

# Walker Field Airport Authority

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## Minutes of the Regular Board Meeting

April 19, 2005

**BOARD COMMISSIONERS PRESENT:** Craig Springer Tom LaCroix  
Gregg Palmer Doug Simons  
Roger Little Dan Lacy  
Robert McCormick

**AIRPORT STAFF PRESENT:** Corinne Nystrom Charlie Novinskie  
David Anderson Gary Mancuso  
Greg Treviso

**ALSO PRESENT:** Former Authority Commissioner Karen Berryman; P.J. McGovern of P & L Properties, LLC; Bob Kretschman of The Daily Sentinel; Authority Attorney Lloyd Quesenberry of Younge & Hockensmith, P.C.; Larry Kempton of Kempton Air Service; Attorney Harry Tucker; and Paul Wisecup of Rocky Mountain Building Connection (RMBC)

### I. CALL TO ORDER

The meeting was called to order at 5:15 p.m.

### II. APPROVAL OF AGENDA

Vice Chairman McCormick moved to approve the agenda. Commissioner Little seconded. Voice vote: all ayes. Motion carried.

### III. SPECIAL PRESENTATION TO FORMER BOARD MEMBER KAREN BERRYMAN

On behalf of the Board, Chairman Springer expressed his appreciation to outgoing Board member Karen Berryman for her service on the Board.

### IV. WELCOME NEW BOARD MEMBER TOM LACROIX

Chairman Springer introduced Tom LaCroix as the newest Board member. Commissioner LaCroix was appointed by the Mesa County Commissioners to serve on the Authority Board.

**V. SPECIAL PRESENTATION TO BOB MCDONALD, MAINTENANCE WORKER I-TERMINAL**

On behalf of the Board and Airport Authority, Chairman Springer presented WFAA employee Bob McDonald with a check in the amount of \$400 for his 40 years of service to the Airport. Mr. McDonald thanked the Board and Staff for this special recognition.

**VI. PUBLIC COMMENTS AND COMMUNICATIONS**

**A. Update by P & L Properties, LLC Regarding Proposed Improvements to West Star Aviation Leasehold Property**

P.J. McGovern of P & L Properties, LLC provided an update on proposed improvements to West Star Aviation's facilities, including proposed upgrades to West Star's main office building and offering more conveniences in its lounge areas for corporate aircraft travelers in order to attract them from Aspen and Eagle during times when those airports have limited aircraft parking spaces. In addition to upgrading the customer lounge areas, West Star is reviewing the possibility of the construction of new maintenance hangars to the south of the existing facility (on its recently leased additional 6.75 acres) and improved parking for its employees and customers.

On behalf of the Board, Chairman Springer congratulated Mr. McGovern on P & L Properties, LLC's and West Star's continued development and success at the Airport.

**VII. CONSENT AGENDA**

**A. Minutes: March 15, 2005 Regular Board Meeting**

**B. Contractor's Agreement with Accurate Construction & Excavation to Install 12" Water Line in C1A Expansion Area**

When the Taxiway C1-A extension was constructed, funds were not available to install a main trunk waterline for use by the hangars that were going to be constructed in the area. At the March 15, 2005 Regular Board Meeting, the Board appropriated \$20,000 for this project. Consequently, Staff informally (since the estimated cost of the project was <\$25,000) solicited bid proposals for the installation of the waterline. The lowest bid received is from Accurate Construction & Excavation for \$12,781.00 to install a 12" waterline with a hydrant, as required by Ute Water and the Grand Junction Fire Department. The Authority will not be required to pay a tap fee (\$3,300.00). Since this project will also benefit Ute Water, it has agreed to pay for the tap fee.

Staff recommended that the Board approve the proposal from Accurate Construction & Excavation and authorize the Chairman to sign the proposed standardized Contractor's Agreement on behalf of the Authority contingent upon administrative review and approval of the project plan by the City of Grand Junction Community Development Department.

**C. Non-Exclusive Utilities Easement to Public Service Company of Colorado for the Benefit of General Aviation Tenants**

The Authority leased 5 parcels of ground to tenants west of north-south Taxiway C1-A and adjacent to C1 Way (vehicle access road) in 2004. The Tenants that are currently building hangars on these sites are requesting that a utilities easement be granted to Public Service Company of Colorado (PSCO), also known as Xcel Energy, in order to obtain gas and electric service to their hangars. The proposed easement benefits all of the parcels along C1 Way and would allow for utility service to the sites.

