

Dieter Meun's Comments at the October 17, 2007 AMPWG Meeting

My name is Dieter Meun (M-e-u-n). I live in Winhaven, here in Minden.

I want to comment on the Barnard-Dunkelberg Airport Master Plan Working Paper #3 and on the process used toward the new Airport Master Plan.

Permit me to tell you a few words about myself, so you understand that I do know what I am talking about. I have worked as a project manager for more than 35 years. The last 12 years of those as Director of Project Management and Planning, with responsibility for many projects that were at least as important to the future of the companies I worked for as the new Minden-Tahoe Airport Master Plan is to the future of Douglas County and the Carson Valley.

When I read through Working Paper #3, I could not believe my eyes and, frankly, as a voter I felt downright cheated and insulted.

The Board of County Commissioners are our elected representatives and as such have primary responsibility for the policies that govern our County. In May 2007, after carefully listening to the wishes and opinions of the Douglas County residents expressed consistently over the last decades as well as recently, the Board of Commissioners spelled out the policies about the airport and its future in a Resolution that passed unanimously. This Resolution expressly stated that these policies should guide the County Manager, AAC, Airport Manager, AMPWG, and Barnard-Dunkelberg, that is, any of their actions, plans, and decisions.

OK, now, five months later, what if anything do we see where the Commissioners' Resolution has been applied in the Master Planning Process? Aside from Assumption One (page D.1), none of the principles of the Resolution are reflected in Working Paper #3. Even there, it begins with the role of the airport will not change, disregarding that the reason for the Resolution was the recognition that the airport's development was moving along the wrong track!

Frankly, in my opinion this is an insult to the voters in Douglas County, and a slap in the face of the Commissioners and all those who gave so much of their time and efforts to help clarify and spell out what the policies for the future of our airport are.

This leaves us with a puzzle and lots of questions about the process for the new Master Plan and how this current monstrosity has come about!

The Master Plan? It looks more like The Master's Plan and I really want to find out who this Master is! It is obvious that the Commissioners are NOT. The AAC appears hamstrung by -at least perceived- lack of decision-making authority and lack of timely information, so they are NOT the moving force for the current direction either. The AMPWG lacks timely information also you have not met

since last March and, now five months after the Resolution was adopted, you are presented with this done deal. After the Resolution passed, were you ever given a chance even to see and review the objectives and assumptions, and test whether they were in line with what the Resolution asked you to do? Apparently NOT either. Barnard-Dunkelberg just follow their marching orders, but whose orders are they? The Master's orders?

Again, who IS the Master here, who has so little accountability and supervision that he can blithely ignore the policy guidance from the Commissioners and run amuck with this very important process? What kind of management system do we use here that permits this to happen? Who can do this and get away with it until it is difficult, expensive, or even impossible to reverse those actions. Who is this Master who has the gall to tell us to just get out of the way because he and only he knows what is good for us?