.) it will take some time to ramp up production of the G100UL fuel for distribution to all general aviation airports.
- Airport repurposing, alternative uses of airport land, and/or access restrictions:
 - A separate process quantified by legal reviews consistent with existing Grant Obligations with the FAA with cost benefit analysis is suggested
 - Land purchased with FAA grant monies in the past may preclude reuse of the airport land as anything other than an airport as a viable alternative
 - The FAA will require the airport sponsor to maintain compliance with all 39 grant assurances until federal obligations expire
 - Future development and the character of the airport will be part of the future Airport Master Plan

- As a federally obligated airport, the city must “...make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities...” (FAA Grant Assurance 22).

The common comments, aspirations and desired outcomes heard during the initial stakeholder interviews can be categorized as follows:

- Further restrictions beyond today’s voluntary noise procedures:
 - Engage congressional delegations given similar themed proposed legislation
 - Enhance flight tracking software capabilities
 - Update rules, regulations, and leasing policies to incentivize compliance with the noise program
- Greater citizen involvement and accountability through restructured governance
 - Citizen board with biannual updates to City Council
 - Airport expenses better delineated in the transportation budget
 - Provide web-based real time flight data
- Remove leaded fuel from BDU
- Enhance safety, reduce risks, implement a Traffic Management Program for use of runways:
 - Introduce traffic pattern modifications
 - Evaluate touch and go activity
 - Enforcement for individuals/companies who deactivate collision avoidance systems
- Landing fees for non-based aircraft to recoup facility operation and maintenance expenses:
 - Implement technology solutions
- Implement rules, regulations, and leasing policies for tenant accountability
- Airport repurposing or alternative uses, or access restrictions:
 - Economic benefit and cost of having an airport versus other potential uses requires additional study, outside of the scope of this process.
- Reduce from two to one runways:
 - Only allow FAA compliant runways

Community Working Group (CWG)

After the initial interviews, the project team will convene a CWG which will consist of key stakeholders who will remain engaged throughout the project. The project team will use their input to create a series of three meetings, which will further refine stakeholder input, identify alternatives, and establish a setting for discourse between all impacted stakeholders. A key element of discussion will be education of all stakeholders as to what elements are allowed or precluded from implementing by the FAA and or the City of Boulder as the airport sponsor.

Members of the CWG are expected to include (but are not limited to):

1. Interview participants
2. Other key stakeholders to represent the broader community including residents geographically located near the airport
3. Aviation community members such as pilots and tenants
4. Underserved community members who may be directly impacted by the current operations and future alternatives and may include Community Connectors

The CWG will meet three times throughout the course of the project to collaborate with city to develop a range of alternatives for the future of the BDU. The first meeting will be a vision workshop in February 2023 where members will talk about the future of the airport, their role as a CWG and determine what a successful project will look like. In April 2023, the CWG will meet to establish community priorities and

begin to outline a range of alternatives for consideration. The third and final CWG meeting will establish the preferred alternative to be shared with the project team.

Public Open House Meetings

One-on-one interviews and establishing the CWG will help identify a range of alternatives and define the Preferred Alternative. In order to allow the wider community to participate in the process, the project team will plan and execute two public open house meetings.

Immediately following the first CWG meeting, the project team will host the first public open house meeting to inform the community about the history of the airport and provide a snapshot about what the city has heard from the interviews and CWG group so far. A community survey will coincide with this meeting to solicit initial feedback from the community to aid in the development of the range of alternatives.

The second public open house meeting will coincide with the second CWG. This will allow the public to learn about the alternatives identified for evaluation, solicit initial feedback on the alternatives and encourage continued engagement throughout the project and beyond.

The consultant will prepare informational content for the city to execute. These materials will include: one community survey to gather initial community feedback, one community survey to gather community feedback on the range of alternatives, two informational fliers (English and Spanish) and a digital resource package (website text, images and social media graphics with supporting text).

Alternatives Analysis

Using the information gathered through this process the project team will develop up to four alternatives. The analysis of these alternatives will include goals, objectives, evaluation criteria and estimated cost of implementation. From these four alternatives, the team will identify a single preferred alternative.

The evaluation criteria developed to assess alternatives will be based on applicable city and project requirements; State, Division of Aeronautics, and FAA considerations; and community and stakeholder perspectives garnered through the robust outreach previously described. The evaluation criteria are a lens to consider the alternatives for BDU.

Tasks and Schedule

Engagement/Outreach	
Develop Engagement Plan	Within two weeks of notice to proceed (NTP)
Develop Stakeholder List to be used for interviews and Community Working Group (CWG)	Within two weeks of NTP
Conduct a Situation Analysis/Community Conversations	NTP through February 2023
Conduct up to 10 total meetings with airport stakeholders and community at-large to develop goals, objectives, evaluation criteria, and resulting alternatives	Ongoing throughout project
Prepare for and present an initial report to the City Council	NTP through January 12, 2023
Prepare for and conduct CWG #1 to discuss the community vision for BDU.	January/February 2023

Prepare for and conduct a Public Open House #2	Immediately following CWG #1
Prepare for and conduct CWG #2 to develop community priorities and present the range of alternatives	April 2023
Prepare for and conduct a Public Open House #2	Immediately following CWG #2
Prepare for and conduct CWG #3 to develop the community recommendations	May 2023
Prepare for and present range of alternatives considered, evaluation criteria and the preferred alternative to the City Council	June 2023
Develop communication materials for City to execute	Ongoing throughout the project
Develop the Range of Alternatives	
Develop goals, objectives, evaluation criteria, and a range of alternatives (up to four), recommendations going forward and estimated cost of implementation	NTP –through April 2023
Identify a Preferred Alternative	
Determine and prepare presentation of the Preferred Alternative integrating CWG, broader community, city and project team recommendations	May 2023
Prepare for and present range of alternatives and preferred alternative to the City Council	June 2023
Report Preparation	
Prepare Draft Report and Executive Summary	Ongoing throughout project – completed June 30, 2023
Prepare Final Report and Executive Summary	

NEXT STEPS

- Continue stakeholder interviews and refine CWG member list – January 2023
- Conduct CGW meetings
 - Vision workshop – February 2023
 - Community priorities and range of alternatives – April 2023
 - Community recommendations – May 2023
- Hold Public Open House #1 – February 2023
- Hold Public Open House #2 – April 2023
- Develop range of alternatives and optimally identify a preferred alternative – ongoing – May 2023
- City Council presentation – June 2023
- Final report – June 2023

Optimally, a preferred alternative will be presented at the conclusion of this study for the City Council’s review, consideration, and potential budgetary impacts.

Boulder Airport Community Conversation

City Council Study Session
January 12, 2023

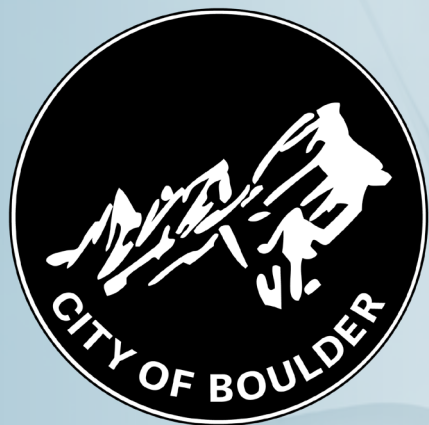




Presentation Outline

- Background and Goals
- Community Conversation Strategy
- Schedule and Next Steps
- Questions for Council





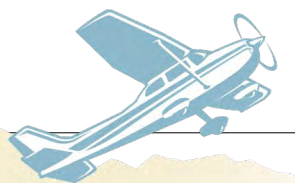
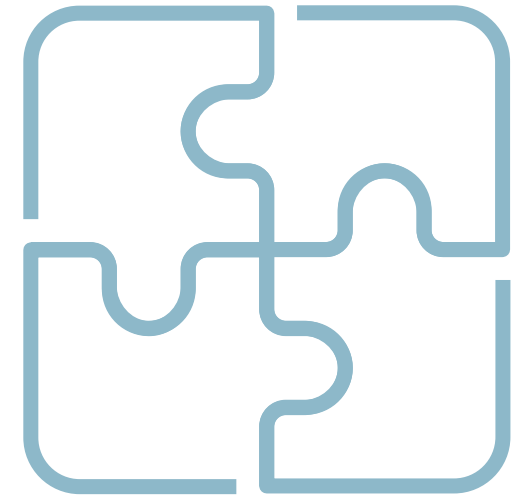
Background and Goals





Background

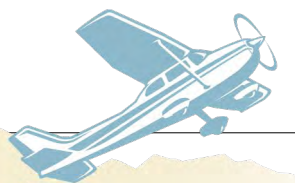
- Owned by City of Boulder in partnership with FAA
- General aviation facility with two published runways
- Offers business, private, recreational, and emergency response and recovery services
- Training flight schools
- Robust glider operations





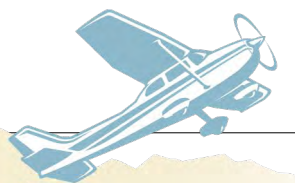
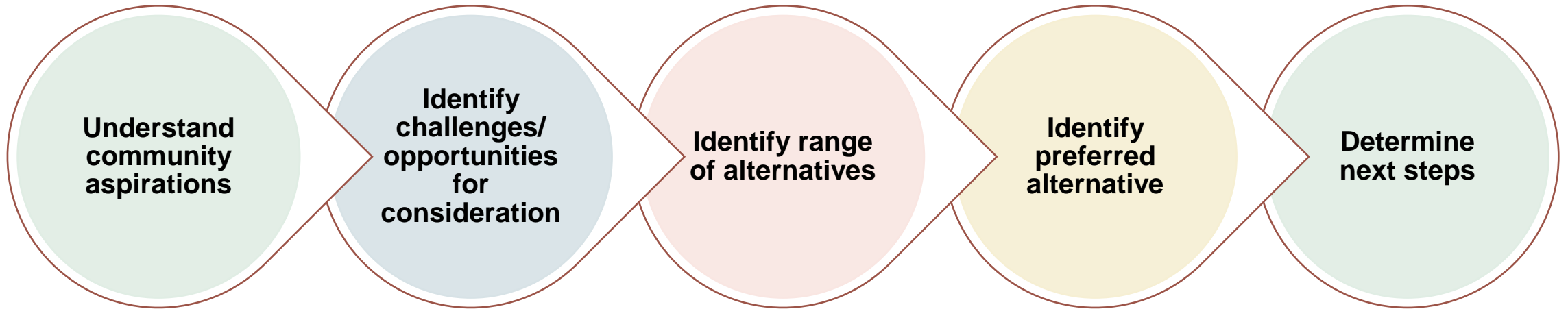
Noise Technical Committee

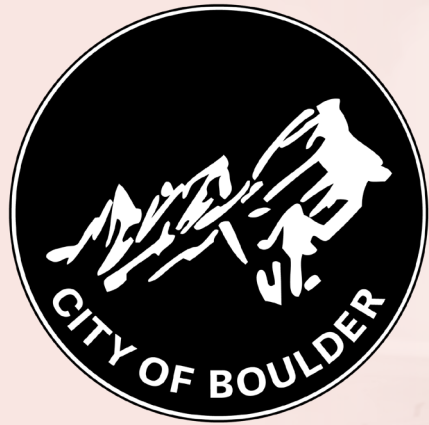
- First meeting held in November 2022
- Formed group to review and improve the existing voluntary noise abatement program (NAP)
- Aim to address to noise complaints and establish positive relationship with surround residents
- Concurrent effort with Community Conversations