PSCO requires the use of its own non-exclusive easement form that has been used in the past by PSCO and the Authority, and has been previously reviewed and approved by the Authority Attorney. Since the form used is not the standard Authority non-exclusive easement form, Board approval is required.

Staff recommended that the Board approve and authorize the Chairman to sign the Easement to PSCO on behalf of the Authority.

**D. Community Exhibit and Display Agreement with Jim Hutton**

Jim Hutton is displaying a painting of Ute Chief Ouray (5.5' x 6.5' with an artist asking price of \$4,250) above the Fourth Airline Ticket Office (4<sup>th</sup> ATO) on a temporary basis.

Since it is difficult for artists to obtain insurance for an item prior to its initial sale (because of the difficulty of determining its value), the insurance provision in this proposed Authority's Community Display Agreement (which requires the artist to provide insurance coverage) has been eliminated. Because of this proposed alteration to the standardized agreement, Board approval is required. The Authority's insurance includes coverage for the loss to, or damage of, property owned by others.

Staff recommended that the Board approve the Community Display Agreement with Jim Hutton and authorize the Airport Manager to sign the Agreement on behalf of the Authority.

Commissioner LaCroix recommended that Paragraph 9, regarding insurance and the Authority's liability for losses or damages caused to the display, should be modified to specifically state that the Authority shall not be liable for such damage or losses for any amounts not covered by the Authority's insurance. Additionally, he recommended that the paragraph should be modified to require that the artist, Mr. Hutton, pay the insurance deductible for any such claim.

Commissioner LaCroix moved to reinstate the last sentence of Paragraph 9 of the Community Exhibit and Display Agreement and add additional wording to eliminate the Authority's liability for paying the applicable insurance deductible for any claim of damage or loss. Commissioner Palmer seconded. Voice vote: all ayes. Motion carried.

Vice Chairman McCormick moved to approve the items on the Consent Agenda, as modified. Commissioner Palmer seconded. Voice vote: all ayes. Motion carried.

## V. ACTION ITEMS

### A. FY 2004 Audit Report of the Walker Field Airport Authority Financial Statements

Mike Nelson, CPA with Chadwick, Steinkirchner, Davis & Co., P.C., presented the Board with the FY 2004 Audit Report of the Authority's Financial Statements. Mr. Nelson noted that the Authority's financial results for the year reflect its relatively conservative approach to its financial operations. He added that, compared to other similar-size airports, the Authority's debt load is almost insignificant.

For the year, net assets increased by \$250,697 (1.3%). Increased airport activity resulted in total operating revenues increasing by \$549,000 (24.7%) to \$2,770,322 and total operating expenses (excluding depreciation) increasing by \$327,656 (18.6%) to \$2,092,827. Net capital assets increased (net of depreciation) by \$596,209 for the year, primarily as a result of significant capital contributions received from FAA and State of Colorado grants (totaling \$1,107,520) during the year. In addition to increasing capital assets, long-term debt (non-current liabilities) decreased by \$543,265 to \$1,809,282.

Since the auditors report directly to the Board, Staff did not make a recommendation regarding acceptance of the audit report.

Commissioner Little moved to accept the FY 2004 Audit Report of the Authority's financial statements. Commissioner LaCroix seconded. Voice vote: all ayes. Motion carried.

### B. Acknowledgement of Receipt of January 2005 Financial Statements/Accounts Receivable Report

On the Statement of Revenues, Expenses, and Changes in Net Assets, a positive budget variance between operating revenues and operating expenses is reflected. Year-to-date operating revenues are \$16,251 over budget (7.9%) while year-to-date operating expenses are \$26,106 under budget (12.9%). This resulted in year-to-date Operating Income Before Depreciation (OIBD) of \$44,492, which is \$42,357 higher than budgeted year to date.

Rental car, general aviation land lease, commercial aircraft landing fees, and parking lot revenues exceeded budget projections (year to date). Because of reduced activity levels on projects involving federal grants (due to weather), the amount of capital contributions realized year to date was minimal, resulting in year-to-date capital contributions being under budget.

On the Statement of Net Assets, nonrestricted cash/investments decreased 19.6% with the payment (in full) on the line of credit. This resulted in a corresponding decrease in current liabilities. Accounts payable decreased \$22,045 with the payment of vendor invoices. Approximately 33% of accrued liabilities consists of retainage payable attributed to large capital projects that are currently in-progress. Accounts receivable increased \$29,263 with continued growth in airport activity.

