

**RMMA Community Noise Roundtable – Regular Meeting No. 13**

**February 14, 2022 - 9:00 AM**

**Approved at the March 14, 2022 RMMACNR Regular Meeting**

**1. Call to Order, Roll Call**

The February 14, 2022, RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Mark Lacis at approximately 9:00 A.M. A quorum (at least 4 Members present) was Present, the roll was as follows:

Town of Superior	Mark Lacis, Mayor Pro-Tem
Town of Arvada	John Marriott, Councilmember
Boulder County	Matt Jones, County Commissioner
City and County of Broomfield	Deven Shaff, Councilmember
Jefferson County	Tracy Kraft-Tharp, County Commissioner
City of Westminster	Lindsey Emmons, Mayor Pro-Tem
City of Louisville	Kyle Brown, Councilmember

**2. Approval of the Agenda**

John Marriott made a motion to approve the agenda, seconded by Deven Shaff. The motion passed unanimously.

**3. Approval of the Minutes for December 13, 2021 RMMA Community Noise Roundtable Regular Meeting No. 12**

John Marriott moved for approval of the minutes, seconded by Mark Lacis. The motion passed unanimously.

**4. Public Comment**

Brad Walker, Town of Superior  
Bri Lehman, City of Lafayette  
Charlene Wiley, City of Westminster  
Elizabeth Heidl, Skystone

**5. Roundtable Agenda Items**

- A. *Update on Lafayette Joinder Agreement*  
Ben Miller gave an update on the status of Lafayette’s intention to join the RMMACNR. Lafayette’s legal counsel had no issues with the proposed joinder agreement, which is scheduled to be acted upon at the March 15 City of Lafayette council meeting. The expectation is that Lafayette will join as a full, dues-paying member beginning at the March RMMACNR meeting.

B. *Discussion on Moderating Services for 2022*

Mark Lacis summarized the proposed facilitation services from CDR Associates for 2022. The two-phase approach ranged from \$15,000 to \$65,000. Currently, the RMMACNR budget of \$28,800 for 2022 would afford some range of facilitation services, but would not afford both the full scope of moderating services as well as the consulting work for the VFR routing procedures. Matt Jones indicated he was satisfied with previous work performed by CDR Associates and would be interested in engaging them at a more limited scope. Deven Shaff suggested closing the financial gap by increasing member dues. RMMACNR members decided to table this discussion until the following agenda items were discussed and the total budget needs were better understood.

C. *Discussion on Consulting Services for VFR Routing Noise Abatement Procedures*

ABCx2 submitted a bid of \$17,050 to facilitate the development of VFR Routing Noise Abatement Procedures. HMMH came in at \$66,280 to facilitate the development of VFR Routing Noise Abatement Procedures, but included more scope for technical modeling and in-person workshops. ABCx2 facilitated the Town of Superior/City of Louisville Airport Noise Study.

Kyle Brown suggested that the aviation consulting work is more critical in terms of priorities for the roundtable. Matt Jones suggested that a lack of scope of work was preventing a comparison between the two proposals, and also requested that the scope include a requirement for the fair and equitable distribution of flights from RMMA. Ben Miller reviewed the presentation and suggested scope-of-work from the October, 2021 RMMACNR meeting. ABCx2's proposal essentially mirrored this proposed scope, while HMMH proposed a more extensive scope. The first phase of the scope for both included a discussion with the roundtable in regards to the priority for routing and the definition of least impactful routes.

Matt Jones indicated that he was concerned that the study would lock in existing conditions by starting with an assumption that flights should target open space. Paul Anslow mentioned that the study would not be able to redirect flights to address concerns over equitable distribution of flights, as ultimately a direction of flight is a choice of each individual pilot. The study would be attempting to identify preferential routing into and out of RMMA that would mitigate aircraft noise impacts on the adjacent communities. Tracy Kraft-Tharp suggested that these initial discussions are demonstrating the need for a strong facilitator to help navigate these issues. Mark Lacis and airport staff clarified the reason for conducting the VFR wayfinding study, including the suggestion from the FAA that a roundtable be formed to be able to review this type of work.

Mark Lacis reviewed the range of potential costs, with a reduced scope from CDR Associates and the ABCx2 scope-of-work totaling \$42,500. The high-end of the range would be \$106,000 for a full CDR Associates scope and the HMMH proposal. So at a minimum, RMMACNR members would need an increased contribution of \$5,300 per member, and at a maximum, \$13,300 per member. He suggested focusing on what contribution will secure the most value and success for roundtable members.

John Marriott mentioned that the VFR routing study could prove more contentious than anticipated due to the number of stakeholders involved and the potential to concentrate flights over certain corridors. Therefore, he suggested prioritizing RMMA expenditures on a larger scope for VFR Routing. Tracy Kraft-Tharp agreed and also expressed concerns that working with ABCx2 might set up an expectation that this roundtable is simply an extension of the Superior/Louisville noise study. She also requested a financial report for the roundtable so that we can be better prepared to respond to questions from the respective member bodies.