Project Goals





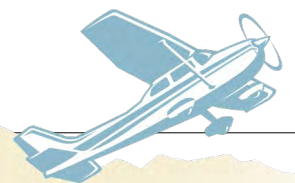
Community Conversation Strategy





Purpose

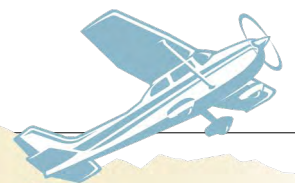
- Facilitate community conversations with on and off airport stakeholders
- Listen to community and understand impacts on surrounding communities
- Recognize desired outcomes for future airport operations
- Consistently apply the city's Racial Equity Plan
 - Employ Racial Equity Instrument
 - Focus on underrepresented communities





Stakeholder Interviews

- Participants include a diverse set of on and off airport stakeholders suggested by airport and city staff and interview participants
- Allow participants to discuss topics of their primary concern
- Project team to provide simultaneous interview interpretation services





Initial Interview Feedback

Accountability
Engage legislators
Collision avoidance systems
Airport expense tracking
Restructured governance
Citizen involvement
Restrictions
FAA compliance
Alternative uses

Airport repurposing
Update economic benefits
Remove leaded fuel
Noise
Accessible information
Landing fees
Leasing policies
Access restrictions

Real-time data
Reduced runways
Rules and regulations
Flight tracking software
Citizen board
Enhance safety
Incentivize compliance





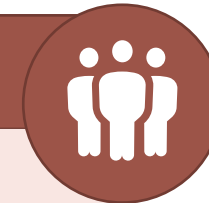
Community Working Group (CWG)

Meeting themes

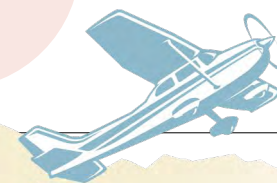


- **February 2023** - Vision workshop
- **April 2023** - Establish community priorities and outline a range of alternatives
- **May 2023** - Establish a preferred alternative to share with project team

Members



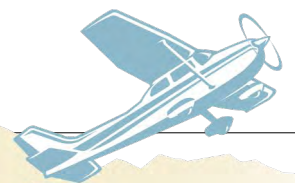
- Interview participants
- Airport tenants
- Key stakeholders representing broader Boulder community
- Aviation community members
- Underserved community members





Public Open House Meetings

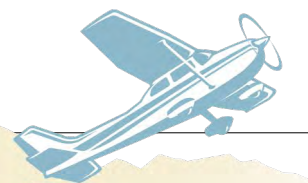
- Meeting #1 - Share history and gather feedback
- Meeting #2 - Share developing alternatives and gather feedback





Alternatives Analysis

- Stakeholder conversations lead to developed range of alternatives
- Evaluation criteria considers
 - Community feedback
 - State/local requirements
 - FAA obligations
 - Emergency support services
- Identify preferred alternative





Schedule and Next Steps





Schedule



**Engagement
and Outreach**

January 2023 – June 2023



**Develop
Range of
Alternatives**

January 2023 – April 2023



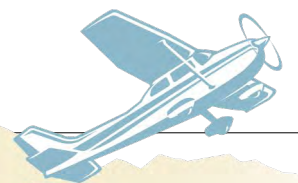
**Identify
Preferred
Alternative(s)**

May 2023 – June 2023



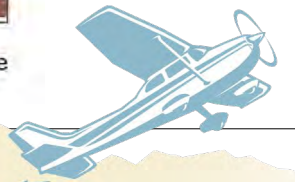
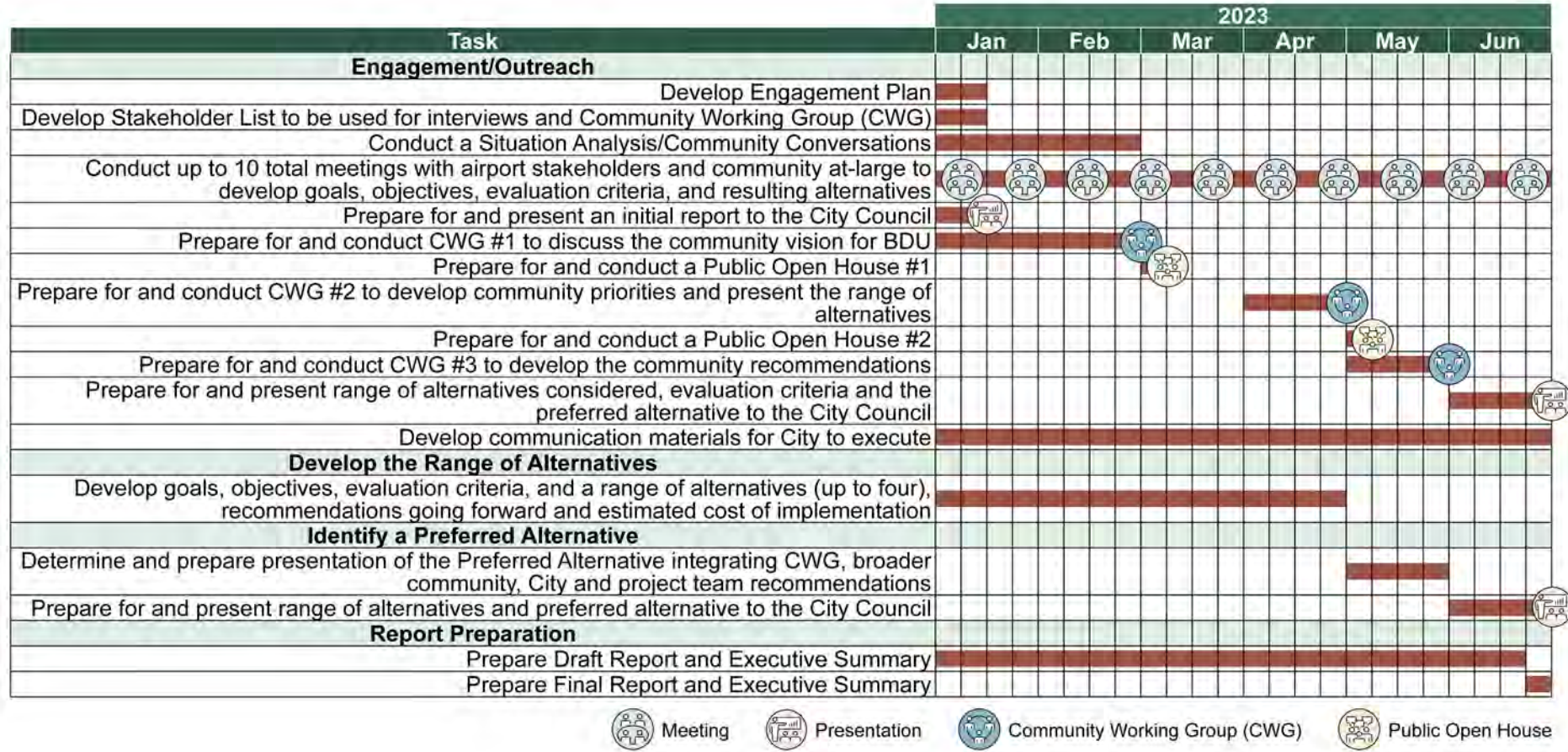
Report

January 2023 – June 2023



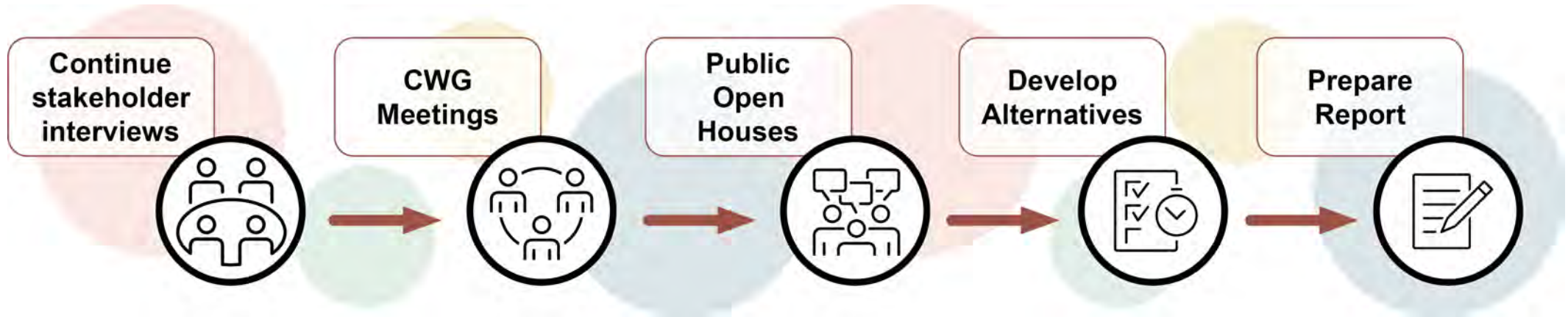


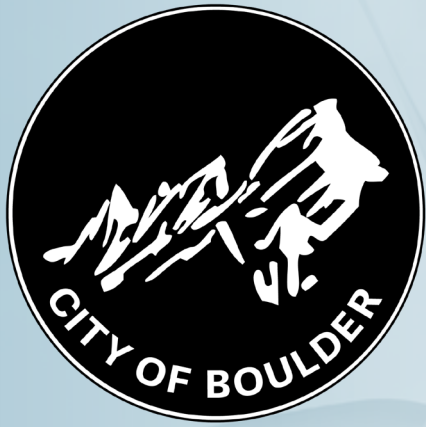
Schedule





Next Steps





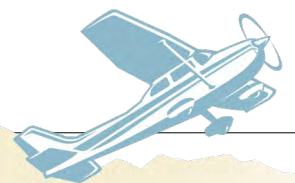
Questions





Council Questions

- Are there any additional stakeholder groups not already identified that should be included in the process?
- Do you have additional feedback about the Community Conversation process?
- Are there additional considerations that the project team should be aware of?