Airport Improvement Program (AIP) project costs completed during 2004 were reallocated to the applicable Land, Buildings, and Equipment fixed asset accounts. Land, Buildings, and Equipment increased \$15,800 (net) with expenditures for:

- Preliminary costs for the air carrier apron expansion project
- Bobcat replacement and attachments (as previously budgeted by the Board)

PFC funds increased \$21,860 as a result of continued program collections.

Overall, January yielded positive financial performance for the Authority.

Vice Chairman McCormick moved to acknowledge receipt of the January 2005 Financial Statements. Commissioner Lacy seconded. Voice vote: all ayes. Motion carried.

**C. Notice of Default-Kempton Air Service Parcel #3**

Larry Kempton, Owner of Kempton Air Service, provides flight instruction and leases three (3) separate parcels of ground from the Authority. One of the parcels (2851 Aviators Way) contains Kempton Air Service's operations hangar, one parcel (2847 Aviators Way) contains a ramp only tie-down area for its aircraft, and the third parcel (2845 Aviators Way) was leased January 1, 2004 for the purposes of installing aircraft parking ramp and a hangar for aircraft storage and maintenance. The third parcel consists of approximately 30,113 square feet.

On March 2, 2005, Authority Staff became aware that Kempton Air Service was installing a loose asphalt surface material on the parcel located at 2845 Aviators Way without obtaining prior appropriate approvals. Authority Staff members David Anderson, Gary Mancuso, and Ed Storer met with Mr. Kempton on the site, and the project was almost completed. Staff explained to Mr. Kempton that the material did not appear to meet the Authority's Development and Architectural Covenant's requirements pertaining to Ramp Specifications, and Authority approval was not obtained prior to commencement of the work.

On March 9, 2005, a letter was sent to Mr. Kempton restating the Authority's position that the material used on site did not meet the Authority's Ramp Specifications (as contained within the Development and Architectural Covenants, and approval was required from the Authority and the Grand Junction Community Development Department for alterations or improvements to the parcel.

On April 4, 2005, a notice of default for that parcel was sent to Mr. Kempton since an agreement had not been reached between the Authority and Mr. Kempton regarding the ramp material's compliance with the Authority's Development and Architectural Covenants and specific construction plans. Mr. Kempton has indicated that he is in the process of submitting plans to the Authority and the Grand Junction Community Development Department.

Since Mr. Kempton is in the process of submitting plans to the Grand Junction Development Department and the Authority, Staff recommended that the Board take no action at this time regarding Kempton Air Service's events of default under the Ground Lease Agreement for that parcel. Additionally, Staff recommended that the Authority review Kempton Air Service's compliance the Ground Lease Agreement (including the current notice of default) at the June 21, 2005 Regular Board Meeting (since Kempton Air Service's 18-month development period for that parcel expires on June 30, 2005).

Manager Nystrom summarized the three (3) main components pertaining to this issue: 1) the loose surface material placed on the leasehold does not meet the Authority's Development and Architectural Covenants regarding Ramp Specifications; 2) Kempton Air Service did not obtain approval from the City of Grand Junction prior to commencement of construction on the parcel; and (3) Mr. Kempton was in violation of his Ground Lease Agreement by not obtaining approval from the Airport Authority prior to commencement of construction on the parcel.

Commissioner Palmer inquired if Kempton Air Service is legally in default of its Ground Lease Agreement with the authority. Authority Attorney Lloyd Quesenberry responded that an event of default has occurred on the part of Kempton Air Service, thus the Authority has the option of declaring Kempton Air Service in default of its Ground Lease Agreement. Commissioner Palmer asked if there are any cure periods specified in the Ground Lease Agreement. Authority Attorney Quesenberry noted that, unlike older ground lease agreements, the newer standardized Ground Lease Agreement does not specify any time-related cure periods. This gives the Authority great flexibility in addressing issues of default on the part of a tenant.

Authority Attorney Quesenberry continued that one of several options for the Authority (in response to the event of default) includes terminating the Ground Lease Agreement. In that scenario, the tenant can be evicted by the Authority, and the parcel re-leased to another tenant. He added that another option would be for the Authority to replace the materials and charge the tenant for damages and any consequential damages to the Airport. Authority Attorney Quesenberry noted that there are other options available in addition to those he outlined.

