

AIRPORT AUTHORITY MINUTES
September 23, 1976

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

The Minutes of the last meeting were approved with one correction, on page five, third paragraph, the third sentence should read as follows, "one request, to promote Lloyd Heely, had earlier been approved but was delayed pending a 90 day trial period". With this change the Minutes were approved as mailed on a motion by Mr. Colescott, second by Mr. Brown, and a unanimous vote.

Mr. Aubert opened an advertised public hearing on Proposed Rule-Making, Charges, Fees and Rentals. The hearing was tape recorded and the transcript of the hearing is available. The hearing was closed at 8:11 p.m., after which Mr. Brown indicated he would like to remove the motel courtesy cars from the fee schedule, and to make another change increasing the seating capacity from 14 to 16 for those to be charged under section 3-103(i), as requested by the Telluride Transfer Company. Mr. Brown made this in the form of a motion, which was seconded by Mrs. Albers. Following a short discussion in which Spelman indicated this was not a serious problem in that courtesy cars were included only for the purpose of making all taxi type services pay uniformly which apparently the suggested language wouldn't accomplish anyway, the motion was passed unanimously.

The Authority also discussed the possibility of lowering the proposed catering fee from 6% to 4%, which was recommended by Mr. Spelman. No decision was reached on this and the entire matter will come up again for final review and adoption.

Mr. Spelman delivered a Treasurer's Report, indicating the Authority is in better financial condition than one year ago.

Representatives of the four car rental agencies were present to discuss the problem of parking near the terminal. Mr. Dan Halvorson of Hertz spoke for the rental agencies. He said 12 spaces are badly needed; that they found 20 employee cars in the check out area the other day; and some from persons who leave vehicles there while they fly to Denver. He suggested this be policed better, and controlled, and there would be adequate parking. Mr. Aubert said the Authority cannot afford to police this. Mr. Roland said the parking problem has resulted in bad public relations for the Airport . . . and that people cannot understand why the rental cars are allowed to park close to the terminal and the general public cannot do so. Mr. Brown said the way it is now, people feel they are playing second fiddle to the car rental agencies. Mr. Cox, of National Car Rental said the car rentals need more space, not less.

The Board discussed the possibility of towing away employee cars and those left for long periods of time from the check out areas. Mr. Roland objected to towing away cars of the general public. Following a discussion, Mr. Brown moved that Mr. Spelman work on a plan to solve the parking problem under the canopy, and that rental cars or employee vehicles be towed away when parked there. Mr. Aubert wondered what could be done about the vehicles parked there for long periods. Mr. Roland seconded the motion and suggested that these vehicles be given notices that tell them future parking will subject them to being towed away. Mr. Spelman suggested he research the law and find out if it is legal to tow away vehicles at the Airport. Mr. Brown then suggested that Mr. Spelman move quickly with getting

with getting employees and the rental car agencies out of the canopy parking area. The vote on the motion was then taken and it passed unanimously, as amended by Mr. Roland and Mr. Brown, so that the long term vehicles would receive warning notices, and that employees and car rental agencies would be notified at once not to park there.

Mr. Spelman reported the airport traffic landings up some 10,000 in 1976 over the same period of 1975. Mr. Spelman also asked for reimbursement to pay \$385.00 for one man to attend a special fire school, and \$456.00 to pay Spelman to attend an airport conference. Mr. Colescott moved to okay these two bills, as well as all the accounts payable. Mr. Brown seconded the motion which passed. List is attached.

Mr. Spelman said the FAA is trying to force an environmental review procedure for all airport development by urging the Authority to sign an FAA statement on the Airport Layout Plan, and he recommends the Authority not sign the statement. Spelman distributed a protest letter he was going to send to the FAA. Also he reported there might be renewed efforts in the current ADAP project to require further zoning agreements. Mr. Brown asked if these could affect projects. Mr. Spelman said they might, but he felt it would be to the FAA's advantage to approve the funding okayed by Congress. The Board informally agreed not to sign the statement and check with Ashby on zoning agreement requirements.

Mr. Spelman also reported that Attorney Ashby is working hard to close out the 1971 ADAP project, the completion of which the FAA might also condition the new application. He outlined the three projects included in the application to the FAA as completing fencing, finishing the taxiway, and the constructing of two fire bays. Spelman

said the top of the Fire Bays could be converted to a public observation area in the future. Spelman said he hoped to receive a FAA Grant Offer on 9/29/76, and that it must be executed by the 30th. Spelman explained that to do this the application must be executed on a FAA form, and urged the Board to approve a Resolution for the Chairman to sign, the Clerk to seal, and name Spelman as Attorney to certify that it is legal and provide any further information. Mr. Brown so moved, Mr. Colescott seconded the motion and a roll call vote was held on the Resolution. Voting for the Resolution were Mr. Brown, Mrs. Albers, Mr. Roland, Mr. Colescott, and Mr. Aubert. No one voted against it.

Mr. Spelman also explained that the FAA might try to get the Authority to have the City and County act as Co-sponsors as a condition for the project approval. He said this is wrong, in his view, that the Authority, being a political subdivision of the State of Colorado, did not need a Co-sponsor(s). He said he might have to go into Federal Court in Denver to prove this point, and asked if this was okay. All members present agreed that Mr. Spelman should do this.

The Authority adjourned at 10:01 p.m.