

AIRPORT AUTHORITY MINUTES
March 22, 1979

Members Present: Chairman Larry Brown, Commissioners Larry Kozisek, Rick Enstrom, Errol Snider, and Maxine Albers. Airport Manager Jim Spelman, Assistant Manager Paul Bowers, Deputy Clerk Mary Ann Harms.

The meeting was called to order at 7:35 p.m. The Minutes of the February 22, 1979 meeting were approved as written on a motion by Maxine Albers and seconded by Larry Kozisek. The motion passed unanimously.

Commissioner Kozisek nominated Maxine Albers for Chairman of the Authority. Errol Snider seconded the nomination. Commissioner Kozisek moved the nomination be closed and Commissioner Snider seconded the motion. Both motions carried unanimously.

Chairman Albers opened the nominations for Chairman pro tem. Commissioner Kozisek nominated Robert Holmes and Commissioner Snider seconded the nomination. Commissioner Enstrom moved the nomination be closed and Commissioner Brown seconded the motion. Both motions carried unanimously.

The Architect's Agreement with Blake Chambliss was presented. Mr. Spelman said he would like to add to the part on page 2, under "B", "so long as this Agreement is in force" that he was very impressed with Mr. Chambliss plus the Authority was putting thousands of dollars into educating Mr. Chambliss as an expert in terminal development and wanted to be able to consider him as principal architect by allowing him to give up the consulting contract. Commissioner Kozisek seconded the motion. Commissioner Kozisek went on to say that if Mr. Chambliss was allowed, by the above omission of line 2, to bid on the terminal architect's contract it would give Mr. Chambliss the advantage over everyone else plus he would be

paid to get this experience, which would give him even more of an advantage and directly from the Authority. Commissioner Brown said his motion was to give the Board the freedom to do as they wished. He did not want to take away their option to hire Mr. Chambliss by the inclusion of the last sentence on page 3 remaining in the contract. Chairman Albers commented that the Board would still retain his services as a Consultant. Mr. Spelman said after paying Mr. Chambliss for the concept design portion of the terminal development Mr. Chambliss could be phased out at the time of construction which would not be economical. Commissioner Kozisek again reiterated that the unfairness question could be raised and though it was a weak argument it could be a loud argument. Commissioner Snider said that maybe the Board should hire the Architect now which would solve the later appointment of a final architect. Mr. Spelman said this would be premature and that if, at a later time, the Authority became displeased with the Architect there would be a problem. Commissioner Enstrom said he would like to appoint the Architect now and step up the process. Commissioner Brown said a day of scheduled interviews with Architects could be arranged. Commissioner Snider said he would be uncomfortable with the sentence excluding Mr. Chambliss from being able to bid on the final architect's contract. Chairman Albers restated Commissioner Brown's motion to strike the last sentence on page 2 in its entirety. The motion carried unanimously.

Mr. Spelman presented the Eastern Airlines space contract for execution by the Board. Chairman Brown moved the contract be approved, Commissioner Snider seconded the motion which passed unanimously. Next Mr. Spelman presented the Mountain Bell right-of-

way easement for the relocation of the telephone cables into the terminal area. After a general discussion Commissioner Snider moved the easement be granted to Mountain Bell providing the easement would not be through any area the Authority planned to build on and that there would be no cost to the Authority for such relocation. Commissioner Enstrom seconded the motion. Commissioner Kozisek moved that the easement be amended to include that any disruption of the surface of the airport be replaced, as nearly as possible to the original condition. Commissioner Snider seconded the motion. Chairman Albers called for a vote on the amendment which passed unanimously.

The Accounts Payable were presented for payment. There was some discussion on the various accounts. Commissioner Snider moved the bills be paid, Commissioner Brown seconded the motion which passed unanimously.

The responsibility for the engineering on the frontside project was discussed. Mr. Spelman said he was working on it and so was Air Photo but felt he was fighting a losing battle. Chairman Albers said she hoped something had been learned by this experience. Mr. Spelman said overages appeared to be due to initial underestimating at the beginning of the project. Mr. Orbanek, from the Daily Sentinel, asked what the amount of the overage was and Mr. Spelman said he didn't remember the figures but would find out. Mr. Enstrom asked where the letter was to Air Photo which contained the amount and Mr. Spelman said he would have to find it but a copy had been mailed to Mr. Orbanek in the packet for the meeting when the letter was discussed and approved for mailing with a minor change.