Boulder Municipal Airport
3327 Airport Road
Boulder, CO 80301

Airport Administration

Phone: 303-441-3108
E-mail: BMA@bouldercolorado.gov
Website: www.bouldercolorado.gov/airport

Airport Noise and Safety Reporting

Airport Manager: 303-441-3108
Online Noise Complaint Form:
www.bouldercolorado.gov/airport

Federal Aviation Administration

Denver Flight Standards District Office: 303-342-1100
Aviation Noise Ombudsman (Washington, DC): 202-493-5047

Tiedown Rental

Airport Manager: 303-441-3108
Journeys Aviation: 303-449-4210
Specialty Flight Training, Inc.: 303-550-0550

Hangar Rental

Airport Manager: 303-441-3108
Online Information: www.bouldercolorado.gov/airport

Aircraft Maintenance

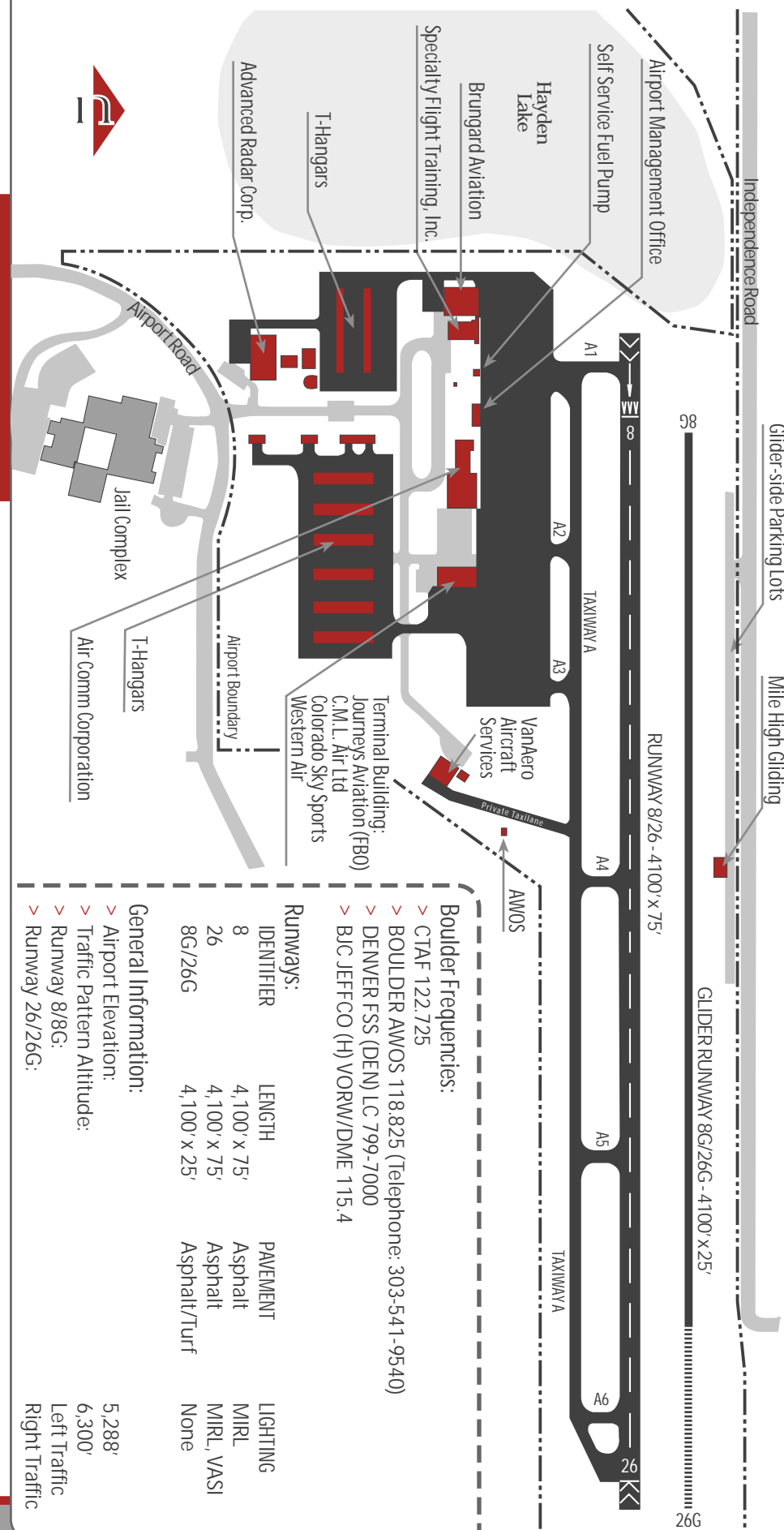
Brungard Aviation: 303-440-4791

Glider Training and Tie-down Rental

Mile High Gliding: 303-527-1122

Flight Training

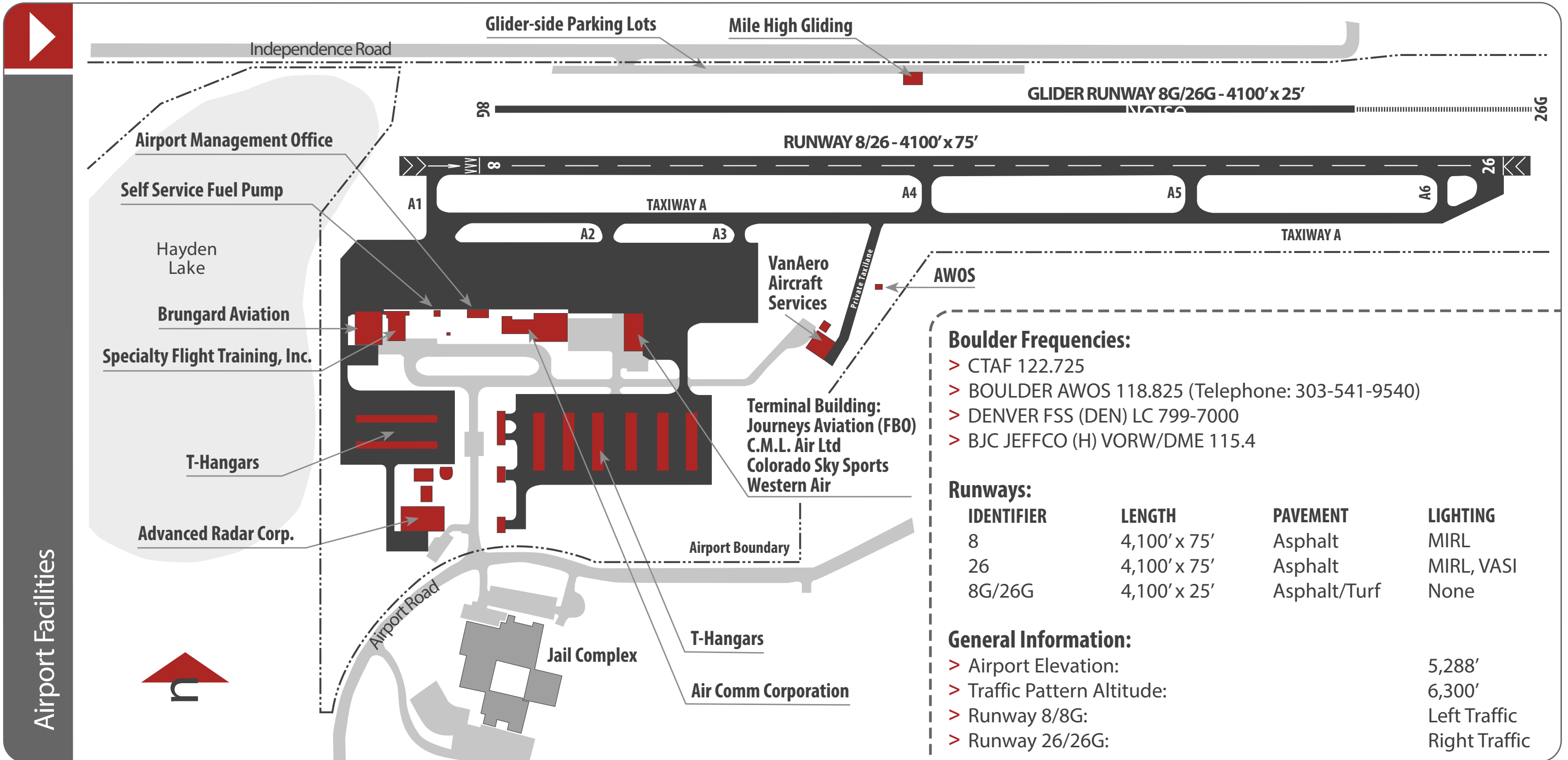
Journeys Aviation: 303-449-4210
Specialty Flight Training: 303-530-0550



Noise Abatement Procedures and Traffic Patterns



Noise Abatement Procedures and Traffic Patterns



Noise Abatement Procedures and Traffic Pattern Information

Your compliance with the following procedures is requested, unless otherwise required by FARs, weather conditions or aircraft limitations.

NOISE ABATEMENT

- > Avoid overflying noise sensitive and residential areas.
- > If you must overfly shaded noise sensitive areas, please maintain 7,500' MSL or higher.
- > Avoid high RPM prop settings.
- > Do not fly north of Jay Road on downwind leg.
- > Traffic pattern altitude 6,300' MSL.
- > Use Runway 8 in calm wind conditions.
- > Pilots are requested to avoid making touch-and-go landings before 8:00 a.m. and after 5:00 p.m.
- > Pilots are requested to avoid flight operations between 11:00 p.m. and 7:00 a.m.

GENERAL OPERATIONS & GLIDERS

- > Left traffic for Runway 8 or 8G.
- > Right traffic for Runway 26 or 26G.
- > Heavy glider and tow plane operations on parallel glider strip, with occasional "no radio" operations.
- > Runway 8/26 and 8G/26G are only separated by 197 feet, centerline to centerline.
- > No Simultaneous Approaches -- Pilots should treat the main runway and the glider strip as ONE runway.
- > Powered aircraft must yield right-of-way to glider aircraft, in accordance with FARs.
- > Gliders and tow planes arrive from the south, cross over mid-field and then enter a modified pattern inside the powered pattern.
- > Aircraft conducting a go-around should maintain below 500' AGL until departure end.
- > Use caution for gliders and tow planes maneuvering south and east of the airport.

Runway 8

Runway 8 Preferred Under Calm and Light Wind Conditions.

APPROACH & LANDING

- > No Straight-Ins to Runway 8.
- > Rwy 8: Base Entries Discouraged.
- > No Approaches West of 28th Street.
- > Avoid Flying West of 30th Street.
- > Fly Close Steep Approach (*Avoid "Dragging It In"*).

DEPARTURE

- > No Turn Below 5,800' MSL for Closed Traffic.
- > Depart Straight Out. Turn North Only After Passing Residential Area.

Runway 26

Westerly Winds Only.

