

WALKER FIELD AIRPORT AUTHORITY
September 27, 1979
Minutes

Members Present: Chairman Maxine Albers, Commissioners Mike Kelly, Rick Enstrom, Robert Holmes, Dale Hollingsworth, and Bill O'Dwyer. Assistant Airport Manager Paul Bowers, Deputy Clerk Mary Ann Harms.
Guests: Max Bard and Nance Earley from the FAA, Blake Chambliss and Robert Jenkins from Chambliss/Jenkins Architects.

The meeting was called to order at 7:35 p.m. The Minutes of the August 23, and September 12 meeting were presented for approval and Commissioner Enstrom made a motion that the minutes be approved if there were no corrections. Commissioner Kelly seconded the motion which passed unanimously. Chairman Albers asked if there were any additions or deletions to the Agenda. Commissioner Hollingsworth asked if it would be agreeable to the other members to discuss the lawsuit prior to the Architect's presentation and there were no objections.

Chairman Albers introduced Mr. Max Bard, Chief of the Airports Division of the Federal Aviation Administration and Mr. Nance Earley of the Engineering and Development Branch. She said that the Board appreciated their coming over and personally delivering the grant as well as agreeing to speak. Mr. Bard said that he and Mr. Earley had not only come to deliver the grant for the completion of the parallel taxiway to the 11 end of the runway but were here to let the Board know that the FAA is ready to work with the Authority in any future airside developments planned and they will send over their planner or do anything possible to make sure that the Walker Field share of the funds come back to the airport. Chairman Albers asked if any of the Board Members had any questions they would like to ask Mr. Bard and Mr. Kelly said he would just like to reiterate the spirit of cooperation he felt the Airport Authority is now entering into with the FAA

and on behalf of the Board he wanted to let the FAA know that the Board really appreciated the speed with which the grant was processed. Commissioner Holmes said he did not have a question but he felt the spirit of cooperation had always been there even though there was litigation involved and he never felt that that cooperation was withheld. Mr. Bard said that was right as far as the Airports Division was concerned and that their interest had been in getting the grants over but the regional counsel originally told them four or five years ago that the Authority without the City and the County was not an eligible sponsor so really their hands had been tied on that issue and they had really tried to program everything that had been requested for the past four or five years. Chairman Albers thanked Mr. Bard and Mr. Earley for coming over. Commissioner Enstrom moved that Maxine Albers, Chairman of the Walker Field Airport Authority hereby be authorized to sign the grant agreement for Project No. 6-08-0027-06 for the paving and marking of the partial parallel taxiway at Walker Field Airport. Commissioner O'Dwyer seconded the motion which passed unanimously.

Chairman Albers called on Commissioner Hollingsworth for discussion on the lawsuit. Mr. Hollingsworth said he would like to make some remarks because he favors wholeheartedly the program just signed with the FAA for the extension of the taxiway. He continued with a background sketch of the events prior to and as a result of the lawsuit against the FAA. The purpose of the suit and the reasons why the FAA would not accept the Airport Authority without the City of Grand Junction and County of Mesa as cosigners on the grant was that the Airport could dissolve itself and the FAA would like to have the assurance that other bodies, perpetual in nature, could continue to be the sponsoring agent. The lawsuit has cost not only \$230,000,

but a loss in the development of Walker Field. Also if we were to win the lawsuit we could only do what we could have done anyway. Mr. Hollingsworth continued that the FAA had tried to come over and work things out with the Airport Authority prior to the filing of the lawsuit but as they were leaving Denver they were served an Injunction restricting them from talking to anyone in Grand Junction about the lawsuit. The Injunction was signed by the then Chairman of the Airport Authority Larry Brown and the Manager of the airport Jim Spelman. Chairman Albers said she was not aware of the Injunction.

