

AIRPORT AUTHORITY MINUTES
April 28, 1978

Members Present: Chairman Larry Brown, Members Larry Kozisek, Robert Holmes, Howard Roland, Maxine Albers, and Errol Snider. Airport Manager Jim Spelman, Assistant Manager Paul Bowers, and Clerk T. M. Ford, and a number of guests.

The minutes of the last meeting were approved with one correction, on page 6, the last line, should read as follows, "themselves. Member Snider moved that we attempt to get for the . . ."

Mr. Spelman told the Board with the F.A.A. acknowledgement of a grant in the amount of \$1,538,523.00 coming this year the Authority needed to sell bonds in the amount of about \$230,000.

Mr. Jack Pepper, representative of Boettcher and Company, said his firm had a bid ready for the bonds, with an average interest rate of 7.5654, that would be subject to change when the bonds are actually issued. He indicated the issuance of the bonds would meet the debt retirement requirements of this issue as well as the earlier bond issues of 1973. Mr. Spelman said the interest rate quoted by Mr. Pepper is $\frac{1}{2}$ of one percent higher than he anticipated and wondered why. Mr. Pepper answered that interest rates are going up, and he also said the new disclosure laws add almost one third of a percent to the cost of the issue. Mr. Kozisek moved the Authority approve sale of the bonds and authorize the Chairman to sign them. Mr. Holmes seconded the motion which passed.

Architect Gary Vanderwood outline four alternatès to remodel the restrooms and the restaurant kitchen. Plan one would merely be a restoration with no change in floor plans at a cost of

\$42,870.00. Number 3, 4 and 5 would modify existing floor plans with #2 costing \$52,042; plan #3 costing \$61,018; plan #4 had a cost of \$73,481. The architect's fee would add 10% to this cost. No decision was made at this time on any of the proposals but the Board seemed to indicate that Plan #2 would be the least that should be done.

City Engineer, Ron Rish, and Air Photo Survey Engineer, Frank Brown, appeared to discuss the proposed renovation and enlargement of the parking facility. Mr. Brown said all utilities are being charted from Air Photos, and he presented a very preliminary scheme for the renovation which he described as "the one with minimal impact and cost". Under the scheme the car rental parking would be increased from 70 to 77, the public parking from 274 to 300. He and Mr. Rish indicated this plan could be altered and that they planned to explore several alternates and make a firm recommendation to the Authority Members, car rental owners, and an APCOA parking official, that the "minimal scheme" would not be adequate to solve all the parking problems. Mr. Brown suggested that two Board Members, Mrs. Albers and Mr. Kozisek, work with Mr. Rish and Mr. Brown and have alternates ready for the May 10th informal meeting.

Monarch owner, John Pabst, appeared before the Board to discuss his proposal to move about 50,000 yards of dirt south of the Monarch lease for ramp expansion. Mr. Spelman indicated he felt the dirt was available, particularly in light of the planned east end runway lowering which will free almost two million

yards of dirt. The Board discussed this proposal. Mr. Holmes was concerned that the airport might need the dirt in the future and this dirt should not be used for private use. Mr. Pabst pointed out he would be paying additional rent on the land the dirt is moved on. Mr. Snider said he felt it would be all right to use the excess dirt as needed. Mr. Holmes asked for Mr. Spelman's recommendation and Mr. Spelman said it all depended on the future. Mr. Spelman said it might be all right to check with the airport engineer and get a level sloping from the runway end to Horizon Drive above which there could be a cut; move the dirt; and make plans for dust control for the area the dirt is moved from. Mr. Snider moved this be accomplished. Mrs. Albers seconded the motion which passed, with Mr. Brown and Mr. Holmes voting no, all others voted yes.

The Board then discussed with Mr. Pabst the recent two fines levied against the Authority because the Monarch gate was open. Mr. Pabst said he felt the entire matter was a lack of communications. Following a brief discussion Mr. Kozisek asked Mr. Pabst if he felt he could share in the cost of the fine, and Mr. Pabst said that would depend on the amount. Mr. Pabst also said he felt the fine was a farce and several members agreed. Mr. Kozisek then asked if Mr. Pabst and Mr. Spelman could work it out and Mr. Pabst answered yes. Mr. Holmes said he felt the total responsibility for the fine should rest with Monarch. Mrs. Albers said she moved that in lieu of the fact that members of the Authority feel the fine was a farce, and a possible misunder-

standing existed that Mr. Spelman and Mr. Pabst get together and work out a sharing of the fine. Mr. Kozisek seconded the motion. Mr. Holmes said he felt this action would compromise the position of the Board since the Board earlier voted that Monarch should pay all of the fine levied. He said he would rather have the record show that Mr. Pabst refused to pay the fine. Mrs. Alber's motion then was voted on and passed 4-2.