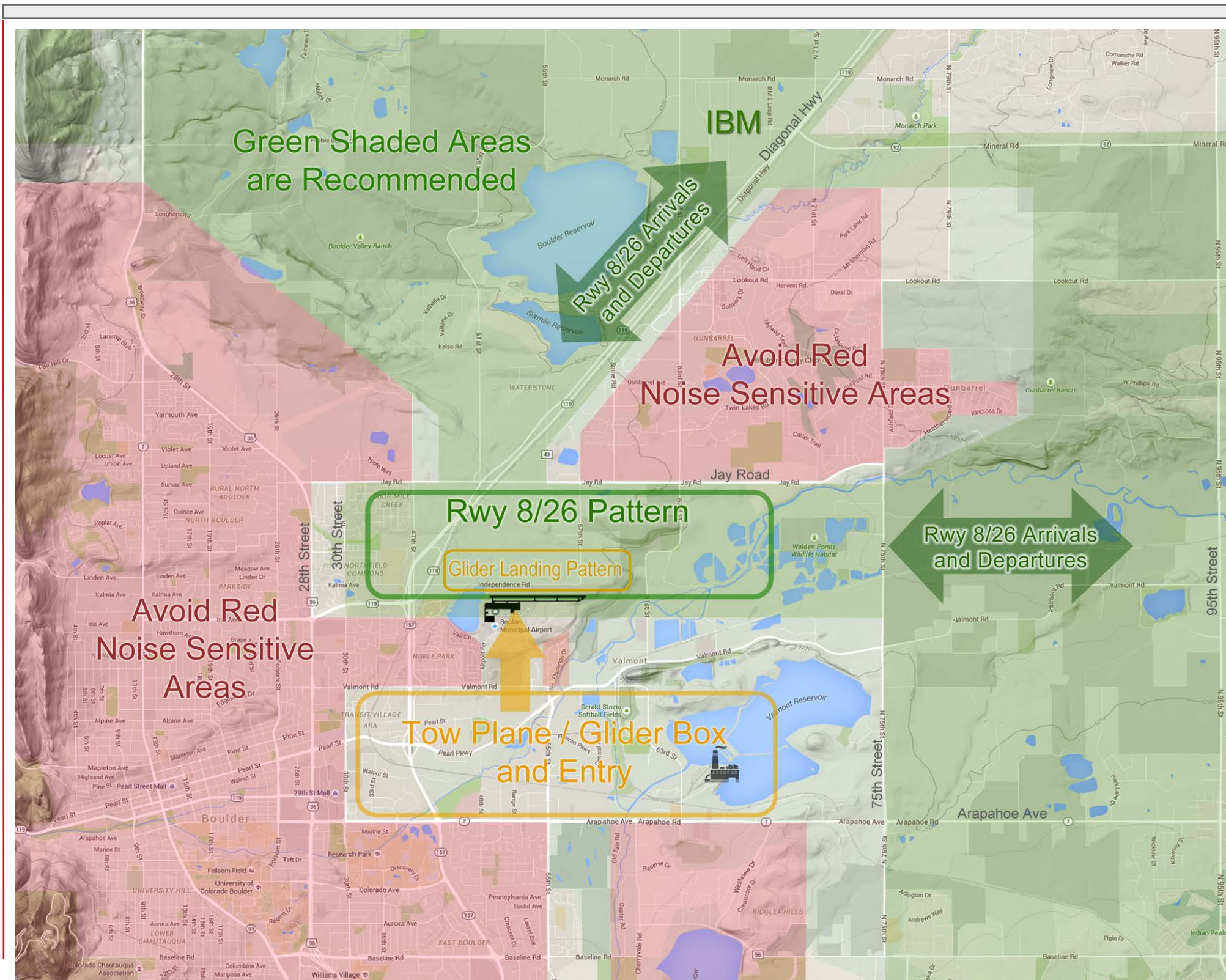
CAUTION — *Severe Turbulence and Down Draft May Occur During Strong Westerly Winds.*

APPROACH & LANDING

- > 6,300' MSL and 1,000' AGL.
- > Rwy 26: Crosswind and Base Entries Discouraged.
- > RIGHT HAND TRAFFIC!

DEPARTURE

- > Crosswind Leg East of 30th Street. Depart via Downwind.



Boulder Municipal Airport Noise Abatement Procedure and Traffic Patterns Map



Appendix D. CWG Introduction PowerPoint



Boulder Airport Community Conversation

Community Working Group

Meeting 1

March 14, 2023





Presentation Outline

- Introductions
- History
- Airport Information
- Planning Documents Highlights
- Breakout Discussions
- Closing





Introductions





Welcome





History





Community Planning Documents

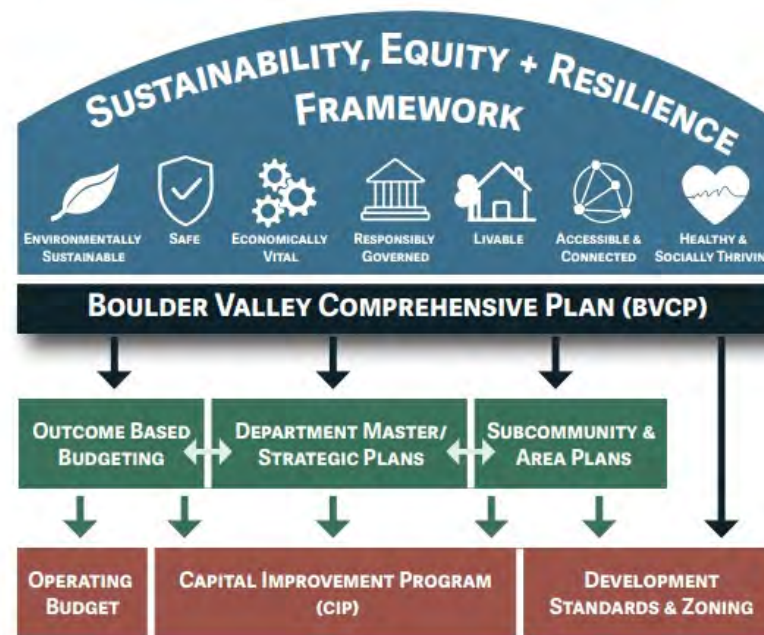




Related City Plans

- Boulder Valley Comprehensive Plan
- East Boulder Subcommunity Plan
- Transportation Master Plan
- Airport Master Plan

Figure 2-1: Relationship Between BVCP, Sustainability Framework & Implementation





Next Steps





Next Meeting

- Open House #1 – April 11, 2023
- CWG #2 – April 13, 2023





What to Expect

Meeting Schedule Overview

Meeting 2: Develop vision for the airport (big ideas, areas of improvements and challenges), develop criteria for a range of airport scenarios	April 13, 2023
Meeting 3: Develop criteria for a range of airport scenarios, discuss the range of scenarios (menu of future solutions)	May/June 2023
Meeting 4: Prioritize airport scenarios	July/August 2023
Meeting 5: Review preferred scenario and conduct reflection, share next steps	August/September 2023







Appendix E. CWG Data Breakout PowerPoint



Boulder Airport Community Conversation



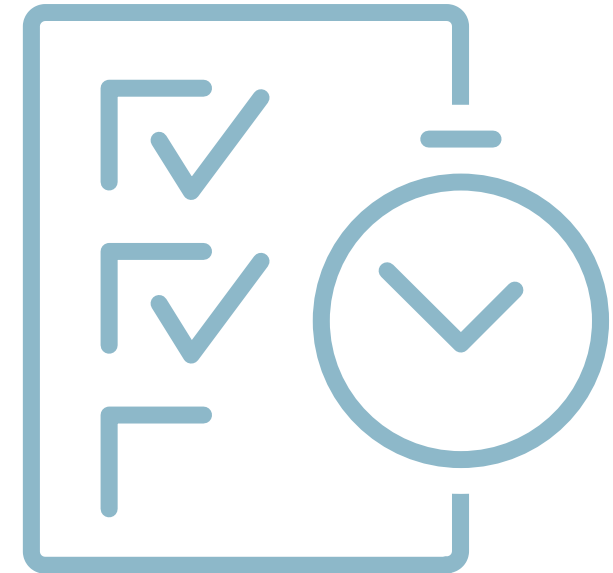
Community Working Group
Detailed Airport Data Breakout Session
March 14, 2023

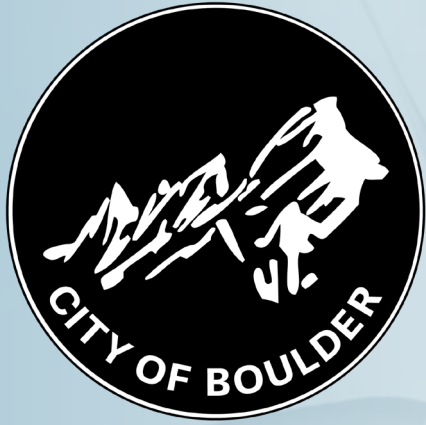




Presentation Outline

- Tenant Information
- Airport Revenues and Expenses
- Aircraft Operations Data
- Flight Patterns
- Airport Closure Information





Tenant Information





Tenants

→ 171 based aircraft

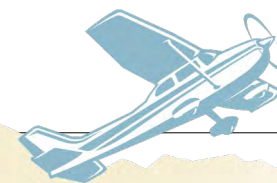
- 129 fixed wing
- 40 gliders
- 2 helicopters

→ Recreational

→ Business owners

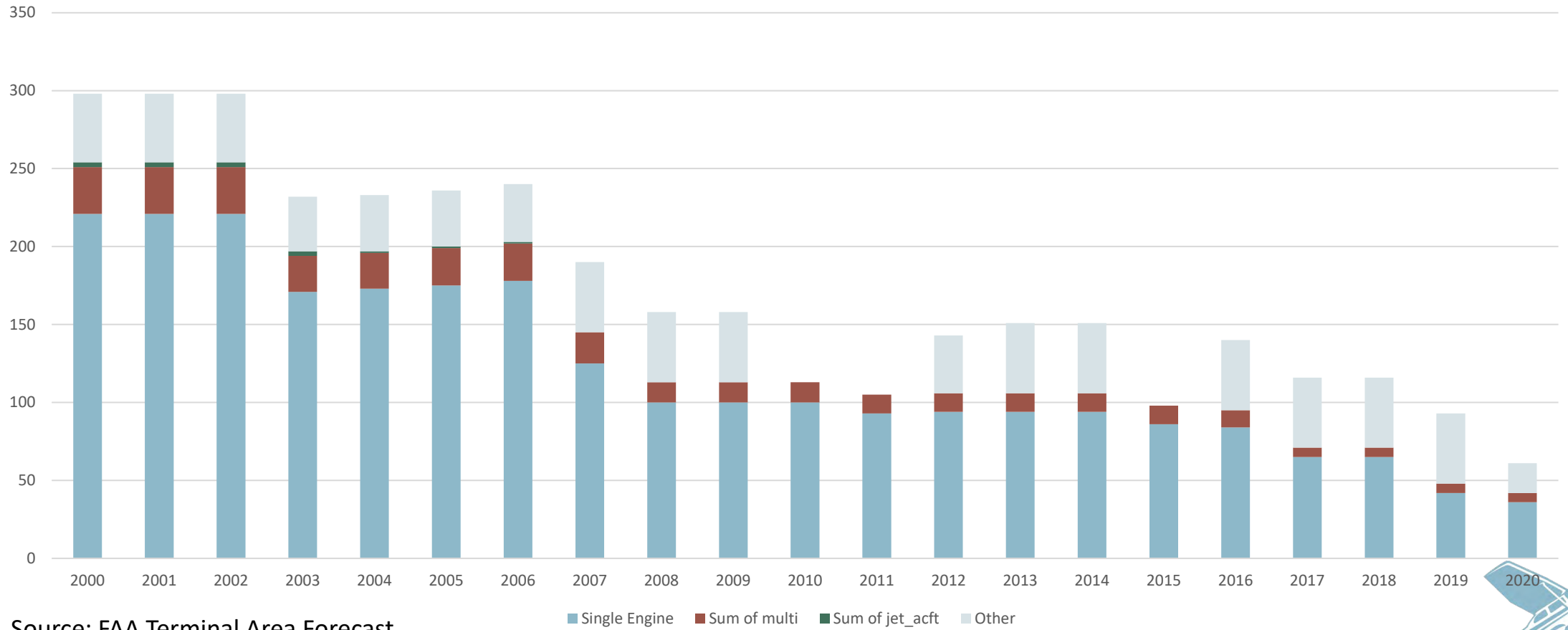
→ Businesses based at BDU

- Advanced Radar Corporation
- AirComm Corporation
- Big Heated Hangar
- Brungard Aviation
- Journeys Aviation
- Mile High Gliding
- NBI Inc.
- Rad Brands Aviation
- Ravens Roost
- Scientific Aviation/National Ecological Observatory Network (NEON)
- Soaring Society of Boulder
- Specialty Flight School
- Tango Aviation





