

AIRPORT AUTHORITY MINUTES December 8, 1975

Those Present: Chairman Lawrence Aubert, Members Harry Colescott, Howard Roland, Maxine Albers, Larry Brown, and Larry Kozisek. Airport Manager Jim Spelman and Clerk T. M. Ford

The Minutes of the 11/24/75 meeting were approved as mailed. This action came on a motion by Mr. Kozisek, seconded by Mr. Brown.

Mr. Spelman reported on the airport finances. He said the airport remains solvent by about \$20,000. He said the recent construction project cost had exceeded funds available through revenue sharing, and that the difference will be made up from other areas. He said he still planned a vigorous campaign to collect the receivables and that he and Chariman Aubert had met with Mr. Pond of the Aeroplane Restaurant on his past due account. Mr. Aubert said Mr. Pond feels he cannot pay what his lease requires and that Mr. Pond says he will pay only what he can afford to pay. Mr. Kozisek suggested the Authority either change tenants in the restaurant or change the lease. Mr. Spelman said he has concluded that Mr. Pond is not paying his rent because of management problems. Spelman said Pond's income has risen this past year over prior years, and that he pays other creditors but not the airport. Spelman recommended the Authority recommend that Mr. Pond be strongly urged to adopt management practices so the Authority receives its rent payments. The Board deferred any action on this matter to the next meeting.

Mr. Spelman presented two bills, one in the amount of \$17,369.71 to the City to cover the past months expenses, and the Bond Reserve Payment in the amount of \$833.33. Mr. Colescott moved the bills be paid and Mr. Kozisek seconded the motion which

passed.

The Authority then opened a scheduled public hearing for the purpose of adopting the proposed 1976 Budget. Mr. William Enger a citizen, appeared to make a recommendation that the Authority follow the auditor's recommendation and handle its own accounting. Mr. Enger contended tax money should not be used for a "private corporation". Mr. Spelman said the law does provide that one governmental body can not provide credit to another governmental body, but that the arrangement with the City to act as fiscal agent, is not the same as advancing credit. Mr. Spelman also explained that beginning in 1976, the Airport will be writing all its own checks. Mr. Enger said he still felt that technically the Airport is using tax money as long as the City writes checks for the Airport. Mr. Spelman said the Airport actually was purchasing a service from the City, for which the City is paid. Mr. Colescott suggested that Mr. Enger get together with Mr. Spelman so the situation could be fully discussed, and Mr. Enger was agreeable to this. There was no official comment from anyone on the proposed 1976 Budget so Chairman Aubert closed the Budget Hearing.

Mr. Kozisek then moved for adoption of the 1976 Budget. Mrs. Albers seconded the motion which passed by a unanimous vote. The Budget, as adopted, calls for the following:

Expenditures:

Administration and Interest	\$120,599.00
Maintenance	127,371.00
Utilities and Insurance	<u>29,593.00</u>
Total - Operating & Maintenance	\$277,563.00
Capital Construction	758,051.00
Total Budget	\$1,035,614.00
Projected Income from everyone;	\$1,035,614.00
Transfers, Reimbursal & General Revenue Balances	

Mr. Spelman reported figures he has gathered through his cost center accounting program will provide strong evidence to support an increase in the Airline Landing Fees, which will be necessary to support recommended construction projects in the Master Plan, drafted by Isbill & Associates.

Spelman said the Master Plan has been seen by the Authority Members on several occasions, and that a Public Hearing had been held. Spelman indicated there remained three basic areas of conflict. The first pertained to the area recommending a new terminal. Spelman said the original proposal might force the Authority Members to accept a plan that "we could not afford." Spelman pointed out a modified Phase I. Plan had been placed into the final Master Plan Draft, which allows the building of a new terminal if and when funds are available. Meanwhile, Spelman said he continues to seek other funds for the terminal. The second area of conflict concerns the proposed lowering of the east end of the main runway. He notes that the Planner upon reevaluation flatly recommended this for safety. Spelman said area planners are opposed to the third area of conflict dealing with reconstruction and in the 10-20 year period, extension of 4/22. Note that Isbill recommends the extension be retained in the plan for planning purposes. The Board discussed the last area of conflict. Several members expressed reservations about the extension of the secondary runway. Mr. Spelman said adoption of the plan would not lock the Airport into extending the runway, or to other proposals in the Master Plan. These were plans only and could be put aside through various means. After discussion Mr. Kozisek moved adoption of the following Resolution:

Commissioner Kozisek moves the Commission resolve to accept the final draft of the Master Plan dated December 8, 1975, and as of that date approves and adopts the same as the Master Plan for Walker Field. Further, the Board accepts and approves the Airport Layout Plan submitted with the said Master Plan, and in particular, but not by way of limitation, accepts the obligation to conform to all laws of and agreements with the United States upon instigating any development depicted thereon for which Federal Aid has been received or for which application for Federal Aid is hereinafter requested, and to no further extended Federal authority, directs the Chairman to execute as "approved" the said Airport Layout Plan. Further still, the Board resolves to accept the Five Year Environmental Impact Assessment Report dated December 8, 1975, and directs its transmittal to the Department of Transportation, Federal Aviation Administration for such other processing as may be required for comment and approval relating to the environmental impact of each of the projects set out in the Five Year Environmental Impact Assessment Report. Still further, upon the acceptance and approval of the Master Plan by the Co-sponsors, the City of Grand Junction and the County of Mesa, the Authority directs final payment for the Master Plan be made to the firm of Isbill and Associates, Denver, Colorado.

Motion Seconded by Commissioner Roland

The Motion Passed.

Mr. Spelman reviewed the bids received on the new proposed 12 inch water line. Kipp Construction submitted the low base bid, in the amount of \$35,179.95. The Board discussed whether it would be better to accept an alterante bid in the amount of \$2,500.00, to leave the present 8 inch line in the ground, and hooked with valves so it could be used in an emergency. Mr. Aubert suggested Mr. Spelman check and see if the 8 inch line would deteriorate if left in the ground without being hooked up. Mr. Brown then moved the Authority accept the low bid, with the alternate, for a total amount of \$37,679.95. Following further discussion, Mr. Brown withdrew his motion and Mr. Kozisek moved that the Authority accept the base bid of the low bidder, Kipp, Inc., subject to Monarch putting up their share, without the alternate. Mrs. Albers seconded the motion which passed.

The Board adjourned at 5:45 P.M.