Mr. Spelman then spoke on future projects, saying he understood the direction of the Board was to push ahead rapidly on terminal development, and that the first part should be ramp expansion. He recommended the Authority proceed with the assurances they now have from the F.A.A., and go to bid in June on the general aviation and air carrier ramp construction in June, then possibly substitute the taxiway project for the general aviation ramp project by July 1. In the meantime, he said, the only way to construct the 430 feet of taxiway to the B.L.M. Fire Cache site by July 1, is for the Authority to let a contract at once to Corn Construction in the amount of \$55,352.00, plus an estimated \$15,000 for engineering, and sacrifice the kitchen-restroom remodeling until late fall. He said there was no other way to get this project done by July 1. Mrs. Albers wondered if the total taxiway project would cost more this way, and Mr. Spelman said yes by about \$5,000.00. Mr. Roland said the Authority should commit itself to the 430 feet of taxiway so BLM can operate this summer. Mr. Snider asked Airport Attorney Gerald Ashby if the suit against the F.A.A. would be jeopardized by doing this 430 feet of taxiway, and Mr. Ashby said no. Mr. Spelman said he felt there is some risk of possibly losing the 90% federal aid on the 430 feet taxiway project if

The suit is lost, both in the Circuit Court and Court of Claims and that if the F.A.A. mixes the taxiway and ramp projects, it could jeopardize the ramp project this year. Mr. Kozisek moved the Authority go with the 430 feet of taxiway project, then the ramp expansion, and forget the rest of the taxiway for the time being, and the ramp expansion be accomplished as far as the funds will go. Mr. Roland seconded the motion. Role call vote was called for; Mrs. Albers and Mr. Snider voted no. The motion carried 4-2. Mr. Kozisek then moved the award of the 430 feet of taxiway contract to Corn Construction and approval for the Chairman to sign the contract. Mr. Holmes seconded the motion which passed.

Mr. Pabst said the Chamber of Commerce Board, of which he is president, would like to have an informal closed meeting with the Authority to explain the law suit with the F.A.A. The date of this meeting will be determined later.

Mr. Spelman reported that September 18th is the probable hearing date for the law suit, but it could be held as early as May 8.

Mr. Spelman also reported airline negotiations continue, with all now agreeing on a 36¢ per thousand pound price, up from the present rate of 29¢. He suggested the negotiations continue. The Authority had asked for 41¢. The Authority informally agreed that Mr. Spelman should continue with the negotiations.

Mr. Spelman presented a contract with Murphy Construction for tailings removal in the terminal and tower. Mr. Snider moved for approval of the contract. Mr. Kozisek seconded the motion which passed. Funding for the tailings removal come from the federal government via the Colorado Department of Health.

Mr. Spelman next presented a Deed of Release for the Currier property. Mrs. Albers moved for approval and authorization for the Chairman to sign. Mr. Roland seconded the motion which passed. Mr. Spelman also said the F.A.A. indicated that they wished a statement from Attorney Ashby that the other Deed is being worked on in regards to various F.A.A. restrictions. Mr. Ashby indicated he was doing so.

Mr. Spelman spoke about the letter from auditors Toft-DeGrassi proposing the 1978 audit be accomplished for a fee of \$2,300.00. Mr. Roland moved this be approved. Mr. Snider seconded the motion which passed.

The Board discussed a letter to the CAB regarding United Airlines exemption on the Los Angeles to Denver flight through Grand Junction. Mr. Brown suggested the Authority should have approved the letter before it was sent. Mr. Snider said he felt some of the wording of the letter presented a public relations problem, and should have been run through the Board before being mailed. Mrs. Albers wondered why Mr. Spelman signed the letter, "Attorney for the Authority". Mr. Spelman said this was because he was the Attorney of Record for the Authority as far as the CAB is concerned. There was further discussion on the letter, and Mr. Spelman indicated no future correspondence would be sent out prior to Board approval.

A new Frontier and United schedule was handed out to the members.

Mr. Spelman reported enplanements are way up so far, that this is the best first quarter in Walker Field history. He also said this was the best financial first quarter, and the cash flow is as predicted.

He also reported some \$94,000.00 is invested in Federal Treasury

Notes and that the Aeroplane Restaurant has paid its bill in full.
Mr. Brown said he would write a letter thanking Dick Pond for this.

Mr. Kozisek reported the legislature has approved funding from oil shale monies for the 18" Ute water line that will benefit the Airport. Mr. Brown said he would also write a letter to Tillie Bishop thanking him for his help in obtaining this fund.

Mr. Kozisek then moved that Mr. Spelman contact Boettcher and Company and ask them for a full disclosure on what they sell the earlier approved bonds for, and all other pertinent information. Mrs. Albers seconded the motion which passed. Mr. Brown said he heard that United gave the staff a copy of the new schedule and before it was officially released to anyone that some member of the staff hand carried this to Frontier officials. He suggested this not happen again. Mr. Spelman said his staff had been talking to both airlines and that "we were used" in this matter.

Mr. Brown suggested the members might want to decide if they wish to meet with the Chamber directors in a closed informal meeting. All agreed they would like to meet with the Chamber directors, but it should be in an open meeting.

The Authority adjourned at 11:41 p.m.