Historical Based Aircraft at BDU

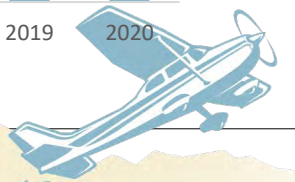


Source: FAA Terminal Area Forecast

3/14/2023

CWG Meeting 1

5

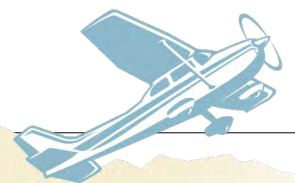




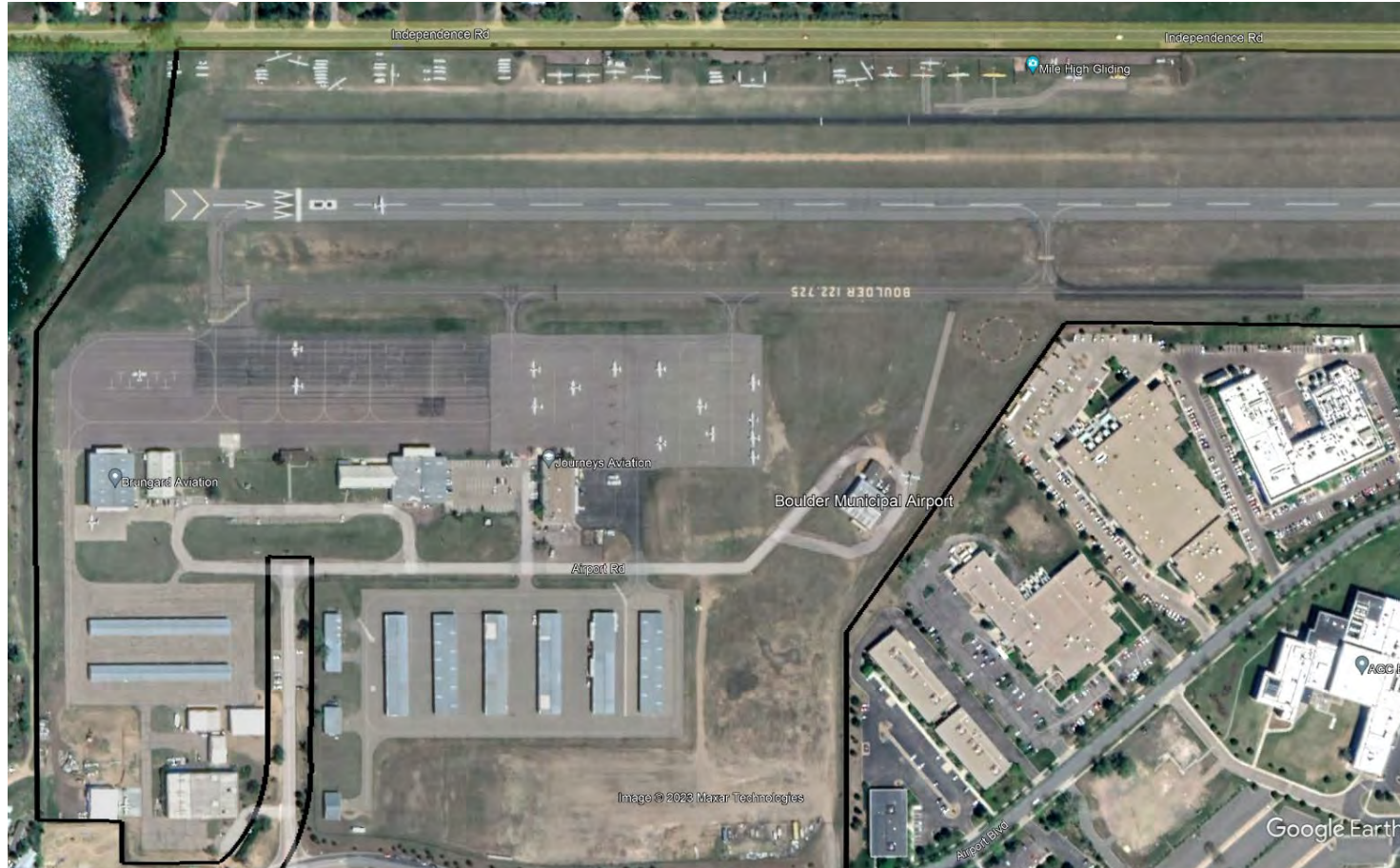
December 31, 2001



Source: Google Earth



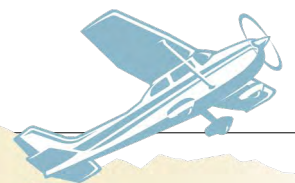
May 21, 2020



Source: Google Earth

3/14/2023

CWG Meeting 1





Operating Expenses and Revenues





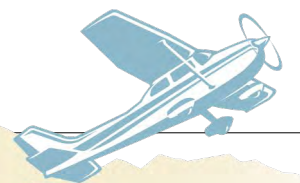
Airport Expense and Revenue Sources

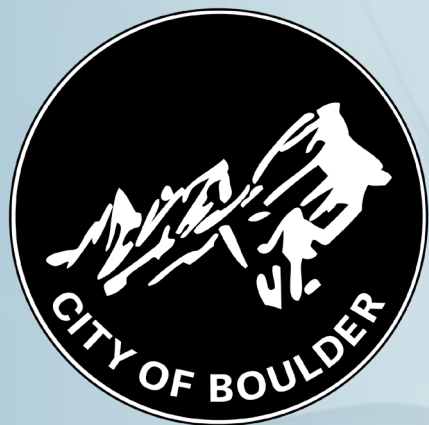
Revenue

- Land leases
- Hangar rents
- Aviation Fuel Sales
- Miscellaneous
- Interest on Investments
- Grants

Expenses

- Airport administration
- Airport operations and maintenance
- Capital projects
- Cost allocation and interfund transfers





Aircraft Operations Data



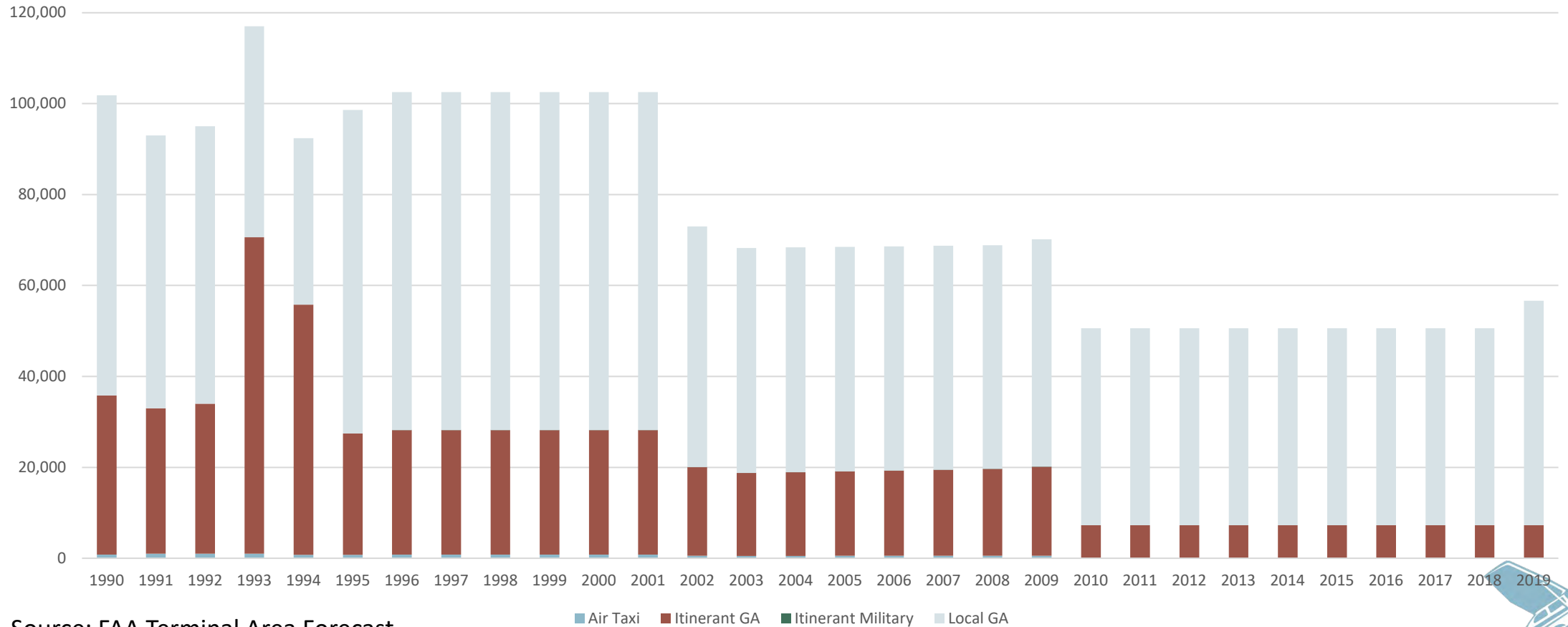
Current Aircraft Operations Data

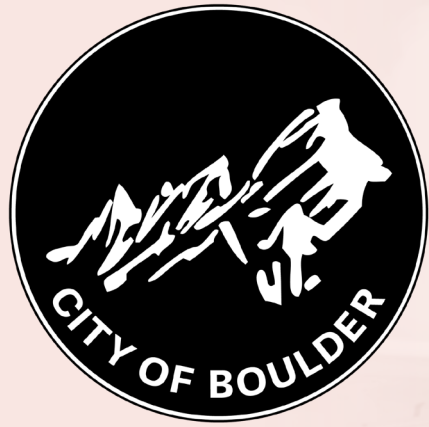
- An operation is a takeoff or a landing
 - A Touch and Go counts as 2 operations
- Generally, more activity on clear days, during hours when the sun is out
- About 150 operations a day
- About 55,000 operations annually
- Airport is not staffed 24/7/365
- Until May 2022, there had not been a way to track operations data





Historical Aircraft Operations at BDU





Flight Patterns



Voluntary Noise Abatement Procedure

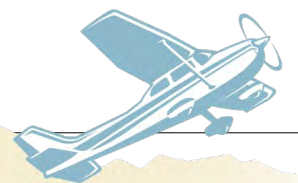
Traffic Pattern

Noise Abatement Procedures and Traffic Pattern Information
Your compliance with the following procedures is requested, unless otherwise required by FARs, weather conditions or aircraft limitations.