Commissioner Palmer asked under what types of restrictions the Authority would be subject as it exercises available remedies. Authority Attorney Quesenberry commented that, as a general rule, the Authority is not allowed to act in an arbitrary or capricious manner. Commissioner Simons inquired whether there are any other tenants in the general aviation area that are in default of their applicable ground lease agreements. Manager Nystrom responded that Staff was not aware of any other tenants who are currently in default, or who could be declared in default, of the terms of their applicable ground lease agreements. It's possible, though, that any of the tenants could end up being in default of their ground lease agreements if they choose not to comply with the applicable provisions.

Commissioner Palmer stated that, as a fairness issue, all airport tenants should be treated in the same manner. He asked why other tenants have not been brought before the Board regarding defaults under their lease agreements. Manager Nystrom responded that there have been previous issues of tenant defaults that have been reviewed and discussed by the Board. However, those tenants eventually cured their respective defaults. Additionally, she noted that the compliance requirements for on-airport development have increased in recent years, thus giving rise to increased possibilities for defaults pertaining to development issues.

Harry Tucker, Attorney for Kempton Air Service, provided the Board with an overview of Kempton Air Service's proposed development plans for the parcel. Commissioner Simons expressed concern regarding water drainage throughout the Taxiway C1-A development area. He asked if the Authority normally requires that a tenant's entire leasehold be paved. Staff commented that, in the past, tenants were not required to pave

their entire leaseholds. However, as the Authority has obtained additional information regarding on-airport drainage, and the review of drainage by the Authority and Grand Junction Community Development has become more stringent, the Authority now prefers that leaseholds be paved as much as possible, especially the leasehold areas adjoining taxiways and other aircraft movement areas.

Commissioner LaCroix asked if the Authority could require that all leasehold areas be paved. Staff noted that the Board has the discretion to define as stringent and/or as comprehensive of pavement requirements as it wishes. Commissioner Simons and Commissioner LaCroix stated that the Authority needs to tighten up its Development and Architectural Covenants.

Commissioner Simons questioned why the initial layout drawing for the Taxiway C1-A expansion area depicts large hangars in comparison to the hangars currently located and/or planned in that area. Staff noted that the sizes and shapes of the hangars on the initial layout drawing were for illustrative purposes only, and although some large hangars are depicted, there was never intended to be a direct correlation between hangar size and allowable aircraft size. A tenant could decide to have a large hangar for several small aircraft.

Staff also noted that Taxiway C1-A has aircraft weight and wingspan restrictions. Commissioner Simons asked if the Authority has procedures in-place for dealing with tenants operate heavier or larger aircraft than what is allowed on the taxiways. Manager Nystrom stated that, within the past week, West Star Aviation had towed a heavier than allowed aircraft on Taxiway C1-A. Staff immediately notified West Star that this type of aircraft was not allowed on that taxiway, and the issue was resolved.

Commissioner Little expressed disappointment that Kempton Air Service appears to not be in compliance with its Ground Lease Agreement. He asked why Kempton Air Service chose to proceed with construction of improvements on the parcel without obtaining prior approval from the Authority and the City of Grand Junction Community Development Department. Attorney Tucker noted that Kempton Air Service is now trying to comply, and will comply, with the development requirements.

Commissioner Simons asked if any other tenants on the airport have proceeded with construction or alterations on their leaseholds without first obtaining necessary approvals. Staff commented that recently, the Bureau of Land Management (BLM) replaced a modular building with a newer modular building. Staff immediately notified BLM that it should have received approval in advance of locating that structure on its leasehold. BLM is in the process of submitting building plans to the Authority for review, and Staff anticipates having the plans available to present to the Board for consideration at a future Board Meeting.

Vice Chairman McCormick noted that the effective date for this Kempton Air Service parcel Ground Lease Agreement was December 1, 2003. However, Kempton Air Service did not submit any development plans to the Authority for its review until April, 2005. Commissioner Simons stated that the Authority should tighten up its tenant development review process, including adding a timeline with steps that needed to be completed during specified timeframes. He added that had Kempton Air Service complied with the Authority's development review process, the Authority could have reviewed Kempton

Air Service's plans and addressed any questions or issues that would have arisen prior to the commencement of construction.

Attorney Tucker stated that Kempton Air Service was precluded from commencing its development process because access to the parcel was blocked off for a substantial period of time by other tenants storing materials on or near the parcel. Chairman Springer asked what the results would be if the Board finds Kempton Air Service not in default of its Ground Lease Agreement. Authority Attorney Quesenberry responded that such a declaration would imply that Staff misinterpreted the applicable provisions of the Ground Lease Agreement even though Kempton Air Service is clearly in default, and, since Staff consulted with the Authority Attorney in advance of declaring Kempton Air Service in default, the Board would be going against the Authority Attorney's legal opinion.