Mr. Hollingsworth continued that he felt the lawsuit was a mistake and he would like to move that the Board officially advise the FAA and the United States Court of Appeals that the Board no longer planned to pursue the lawsuit against the FAA. The motion was seconded by Commissioner Kelly. Commissioner O'Dwyer said that the Board had been advised by their legal counsel as recently as two weeks ago that nothing would be gained by dropping the suit at this point as we are only awaiting the decision. He also felt that since Mr. Bard is willing to cooperate there is no need to hurry. The \$230,000 is lost and there is not that much ill will between the FAA and the Airport Authority at this time. Commissioner Enstrom said that the dropping of the suit would be an act of good faith if nothing else and that this suit could have been pursued in another manner that would not have tied up the money or the Airport Authority. Commissioner Holmes concurred with Mr. O'Dwyer and felt that it would be worth the time, having gone this far, to allow the decision to be reached. He also said he favored not pursuing the suit any further but felt an important issue was involved and that a decision was needed. Commissioner Kelly said that there appeared to be a consensus among the Board that they were not going to pursue the suit; win, lose or draw, and it would seem that as

for the Board using a prepared text and slide presentation. At the close of the presentation he gave the following approximate costs: 500 car parking area \$225,000; roadways at about \$525,000; the terminal at \$3,488,000; apron at \$2,100,000; plus and item called removal and reconstruction of utilities for the apron expansion which adds another \$1,700,000 for a total project cost, at this point for the new terminal facility as shown, of \$9,500,000. Mr. Chambliss gave a brief rundown on the various funding sources available including grants, ADAP monies, revenues from the airport and bond proceeds. After review by the Board copies of this report will be made available to all interested architects. Chairman Albers said a special meeting would be called on October 8 to review the plans and Mr. Chambliss said that would be fine and that he would have the documents printed and ready to mail two weeks from that date.

Chairman Albers opened the discussion regarding the selection of the architect and after some confusion regarding the criteria for that selection, and clarifying the Board's position in selecting Mr. Chambliss as a consultant and the fact that Mr. Chambliss' contract could be cancelled at any time answered questions from the floor. The word "bid" had been used in the discussion and Mr. Bill Bowen from Boulder, Colorado asked for a clarification. Chairman Albers said perhaps it was the wrong word but one way of selecting the architect might be to give the architects a set amount of money and have them tell the Board what could be done for that sum or another selection method might be to make the fee 6% of a given sum of money. Chairman Albers asked that all the architects interested in the new terminal design sign a list that would be passed around and that the Board would notify all who had signed of the criteria and requirements for selection. In summation the Chairman said the Board would review the

and since that time he had talked to both American and Thrifty Rent a Cars. The rent a cars were aware that they were not in compliance with the Airport's Rules and Regulations but they said they would have to look over the Rules and Regulations and a copy of the Use and Lease Agreement the Airport had with Dollar rent a Car. They said they would then get in touch with their corporate offices and would respond by letter or be present at the October 10th Board meeting.

The Monarch Lease was next on the Agenda but Mr. Pabst said he had not had a chance to go over it with his attorney but he had read the lease and had no problem with it. Mr. Bowers said he had talked to Attorney Ashby regarding the changes from the Key contract and they did not effect the legality or content of the lease but were merely a change from the airline agreement. Commissioner Enstrom moved that the Chairman be authorized to sign the lease agreement with Monarch as soon as it was available. Commissioner O'Dwyer seconded the motion which passed unanimously.

The Isbill letter written to clarify the airports capital improvement schedule was read in part by the Chairman so the audience would know the projects and their priorities. This is the same list that appears in the September 12, 1979 Minutes. These projects will be done as the money becomes available.

Mr. Bowers presented the 601 FHA land acquisition grant request as submitted September 14, 1979. The land acquisition is a 75/25 funding ratio and this is being pursued rather than the 80/20 ADAP monies because there is only a finite number of ADAP monies available and they are more valuable for other airport projects. The airport has been advised that it is not eligible for 1979 appropriations but would be considered under fiscal year 1980. Further information on

qualifications and the experience of the firms and from that would make their selection.