<p>NOISE ABATEMENT</p> <ul style="list-style-type: none"> > Avoid overflying noise sensitive and residential areas. > If you must overfly shaded noise sensitive areas, please maintain 7,500' MSL or higher. > Avoid high RPM prop settings. > Do not fly north of Jay Road on downwind leg. > Traffic pattern altitude 6,300' MSL > Use Runway 8 in calm wind conditions. > Pilots are requested to avoid making touch-and-go landings before 8:00 a.m. and after 5:00 p.m. > Pilots are requested to avoid flight operations between 11:00 p.m. and 7:00 a.m. 	<p>GENERAL OPERATIONS & GLIDERS</p> <ul style="list-style-type: none"> > Left traffic for Runway 8 or 8G. > Right traffic for Runway 26 or 26G. > Heavy glider and tow plane operations on parallel glider strip, with occasional "no radio" operations. > Runway 8/26 and 8G/26G are only separated by 197 feet, centerline to centerline. > No Simultaneous Approaches – Pilots should treat the main runway and the glider strip as ONE runway. > Powered aircraft must yield right-of-way to glider aircraft, in accordance with FARs. > Gliders and tow planes arrive from the south, cross over mid-field and then enter a modified pattern inside the powered pattern. > Aircraft conducting a go-around should maintain below 500' AGL until departure end. > Use caution for gliders and tow planes maneuvering south and east of the airport.
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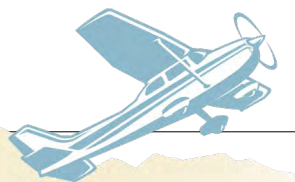
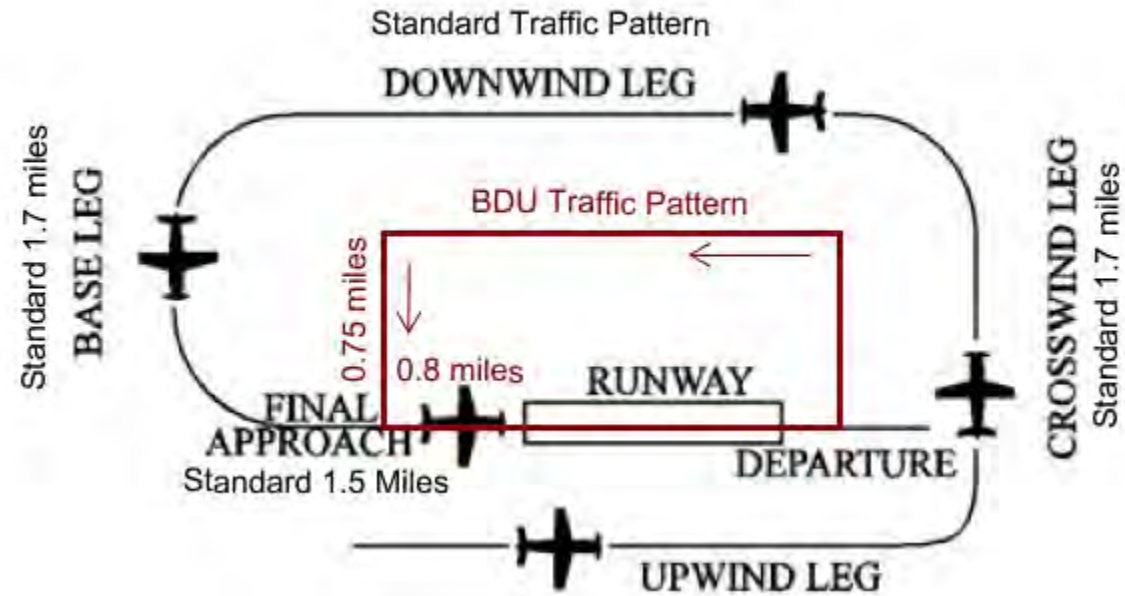
<p>Runway 8 Runway 8 Preferred Under Calm and Light Wind Conditions.</p> <p>APPROACH & LANDING</p> <ul style="list-style-type: none"> > No Straight-Ins to Runway 8. > Rwy 8: Base Entries Discouraged. > No Approaches West of 28th Street. > Avoid Flying West of 30th Street. > Fly Close Steep Approach (Avoid "Dragging It In"). <p>DEPARTURE</p> <ul style="list-style-type: none"> > No Turn Below 5,800' MSL for Closed Traffic. > Depart Straight Out. Turn North Only After Passing Residential Area. 	<p>Runway 26 Westerly Winds Only. <i>CAUTION — Severe Turbulence and Down Draft May Occur During Strong Westerly Winds.</i></p> <p>APPROACH & LANDING</p> <ul style="list-style-type: none"> > 6,300' MSL and 1,000' AGL. > Rwy 26: Crosswind and Base Entries Discouraged. > RIGHT HAND TRAFFIC! <p>DEPARTURE</p> <ul style="list-style-type: none"> > Crosswind Leg East of 30th Street. Depart via Downwind.
--	--

Boulder Municipal Airport Noise Abatement Procedure and Traffic Patterns Map

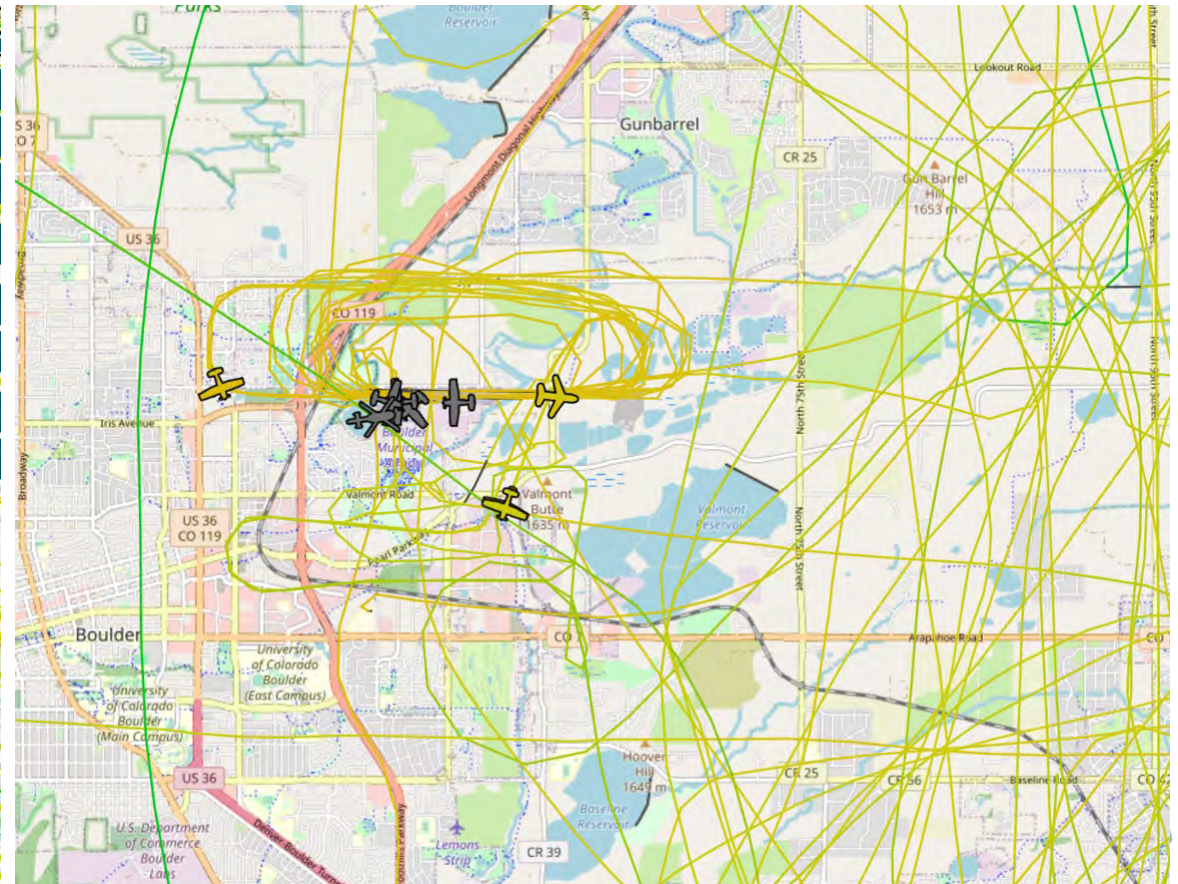
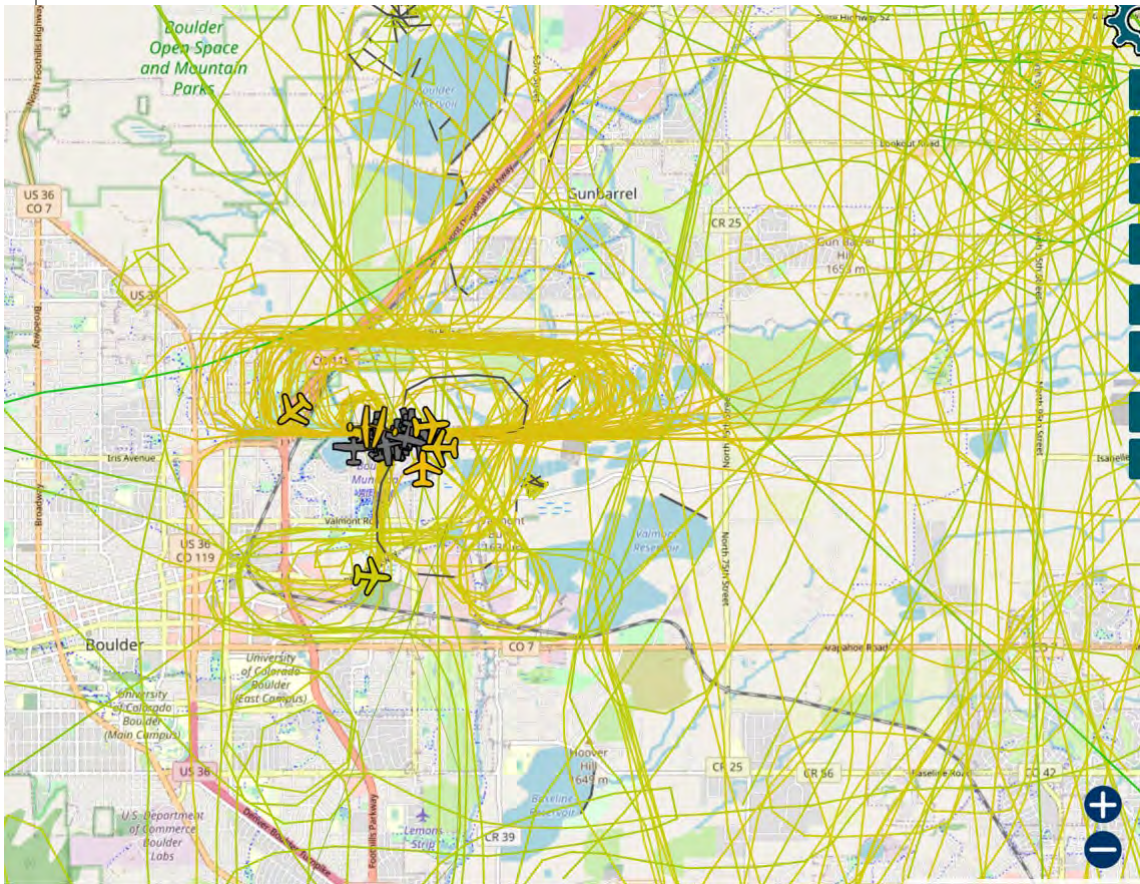