Commissioner Palmer moved to ratify Staff's notice of default to Kempton Air Service. Commissioner Little seconded. Voice vote: all ayes. Motion carried.

Commissioner Palmer recommended that since the Authority has emphasized its position that Kempton Air Service is in default of its Ground Lease Agreement, he did not feel comfortable with doing nothing in response to the default. He stated that the Authority should fully enforce the provisions of the agreements into which it enters, and it needs to be fair, open, and transparent in addressing these issues. Commissioner Simons recommended that Staff should require Kempton Air Service to provide the Authority with development plans for the parcel for its review, provide a proposed timeline to the Authority for completing the proposed improvements, and provide Kempton Air Service with an opportunity to cure the default. However, he emphasized that Kempton Air Service should not proceed with any further alterations or construction on the parcel until the development plans are reviewed and approved by the Authority and the City of Grand Junction.

Commissioner Simons moved to direct Staff to inform Kempton Air Service that it is in default of its Ground Lease Agreement for the third parcel (2845 Aviators Way), that Kempton Air Service be afforded the opportunity to submit its plans to the Authority and the City of Grand Junction Community Development Department for their respective reviews pursuant to the applicable review requirements, and that no other improvements may be commenced on that parcel until approval is obtained from both entities. Additionally, he moved that if another event of default is committed by Kempton Air Service, it risks termination of its Ground Lease Agreement. He further moved that Kempton Air Service needs to submit a proposed timeline to the Authority for the development of the parcel, and it must submit a request for an extension of time to develop the parcel with such request submitted to the Authority prior to the expiration of the eighteen (18)-month development requirement. Commissioner Little seconded. Voice vote: all ayes. Motion carried.

Vice Chairman recommended that the Authority should review and possibly revise its Development and Architectural Covenants.

**D. Ground Lease Agreement Award for Parcel in Taxiway C1-A General Aviation Area**

The Authority advertised for proposals to lease the vacant parcel (approximately 20,182 square feet) between the Thomas J. Daly and Plane Storage, LLC leaseholds in the Taxiway C1-A general aviation area. Notice to lease the parcel was provided pursuant to

the Authority's "Airfield and Landside Property Leasing Policy, Guidelines, and Procedures." The Authority received eleven (11) applications by the February 28, 2005 deadline.

After reviewing the applications, the Authority interviewed all applicants. During the interview process, one (1) applicant decided to withdraw its application because of a change in professional circumstances. Staff reviewed the information to determine which proposal (in Staff's opinion) demonstrated the highest and best use for the subject parcel. Criteria used in the analysis included, but was not limited to:

- ✓ Providing specialized aviation services to aeronautical customers
- ✓ Creation of hangar space for aircraft storage
- ✓ Paving the aircraft parking ramp areas with concrete
- ✓ Applicant currently leases an adjoining parcel which, when combined with the subject parcel, will allow for maximum usage of both parcels
- ✓ Multiple hangar units/# of units proposed
- ✓ Monetary value of proposed improvements
- ✓ A commercial entity which, if awarded the lease of the subject parcel, would locate on or expand its operations (personnel, sales, operations, etc.) at the airport

Using the above-listed criteria, Staff believed that leasing the parcel to Plane Storage, LLC would result in the highest and best use of that parcel. Plane Storage, LLC's adjoining parcel, when combined with the subject parcel, would allow for maximum usage of both parcels. Additionally, Plane Storage, LLC has expressed interest in reconfiguring its existing leasehold in concert with this parcel to upgrade the size and number of hangar units available for aircraft storage.

However, Larry Kempton is one of the principals of Plane Storage, LLC. Larry Kempton is also the owner of Kempton Air Service. Kempton Air Service is currently in default of its Ground Lease Agreement for its parcel #3 in the northwest portion of the Taxiway C1-A general aviation expansion area. Until such time that Kempton Air Service cures its default (as determined by the Authority), Staff is not willing to recommend that the Authority enter into a Ground Lease Agreement with Plane Storage, LLC for the vacant parcel.