Mr. Spelman gave a brief explanation of the letter he sent regarding the Air Transport Association's position on noise abatement and the possible implication which might include continuing to

leave the airports financially responsible for the noise problems that could in part be solved by federal government.

Next the three areas for land acquisition were presented on a map per the Commissioners request from the February meeting. Mr. Spelman asked Mr. Bowers to show these on the large maps Mr. Bowers had prepared. Mr. Bowers had prepared some maps and he explained the three properties involved and also what other parcels the Board could consider for purchase in the future. He said a realtor had contacted him regarding several of the parcels on the map which were being offered for sale. Specifically the Marchun property containing 80 acres offered for sale for \$6,000 per acre and one of the Currier parcels was available for \$4,000 per acre, which would give the Board an idea of the approximate land asking prices involved (the Whipple property which was originally at question, was priced at \$20,000 for 7.5 acres).

Commissioner Brown said this discussion should not be held without discussing the Crown Heights Subdivision. Commissioner Snider said the various airports on the Board's tour emphasized the importance of buying up land surrounding the airports. Mr. Bowers said it would be beneficial in the long run for the airport to own all the multi-colored properties. Commissioner Snider said it might be possible to buy up the options on them and Chairman Albers questioned finance possibilities.

Mr. Spelman said that regarding the Crown Heights Subdivision he had been reasonably assured that the airport would acquire avigation easements which will include recognition of such easement in the chain of title to allow the passage of aircraft. House Bill 1041 which the airport takes no part in (Colorado Land Use Act) has

the approach surfaces to runways designated as critical zones for the protection of individuals living in the areas. This could, if the airport becomes involved in the 1041 process, leave the airport open for inverse condemnation proceedings which could bankrupt the airport and that the problem should be assigned as the statute directs to the City Development Department to protect the City's citizens. The County had adopted 1041 regulations and had restricted this entire area (off the ends of runway 11/29). Commissioner Brown said apparently this did not cover the south end of 4/22. Mr. Spelman said we could in the future condemn these properties but there was no financial mechanism for doing so at this time.

Commissioner Snider asked if Mr. Spelman had what he needed for Crown Heights and Mr. Spelman said yes according to current regulations. Commissioner Brown asked if only one subdivision was involved or if there were other properties involved. Mr. Spelman said there is only one other property between the airport and the canal and that this covered only an avigation easement and not noise pollution. We need to include a way to include a noise pollution clause. Commissioner Brown asked in what areas Mr. Spelman needed easement and Mr. Spelman said wherever possible and Mr. Brown asked about the criteria of two miles out from the runway ends. Commissioner Snider asked where the bankruptcy came in. Mr. Spelman continued on to explain current noise abatement legislation and possible inclusion of land acquisition in future ADAP projects. Commissioner Brown asked about the possible bankruptcy.

Mr. Spelman said in order to have a new terminal building by 1981 the airport needs to obtain financing from a number of sources; 50% of 25,000 estimated square feet of the terminal building can be

financed as public area through ADAP which would amount to approximately \$937,000 or 1/4 to 1/3 of the total cost of the terminal building. After April 1, 1979 we will have approximately \$590,000 of new ADAP monies apportioned to us. We have had over the past five years of money apportioned \$2,717,000, we spent \$1,538,523 on the 04 project which leaves \$1,178,826, and after the current projects there will be approximately \$827,626 for the terminal development or already a short fall of \$109,374 let alone any money to purchase land or use to pay for land out of ADAP.