Standard Traffic Pattern vs BDU Traffic Pattern

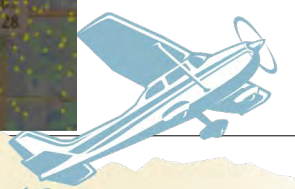
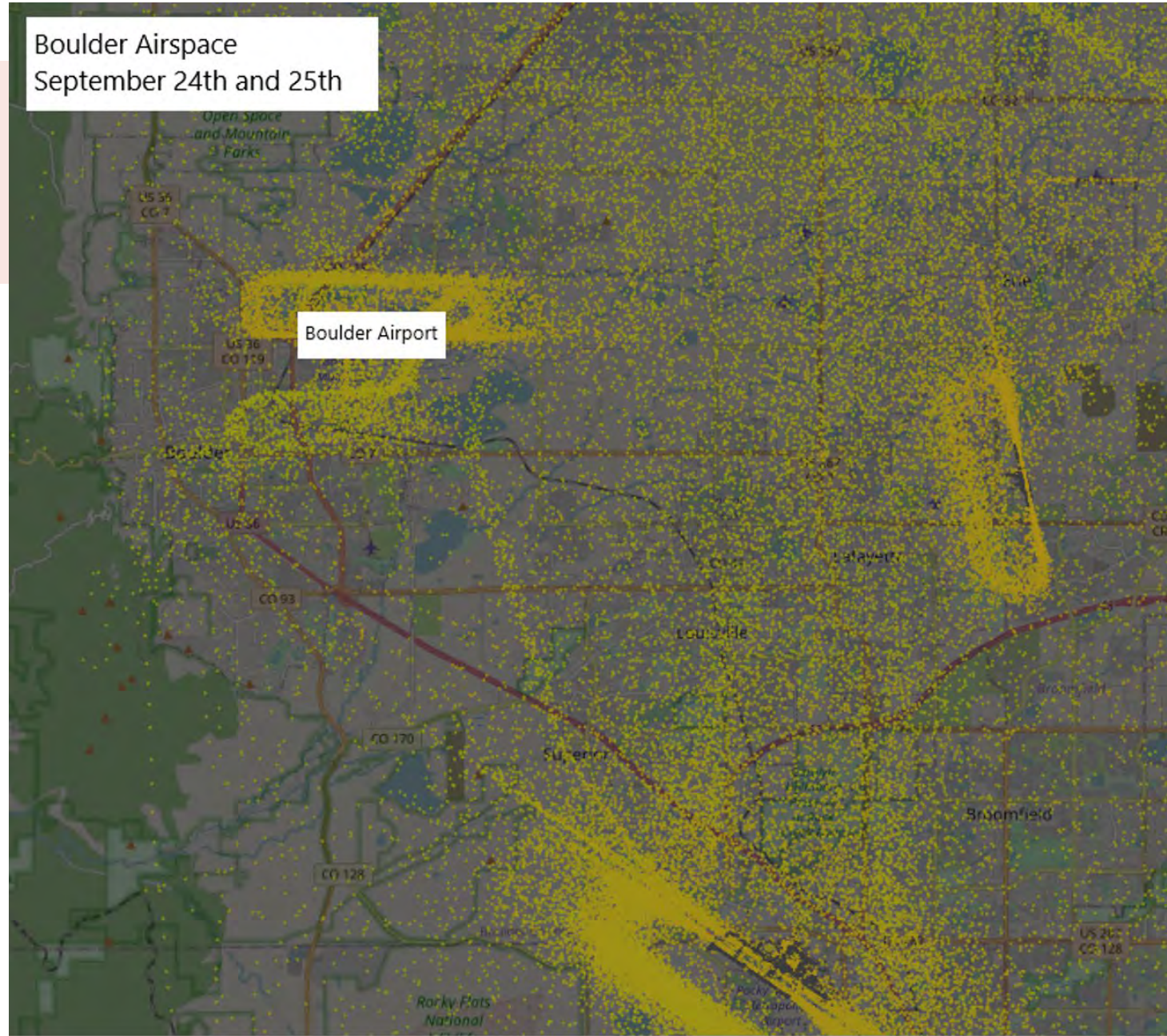


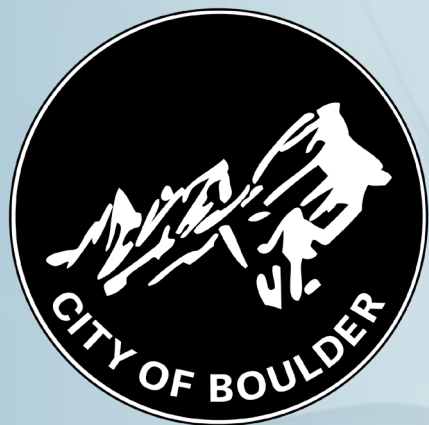
Traffic Over Boulder Busy and Non-Busy Comparison



Traffic in Region

Boulder Airspace
September 24th and 25th





Aircraft Using BDU



General Aviation



Cessna 152



Cessna 172



Cessna 182



Piper Warrior



Beechcraft Bonanza 35



Cessna 337





General Aviation – Turbine Aircraft



Beechcraft King Air 350



Embraer 505



De Havilland
Twin Otter



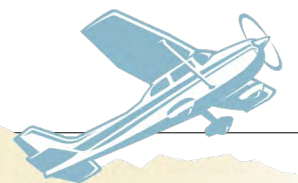
Cessna Citation II



Pilatus PC-12



Embraer Phenom 100





Military Aircraft



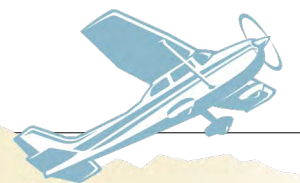
Black Hawk UH-60A



CH-47 Chinook



Pilatus PC-12





1940s Ball



B-25



P51



North American T-6





Firefighting

At Boulder Municipal Airport



Air Tractor 802A
(Single Engine Air Tanker)



Sikorsky S-64 Sky Crane



Black Hawk UH-60A

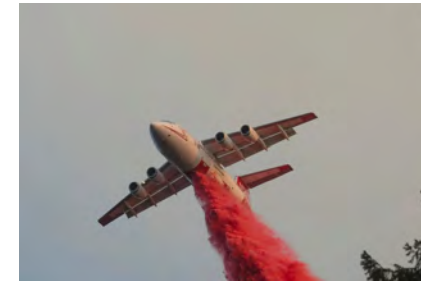
At Rocky Mountain Metro



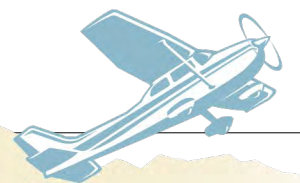
C-130



P-3



Bae-146





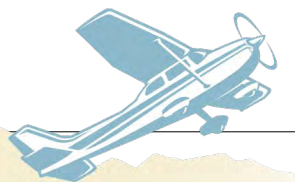
Airport Closure Information





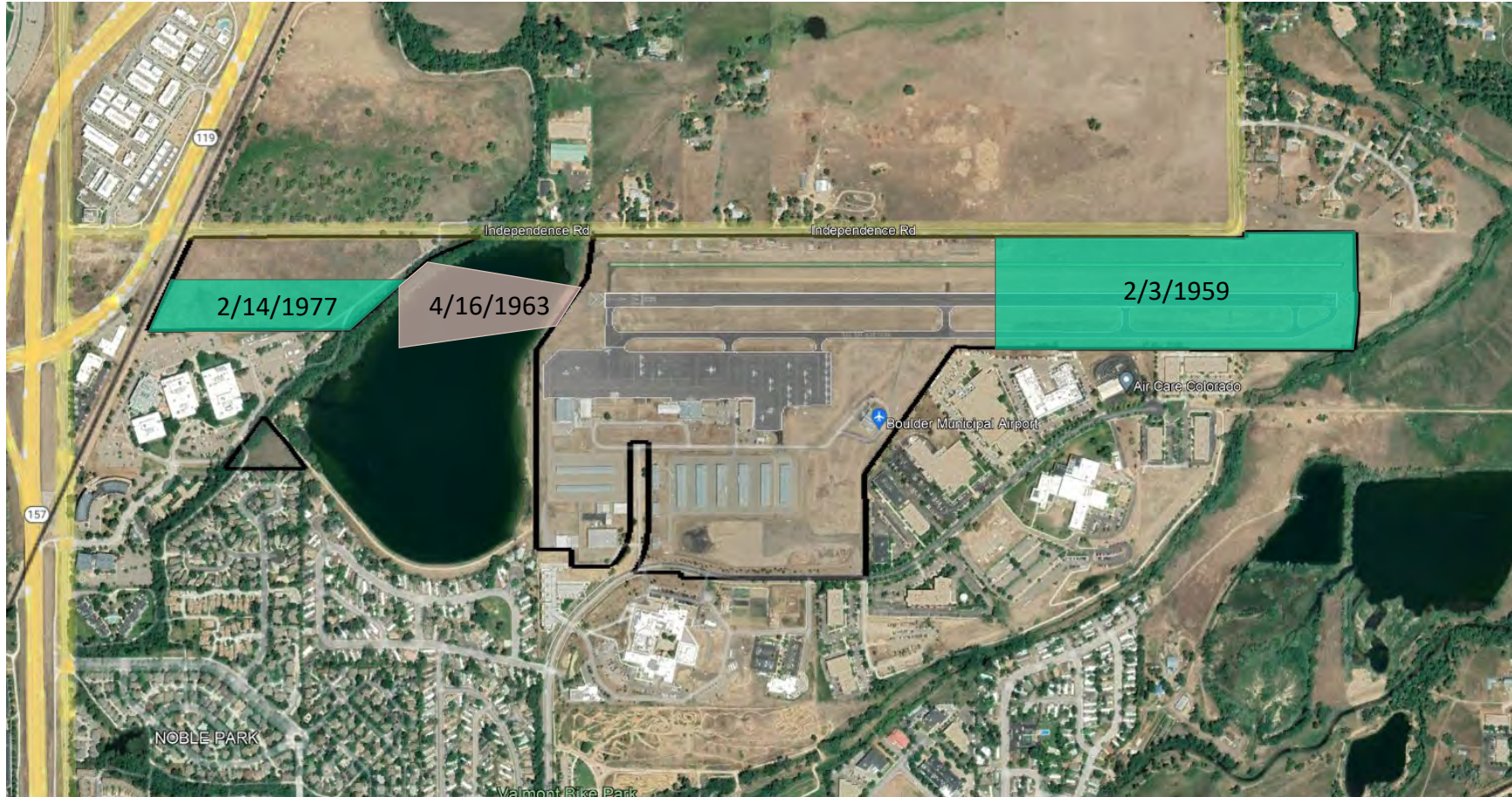
Process

- Not easy; long process
- Requires FAA Headquarters level of approval
- FAA will apply FAA Order 5190.6B
- Will need to repay all FAA Airport Improvement Program (AIP) grants
 - Approximately \$11.7 million
- Land was purchased with FAA grant money
 - Reimburse the FAA at Fair Market Value





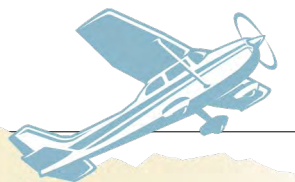
Land Purchased with FAA Grants





Land Purchased with FAA Grants

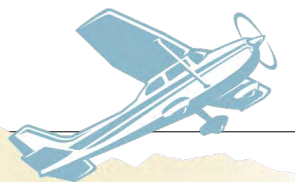
- FAA and legacy agencies, has had three grant programs since 1946
- Federal Aid to Airports Program (FAAP)
 - Airport Development Aid Program (ADAP)
 - Airport Improvement Program (AIP)





Per FAA Order 5190.6B

- Section 4.3.a. “Federal obligations on the acquired land remain in effect until released by the FAA”
- Section 4.3.a.5. Disposal of land must conform to Grant Assurance 31
- Section 4.3.a.5. “...airport sponsor would have to reimburse the FAA for the Fair Market Value of the real property acquired with FAA’s FAAP and ADAP grants, if the airport land is no longer used for airport purposes.”