The rent a car site location for service areas was discussed next as it was decided it would be of value for the architects present to hear the plans. Assistant Manager Paul Bowers had met with Hertz, National, Avis and Budget and the rent a cars had chosen a site for their service areas that is shown on Mr. Chambliss' plan as the long term and short term parking areas. Mr. Cyphers of Hertz said they wanted to make the request for the land west of Horizon Drive but they did not expect a decision from the Board at this time. The main advantage of that location would be the safety factor of not having to go out on the main roadway to get to the terminal. Mr. Gustine of Budget said this service area location would also provide a backway to the terminal and they would not have to get on the circle roadway itself. Commissioner O'Dwyer said he still liked a ready car area location somewhat remote from the terminal with space for growth. Architect Jenkins said his concern was to present the terminal in the best light and he felt the location they were talking about would obscure the view of the terminal to the people arriving via Horizon Drive. Mr. Cyphers said this whole conversation might be putting the horse before the cart and that the architect's plan is needed before any further discussion on site selection. Chairman Albers said the Board did not want to rush into things and Mr. Gustine said he did not realize that Mr. Chambliss was not the final architect and that the rent a cars would just as soon wait until an architect was hired and talk to him at that time. The Board took a five minute break.

The next Agenda item was rent a car compliance with the Airport Rules and Regulations; specifically Thrifty and American International. Mr. Bowers said this was pursued at the request of Commissioner Holmes

these parcels had been requested; a description plus multiple appraisals; a written proposal and offer to the owner and when, through this process, a price was reached submitted to the FHA. Chairman Albers questioned the ability of the airport to take an option on the needed parcels and Mr. Bowers said there are only three of the parcels for sale at this time; two of the parcels are off the south end of runway 22, Bookcliff Orchards a 59.24 acre parcel at \$20,000 per acre and an adjacent 7½ acre parcel to the orchard, which is landlocked, at \$18,000 per acre. The third parcel offered is off the east end of the east-west runway and consists of 40 acres at \$6,500 per acre. To pursue an option would be committing to a certain price and we would be better off to pursue this through the appraisal system and hope these lands are still available when the process is complete. Commissioner Kelly asked if we have the money available to start the appraisal process and Mr. Bowers said we did. Mr. Bowers also said we should have appraisals done on several other parcels at the same time and submit them all as a package to the FHA. Commissioner Holmes made a motion to let Mr. Bowers go ahead with the appraisals in the latter package form. Commissioner Enstrom seconded the motion which passed unanimously.

There was a brief explanation of the solar grant awarded to Walker Field and the various phases involved. It was also pointed out that an active system grant might become available and would go hand in hand with the already awarded passive system and that we should look to Dr. Krieder for assistance if this grant does materialize.

Mr. Bowers presented the tenant financial reviews conducted with Hertz and the Aeroplane Restaurant. The only sizable error

was found in the Hertz records due to an error in addition. The CPA, Doug Williams, had recommended that the Authority reimburse Hertz for the \$600 overpayment and the Board had agreed.

The terminal restroom renovation was proceeding and Mr. Starr had met with Mr. Bowers. Mr. Starr felt the handicapped restrooms could be incorporated into the existing restrooms. He will however submit a three part breakdown on cost: the restrooms including the handicapped, without the handicapped, and with a separate handicapped facility.

The accounts payable list was presented in final form. Commissioner Kelly said he would like to have the Petty Cash Account presented in a more visible form due to the high amount of cash flowing through it. Commissioner Enstrom moved that the accounts payable be approved for payment of the September 1979 bills and Commissioner Kelly seconded the motion which passed unanimously.

The enplaned passenger report was presented and it was noted that August was a tremendous traffic month but September was down almost 80 passengers per day. The actual August airline increase in passengers was 9.5%.

Mr. Bowers presented the new treasurer's report. Both forms had been changed to make the information more meaningful. The accounts receivable show present, 60, 90, and 120 day breakdown on the individual accounts. The Cash, flow and investment report has been rearranged and the ADAP projects are individually isolated.

The Supplemental Agreement with Corn Construction Company for the taxiway ADAP 06 project approved earlier in the evening was presented. Commissioner Kelly moved that the Chairman be authorized to sign the agreement, Commissioner O'Dwyer seconded the motion which passed unanimously.

The Board briefly discussed the management problem at the Airport and even though Mr. O'Dwyer would not be able to attend the Special Meeting, it was decided that no action would be taken until the Airport Manager was back in town. Commissioner O'Dwyer said he was familiar with the problem and would concur with the decision of the Board.

The meeting adjourned at 10:10 with a reminder of the 7:00 a.m. meeting on October 8th to be held in the airport offices.