Chairman Albers said we must set out priorities and asked if we could buy land and still make the 1980 date; Mr. Spelman said for the 1981 date the answer is no. Commissioner Brown suggested we contact Karen Hastings regarding possible monies available through solar energy channels and Commissioner Snider suggested we do some more talking about the possibility of land acquisition. Mr. Spelman said he had written Hastings and Jenkins. Commissioner Brown said we need to look toward innovative agencies such as the solar energy department and developing an industrial park and air freight terminus and other ways to increase revenues. Commissioner Kozisek suggested some parcels might be acquired mutually by the City/County/Airport. Commissioner Brown said the City is planning a new golf course and we should offer airport lands for this type of use as well as the multi purpose building concept proposed for a possible location of the County shops. Mr. Spelman continued the Board must be single purposed and disciplined if it wants new terminal development on schedule. It must first rely on what it has for certain. Commissioner Brown said the lights were a must. Mr. Spelman said the cheapest apron of

\$316,000 is only left in ADAP through Fiscal Year 1980, if we don't do the taxiway extension and still have money for the public areas of the terminal building and then there would probably be a one or two year lag time before the new ADAP funding would become available.

Chairman Albers said if there are no new funds available the old funds could still be called upon. Mr. Spelman said if we win the lawsuit against the FAA for the 03 project this would probably come out of these funds also.

Commissioner Snider asked if we had what we needed on the Crown Heights Subdivision and Mr. Spelman said we would get what the law allows. Commissioner Brown again brought up the bankruptcy question regarding the land acquisition and Mr. Spelman said he may have overstated the point but that such a condition would exist when there would not be enough assets to cover debts which would result in bankruptcy if we bought large amounts of land without ADAP support. Back on Crown Heights, Mr. Spelman said he would provide a packet to the City Council for the meeting on April 4 regarding the subdivision. Commissioner Brown said the City Council would do the annexation and provide whatever was needed.

Mr. Spelman said the airport had suffered a massive failure of the lighting system on the older part of the system and recommended the replacement of the cable and transformers and all the wiring throughout the system; and have it all put in conduit. This would be approximately \$125,000 including engineering and contingency and our cost would be 20% matching share. Mr. Spelman asked for authorization to draw up an engineering contract and Preapplication forms and Application forms for the lighting project and have the Chairman sign the applications. Commissioner Brown made a motion to authorize

Mr. Spelman to draw up an engineering contract, Preapplication and Application for the lighting project and have the Chairman submit the Applications. Commissioner Kozisek seconded the motion which passed unanimously. Mr. Orbanek asked if this project comes out of ADAP apportionments and how much money there will be available at the end of 1980 or 1981 for terminal development and Mr. Spelman said one estimate is \$827,000. Mr. Orbanek asked if the cost of the terminal building would be approximately \$1.9 million for the public area and \$2.3-3million for the rest of the terminal area and Mr. Spelman said that was correct.

There was some general discussion about an article in the Airport Report regarding the Airport Users Trust Fund and said there might be a way into ADAP for the purchase of land surrounding the airport.

There will be an April 11 luncheon meeting of the Board and Mr. Chambliss will present his slides and report on the trip.

Commissioner Brown suggested the possibility of the City/County/Airport hiring a grantsman. Mr. Spelman said the outlook is bleak for grant monies at this time.

The enplaned passenger report was presented and it was explained that the boarding figures were now being kept for the ski flights and would show an approximate 1-2,000 increase in the enplaned passenger figures over and above the steady growth Walker Field has been experiencing and should be taken into consideration when comparing the different years. Mr. Brown asked that a notation to this effect be included in future reports.

There was a complaint about the limousines parking in the wrong place. Commissioner Brown made a motion that the Airport Manager

notify Yellow Cab that any infraction of parking in other than the one assigned spot would result in the loss of that privilege.

Commissioner Kozisek seconded the motion which passed unanimously.

Commissioner Kozisek suggested that the City Council, County and Airport get together and discuss land acquisition.

Commissioner Brown again brought up the Crown Heights Subdivision and what the airport's role and desires are. Mr. Spelman said the airport needs an avigation easement plus a stipulation that it is not the airport's requirement but the City's or County's development of the area on the ground. It is not the responsibility of the airport and that the airport is as good as it can be at this time.

Commissioner Snider moved the meeting be adjourned and Commissioner Kozisek seconded the motion which passed unanimously.