

AIRPORT AUTHORITY MINUTES March 8, 1976

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

The Minutes of the February 23, 1976, meeting were approved on a motion by Mr. Kozisek, seconded by Mr. Brown, and a unanimous vote.

Mr. Warren Gardner, Contractor for the new Monarch Aviation Building, spoke to the Commissioners regarding the water pressure problem on the new 12 inch water line. He gave the Authority Members copies of several letters from Grand Junction Fire Chief R. T. Mantlo, and others. Gardner reviewed the joint effort of the Authority and Monarch to increase the line size from 8 inches to 12 inches. He said the Airport spent about \$15,000.00 and Monarch about \$21,000.00. He said a check by the Fire Department and the Chief Building Inspector resulted in a finding that although the water flow had been increased, there was still not enough pressure to adequately serve the sprinkler system in the new Monarch Building. Mr. Gardner said the Fire Chief's letter also indicates the entire Airport lacks adequate water pressure to fight a major fire.

Member Colescott said the Authority Members all felt the new larger water line would solve the pressure problems. Mr. Gardner said that the concensus of Ute Water, the Fire Department Officials, and himself, was that the larger line would do this. The Authority then discussed what would solve the problem, and suggestions from Fire Chief Mantlo included a pumping station, line loop, or water storage tank. Mr. Roland asked if a pump would solve the problem, and Building Inspector, Richard Hollinger, suggested this cannot be determined until the project is engineered. Mr. Aubert said he felt

the Authority was led to believe by C.B.W. Builders, the Fire Department, and others, that the larger line would solve the pressure problem, and Member Brown said he agreed with this. Mr. Gardner replied that he also thought it would work but he said earlier letters to the Authority indicated the possibility that the larger line would not provide sufficient pressure. Mr. Aubert asked Mr. Hollinger why he has denied a Certificate of Occupancy for the building. Mr. Hollinger said he felt he would be negligent in his duties if he issued the certificate, although he pointed out the area is not covered by the building code so he said in his letter that a certificate should not be issued, which would make it permissive for Monarch to occupy the building. Mrs. Albers said the problem still exists with the pressure and that the Authority shares the responsibility, and she recommended a hydraulic engineer be hired to determine what is needed at the Airport and at Monarch Aviation to provide adequate water pressure. Mr. Kozisek said he felt there was no choice but that he wasn't prepared at this time to approve further expenditures, and Mr. Brown said he was not prepared at this time for the Authority to pay for all of a water study. A meeting visitor, Mr. Gordon Bruckner, of NHPQ was asked by Mr. Brown if his firm does this type of work. Mr. Bruckner said his firm did not become involved in the engineering of the present new 12 inch line until the meter size, and line size had been determined, and he said his firm was not comfortable with it. Mr. Bruckner said the cost of a new study, as now being discussed would be significant, and that he felt an analysis of the Ute Water System should be part of that study.

Airport Manager Spelman was asked his thoughts on the matter,

and he said the basic problem is there is not enough water for Monarch and that a Master Water Plan is needed for the next 5-10 years. He said the Building Inspector is not requiring the sprinkler, but that an airport lease with Monarch does require them to conform to the Building Code. Spelman suggested the Authority tell Monarch they will not force this condition of the Lease.

In answer to a question from Mrs. Albers, Spelman said the Airport does have adequate water . . . all the water the Airport can get and afford at this time, and that the Authority is in no position to spend a lot of money at this time.

Mr. Kozisek made a motion that the Authority waive the lease requirement for Monarch that requires them to abide by the Building Code so they can occupy the new building, and that Mr. Spelman be instructed to look into the cost of a Master Plan Water Study and report back at the next meeting, or soon thereafter. Mr. Brown said he would like to have the motion separated into two motions. Mr. Kozisek agreed, so the first motion would be to waive the lease requirement for Monarch on the Building Code. Mr. Brown seconded this motion. Mr. Roland then wanted to know if the Authority would have any legal - financial responsibility in the event of fire. Mr. Spelman said no, and he offered to furnish the Authority with a written legal opinion on this. The motion was then voted on and passed unanimously. Mr. Kozisek then made the second motion, that Manager Spelman be directed to find costs of a water study that would fit into the 5-10 year Master Plan as formerly adopted. Mr. Brown spoke against this motion, saying he would rather find out if someone else would help pay for the study with the Authority. Mrs. Albers seconded the motion. A vote on the motion was then taken

and the motion passed unanimously. Attorney William Nelson, representing Monarch, told the Authority that Monarch could purchase a pump for about \$10,000.00 and be able to recoup this expenditure through lower insurance premiums within a couple of years.

In other matters, Mr. Spelman delivered an Accounts Receivable Report. He said United Airlines continues to run a couple of months behind in payments and this may help cause a cash flow problem that could become serious with a large bond payment coming up. A past due accounts receivable from Westair in the amount of \$2,533.09, was discussed. Westair owner Walt Hall told the Authority he also has a cash flow problem, but that expects to receive a new Frontier Contract to serve Farmington and Cortez, which will help his situation. Mr. Roland asked what the basic problem is and Mr. Hall said his firm has not broken even in four years of operation. Mr. Aubert said he felt the Authority should ask itself how long this can go on, and he suggested Mr. Hall and Spelman get together and work out a plan for apyment. Brown said he would put that in the form of a motion, and Mr. Kozisek seconded the motion, also pointing out the new Cortez-Farmington routes would improve the Westair financial situation after April 1st. The motion passed.

Mr. W. R. Hall then presented the Authority with a proposal that he be allowed to extend his building some 36 feet to permit him to bid on a new planned GSA Building for the BLM, for a fire cache operation. Mr. Spelman said the BLM would occupy this structure and that the Authority should also be interested. Mr. Brown moved that the Halls be allowed to do this so long as any expansion meets proper building codes. Mr. Kozisek said he felt this should also stipulate that the Authority would not be providing water for this

expansion. Mr. Brown said he would include this comment as part of his motion, and make sure it is limited only to the GSA bid, and that it is not intended as a lease renewal. The motion passed.

Mr. Spelman then explained to the Authority his plans to have the Airport also bid on the GSA BLM Building. Spelman said the Airport can finance this through bonds, and recover the investment, plus one-third more, and the result will be the Airport will have greater future borrowing power. He said NHPQ had worked up the specifications, and the structure would be built east of Monarchs lease area. The bids must be in March 12. Mr. Colescott moved the Authority allow Spelman to proceed with the bid. Mr. Kozisek seconded the motion which passed.

Mr. Spelman asked for approval of the National Car Rental Lease from Western Slope Inc., to Cox Motors. Mr. Brown wondered it if wasn't time to rewrite some leases, as had been earlier discussed in a meeting. Mr. Spelman said he planned to do this as soon as possible. Mr. Colescott moved for approval of the National Lease Assignment. Mr. Brown seconded the motion which passed.

Mr. Spelman then discussed bid specifications being prepared for electrical work in the terminal by E.M.C. there was some discussion of this with several members of the Authority expressing fears the cost of the study might further bring on a cash flow problem. Mr. Spelman said he would closely monitor these expenses. Mr. Kozisek moved this proposal be approved. Mrs. Albers seconded the motion which passed.

Mr. Spelman also showed the Committee a letter he wrote to Senator Haskell on the new ADAP Bill.

Mr. Spelman asked for consent of the Authority to have him

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represent the Authority on a new C.O.G. Transportation Committee.
The consent was unanimously given.

The Authority adjourned at 5:10 P.M.