Paul Anslow mentioned that the airport would be willing to take on more of the administrative side of the roundtable if it helps members prioritize funding towards an aviation consultant and meeting facilitation. Mark Lacis recommended that the roundtable move forward with engaging HMMH to provide a fresh look at the issues and recommended the RMMACNR increase its budget to adequately cover the high-end of the HMMH scope. Kyle Brown agreed with that recommendation and hopes the study can come up with a situation that is a win-win for everybody.

Matt Jones mentioned that he expects the bullseye to remain towards the north unless the goal is equitable distribution of flights. John Marriott mentioned that the airspace in the Denver area is what effects the distribution of flights and is not likely to change. The intent of the routing is to move the bullseye, and hopefully to a better location. Mark Lacis also suggested that in working with HMMH, the roundtable can set, as one goal, to address the equitable distribution of impacts. John Marriott emphasized that while distribution of flights is a good discussion, some traffic out of RMMA cannot operate south of the airport due to airspace and terrain issues. Mark Lacis caution to not assume solutions prior to the study.

Kyle Brown suggested finding some language to allow all members of the roundtable to be comfortable seeking additional funds from their respective bodies. Mark Lacis suggested that the RMMACNR was underfunded from the start, which constrains the roundtable's ability to actually do work. Mark Lacis proposed raising roundtable member dues by \$10,000 to a total of \$13,600 per member in order to retain both consultants as discussed.

Lindsey Emmons requested further information on the scope-of-work and expectations for the increased funding. Mark Lacis summarized the facilitation scope-of-work and VFR routing procedures scope-of-work, and requested that members seek approval for additional funding from their respective bodies by next month's meeting.

Tracy Kraft-Tharp proposed that the roundtable revisit the scope with CDR Associates in order to simplify it to agenda preparation and meeting facilitation. Other roundtable members also supported a \$25,000 not-to-exceed with CDR Associates to accomplish those tasks.

Mark Lacis calculated a need for an increase in dues of \$7,810 per member, for a total of \$11,410 per member in order to afford \$25,000 for facilitation services and \$66,280 for the

HMMH proposal. Matt Jones indicated that Boulder County would only financially participate if there was a stipulation to address the equitable distribution of flights. He also mentioned that the airport's Strategic Business Plan's lack of noise consideration was a concern for him.

Tracy Kraft-Tharp sought clarification for what happens if one member is not willing to participate in the funding for increased dues. Mark Lacis mentioned that both the roundtable and airport have been supportive of the effort to define VFR routes. It became clear that a consultant would be required to further that effort, and that the process would be important to define solutions.

Lindsey Emmons sought clarification on whether the dues increase would be ongoing or whether it's a one-time request. Mark Lacis suggested that the increase could be considered a one-off to hire a consultant for this particular project. Matt Jones again emphasized that the scope of work should include a consideration of equitable distribution of flights. Kyle Brown suggested that this should be included in the scope of work for consideration by the consultant. Mark Lacis made a motion for RMMACNR members to seek a one-time increase in RMMACNR dues of \$7,810, for a total of \$11,410 in member dues for 2022, seconded by Kyle Brown.

Matt Jones requested that he would need to see a scope of work to bring forward to his other commissioners, which would need to include the equitable distribution of flights. Ben Miller clarified that a scope of work was reviewed before the RMMACNR at the November meeting and was subsequently sent out to three aviation firms for feedback and quotes. RMMACNR members amended the motion to include a change in the scope of work to "routes that impact adjacent communities the least and considering the equitable distribution of flights among communities." RMMACNR members voted unanimously to approve the motion. Mark Lacis requested that all members attempt to get action from their member bodies at an upcoming meeting.

*D. RMMA Budget and Dues for 2022/2023*  
(Discussion captured above)

## **6. Committee or Board Member Reports**

- John Marriot – Provided an update on the activities of the Airport Advisory Board.
- Tracy Kraft-Tharp – Mentioned the visit by President Biden, which included a stop by Marine One and three Ospreys in order to tour the aftermath of the Marshall Fire. Also recommended that RMMACNR members listen to a meeting of the Centennial Noise Roundtable for an example of another functional roundtable.
- Mark Lacis – Acknowledged the terrible devastation of the Marshall Fire.

## **7. Airport Director Update**

Postponed until the March meeting.

## **8. RMMACNR Financial Update**

Tracy Kraft-Tharp requested a quarterly update on revenues and expenses for the roundtable.

## **9. Future Agenda Items**

Mark Lacis mentioned that the Work Plan will be coming back at an upcoming meeting.

Matt Jones requested an update on the airport's Strategic Business Plan.

Tracy Kraft-Tharp suggested offering an airport tour to any new members.

## **9. Adjourn**

Mr. Lacis adjourned at 11:10 a.m.