Although one of the options for this parcel is to award the ground lease to Plane Storage, LLC, with the contingency that Kempton Air Service cures its default, the Board may wish to consider one or more of the following options:

- Award the lease to Analysis, Inc. (Phil Smith) with the contingency that its planned operations allow for sufficient aircraft access from the Daly and Plane Storage, LLC leaseholds to/from Taxiway C1-A. Analysis, Inc. plans to create several aircraft hangar units, the largest of which would be subleased to a specialized aviation services operator for aircraft maintenance. Additionally, Analysis, Inc. has proposed that all aircraft ramp areas on that parcel would be constructed with concrete pavement.
- If Analysis, Inc. is unable to satisfactorily address the operational issues regarding aircraft access, another option would be to award the lease to Granum Village Park, LLC (Denny Granum), with the same contingencies as Analysis, Inc. regarding the provision of sufficient aircraft access from the

adjacent parcels to/from Taxiway C1-A. Granum Village Park, LLC's proposal includes similar improvements to the parcel as Analysis, Inc., but with the possible creation of an aircraft hangar condominium association.

Although Staff is receptive to any of the three above-listed options, Staff recommended that the Board defer the selection of an applicant with which to enter into a Ground Lease Agreement for that parcel until such time that Kempton Air Service either cures its default or definitively does not cure its default, with a recommended selection date at the June 21, 2005 Regular Board Meeting.

Commissioner Palmer inquired whether or not the Authority is under any time constraints that would require it to proceed quickly in leasing this parcel. Manager Nystrom noted that there is no deadline to lease this parcel, and the Board may proceed at its preferred pace. She added that if the Board was not comfortable with the recommended applicants, there are seven (7) other applicant proposals that could be considered for the parcel. She noted that Staff's recommendation was based on the highest and best use of the parcel.

Commissioner Palmer asked if time was of specific concern to any of the applicants. Manager Nystrom responded that several of the applicants indicated that, if they were selected, they would immediately commence the process of forwarding their development plans to the Authority and the City of Grand Junction Community Development Department for review. Phil Smith of Analysis Inc. stated that time is of the essence for his proposal since his development plans include improvements for a possible sublessee that would operate an airframe and powerplant maintenance operation in its facility. However, that potential sublessee is also considering other airports to which to relocate, including Montrose.

Denny Granum of Granum Village Park, LLC commented that the timeframe for selection of the lessee for the parcel is not that critical for his development plans. He noted that if Analysis, Inc. has the opportunity to bring in another aviation business to the airport, he would withdraw his proposal and wait for other parcels to become available.

Chairman Springer asked how Staff's initial recommendation of Plane Storage, LLC was derived. Manager Nystrom responded that Plane Storage, LLC is located next to the subject parcel and it would allow for maximum usage of both parcels. She pointed out, however, that Larry Kempton, owner of Kempton Air Service (currently in default of one of its Ground Lease Agreements), is one of the principals of Plane Storage, LLC.

Harry Tucker of Plane Storage, LLC requested that the Board's decision be deferred pending discussion between Plane Storage, LLC and Analysis, Inc. regarding a possible joint-venture or other similar type of cooperative development of the parcel.

Commissioner Palmer moved to defer the selection of an applicant for the parcel for at least 30 days, but with a targeted selection date of June 21, 2005 at the Regular Board Meeting. Vice Chairman McCormick seconded. Voice vote: all ayes. Motion carried.

**DISCUSSION ITEMS**

**A. Inclusion of Airport Projects in a Regional Transportation Authority**

Manager Nystrom shared information with the Board regarding various community organization discussions about the possible creation of a Regional Transportation Authority (RTA), and how some of the discussions have touched on the possibility of including Walker Field Airport within a list of entities for which projects could be funded. She noted that the creation of an RTA would require voter approval. Commissioner Simons noted that, if the RTA was created and projects at Walker Field Airport were eligible for funding, such funding may be beneficial in enhancing the public parking lot.

**VI. AIRPORT MANAGER’S REPORT**

**VIII. OTHER ITEMS**

**A. May Board Workshop**

Manager Nystrom recommended that a financial overview of the Authority and a review of the Authority’s Capital Improvement Program (CIP) be placed on the agenda for the May Board Workshop. Additionally, she noted that Staff would start an initial review of the Authority’s Development and Architectural Covenants per the Board’s request.

**IX. ADJOURNMENT**

Vice Chairman McCormick moved to adjourn the meeting. Commissioner Little seconded. Voice vote: all ayes. Motion carried. The meeting adjourned at 8:24 PM.

APPROVED AND ADOPTED THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2005.

signature on file  
\_\_\_\_\_  
Craig N. Springer, Chairman

ATTEST:

signature on file  
\_\_\_\_\_  
David J. Anderson, Clerk