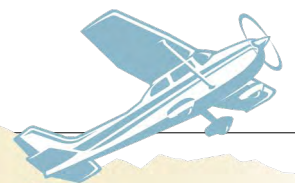




Per FAA Order 5190.6B (continued)

→ Section 4.3.a.6. “The FAAP and ADAP grant assurances provide that they shall not exceed 20 years with respect to facilities developed with the grants. However, the 20-year limitation arguably applies only to ‘facilities developed under this Project’ - not to the underlying land - (which always has had an unlimited useful life.)”

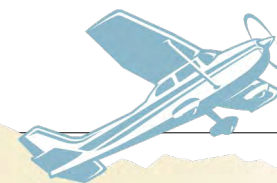
Of the approximately 179 acres of airport property, FAA grant money was used to acquire about 47 acres (26%)





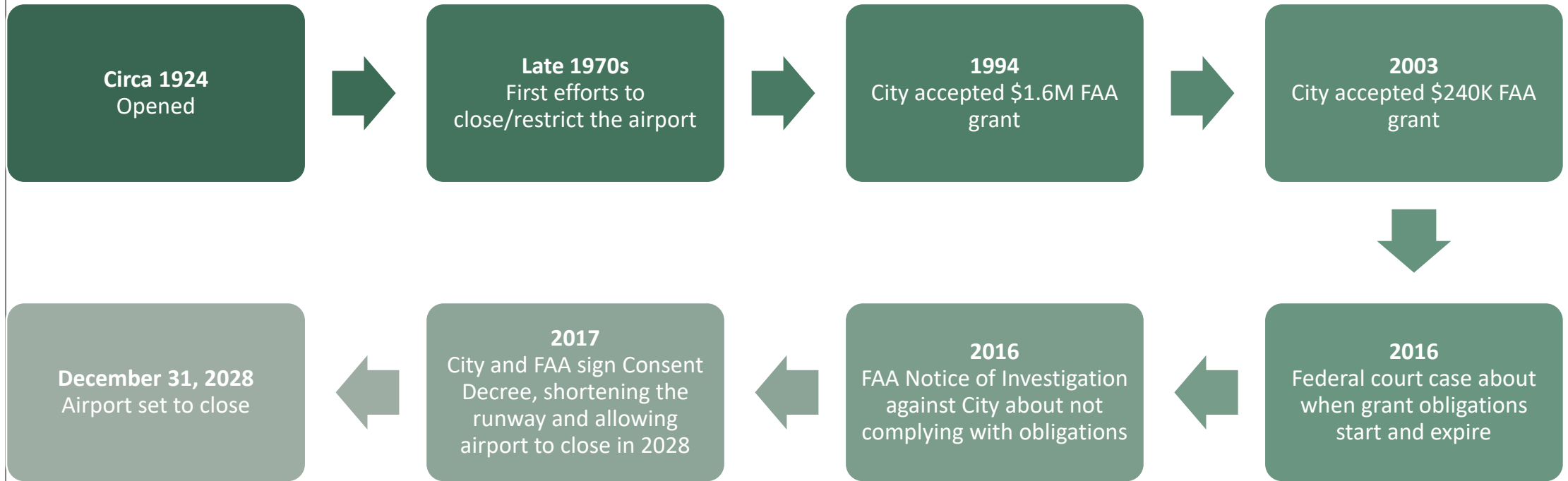
Case Studies

- Santa Monica Airport, Santa Monica, CA
 - Set to close in 2028
- Rialto Municipal Airport, Rialto, CA
 - Closed in September 2014
- East Hampton Airport, East Hampton, NY
 - Closed in May 2022





Santa Monica Airport (Reliever Airport)

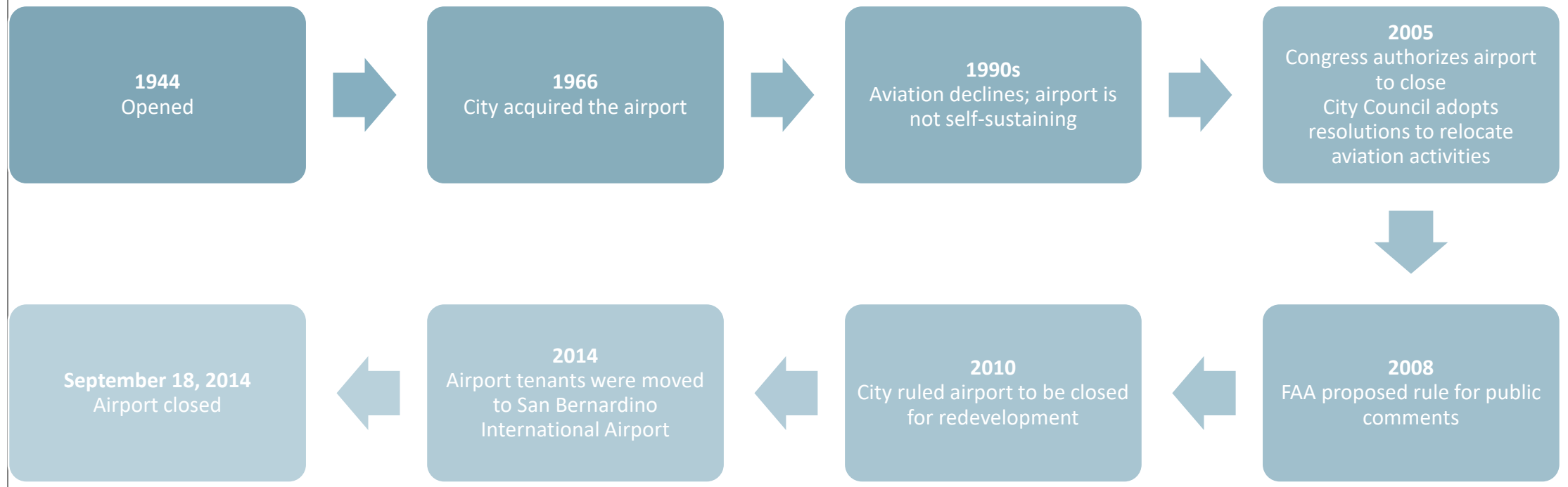


Between the late 1970s through 2017 multiple lawsuits were filed and multiple federal court cases were held.





Rialto Municipal Airport (Reliever Airport)

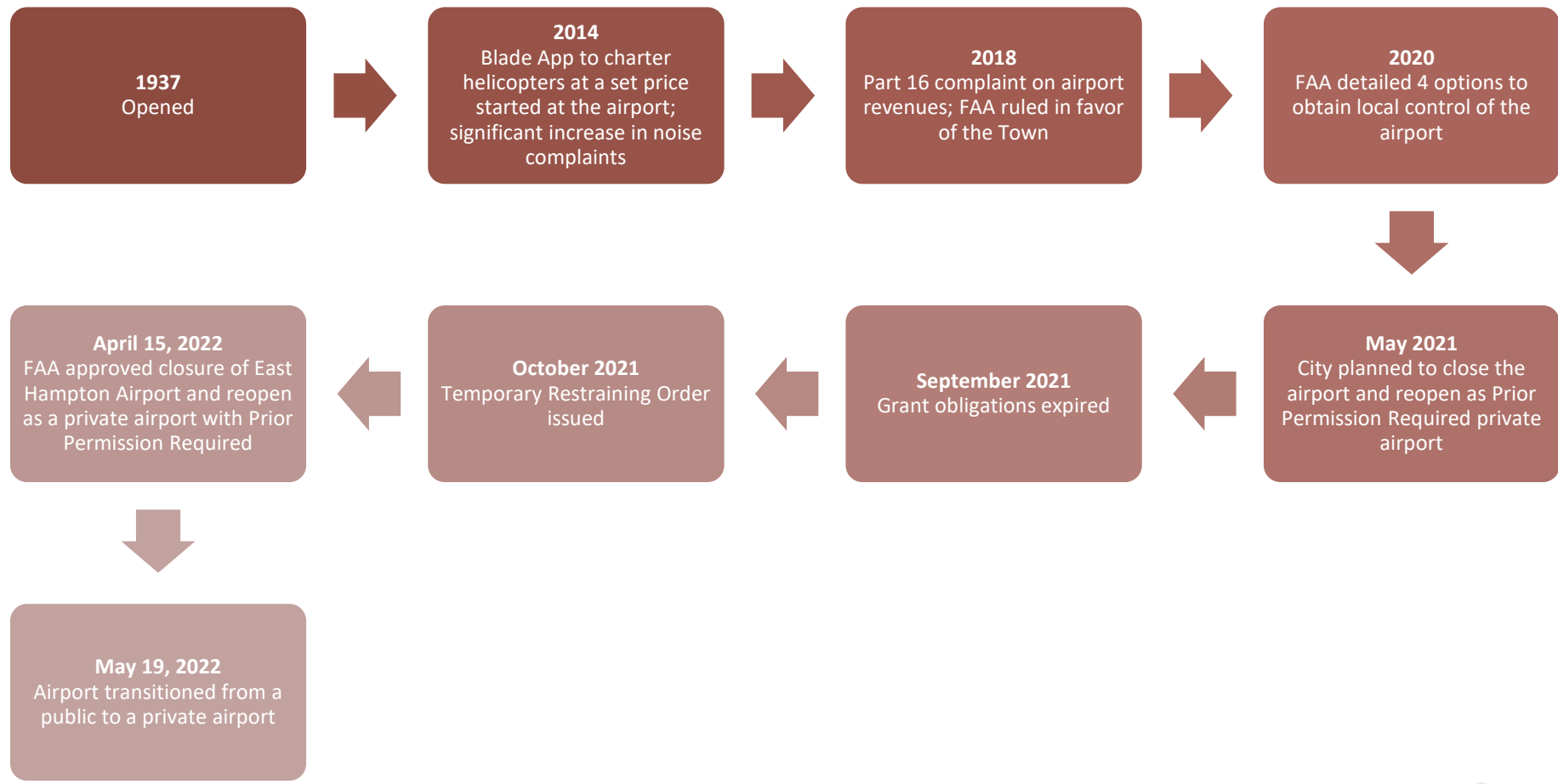


The City had to pay 45% of the land proceeds to the FAA to pay for the relocated aviation facilities at San Bernardino International Airport





East Hampton Airport (General Aviation - Regional)





Appendix F. Meeting Boards

CWG Purpose and Goals



The purpose of the CWG is to provide input and recommendations to the project team to support the community conversation effort. The CWG will collaborate with the project team to develop a range of scenarios for the future of BDU. The CWG will be mindful of FAA obligations, preserving and enhancing safety. The CWG will meet five times throughout the project.

The CWG will collaborate with the project team to:

- **Understand the Existing Conditions:** The group will discuss the current conditions of the airport site, the ongoing operations at the airport, FAA obligations and its role in the community.
- **Understand the Community's Vision for the Airport:** The group will discuss goals and aspirations for the future of the airport and incorporate community member feedback from a variety of engagement venues.
- **Inform Community Priorities for the Airport:** The group will help inform and evaluate a range of scenarios (short term and long-term) that are mindful of safety and FAA obligations. The group will provide feedback and input from each person's perspective and lived experience and incorporate community member feedback collected by the project team.

CWG Member Responsibilities



Members are encouraged to participate in the public open houses.



Members are encouraged to share the project progress and details with people in their neighborhood and network.



Members are expected to participate in each CWG meeting as they are scheduled.



Where do you like to go?

Place a sticker where you live, work, and recreate!

