

WALKER FIELD AIRPORT AUTHORITY
May 14, 1980 Minutes

Members Present: Chairman Maxine Albers, Commissioners Mike Kelly, Rick Enstrom, Bill O'Dwyer, and Louis Brach. Airport Manager Paul Bowers, Clerk Mary Ann Harms.

The meeting was called to order and new Airport Authority member Louis R. Brach was welcomed as a full time member. (Mr. Brach had formerly filled in for surgery recuperating Dale Hollingsworth.)

The first agenda item was electing a new Chairman pro tem, following City Council replacement of former Authority Member (and Chairman pro tem) Robert Holmes with Councilman Brach. Commissioner Enstrom nominated the senior City Council Member, Bill O'Dwyer, for the vacancy. Commissioner O'Dwyer graciously declined the nomination, based on his indecision regarding another term on the City Council, and a continuing heavy demand on his time, limiting his availability for Authority business. Commissioner Hollingsworth was next in line for the position and, though not in attendance, had instructed the Board by memo that he would decline such nomination but would like to support Louis Brach. Commissioner Kelly made the motion that Louis Brach be appointed Chairman pro tem, with this appointment to be effective immediately; Commissioner Enstrom seconded the motion, which passed unanimously.

Manager Bowers announced (for this record) that Continental Airline will initiate two daily flights between Grand Junction and Denver July 1, 1980. Overall airline contract negotiations will begin May 28 between United, Frontier and Continental and Mr. Bowers. Along this line, Mr. Bowers suggested that short term (3-5 year) contracts would provide more timely economic adjustments. This short term policy will not be as attractive to the air carriers or bond counsel as longer term contracts, however, it would be to the airports advantage in dealing with the air carriers; and, as the City and County are required to co-sign for FAA ADAP grants, a possible arrangement of City and County credit backing for an Airport Authority revenue bond (repaid only from Airport generated revenues) should satisfy our investment banker/bond underwriter. Also, better interest

rates on the upcoming bond issue can probably be attained with this arrangement.

Mr. Bowers said the architect's contract is not ready for execution; in discussion with the design team members, Airport Consultant Gregg Isbill and Mgr. Bowers, it was decided to have Isbill address site work and access roads as part of airport apron project for purpose of better financing it, i.e. ADAP participation. As this project change significantly alters the initial planned architect's contract for the terminal building which included the site work, the contract will be restructured. With this restructuring coming near the end of the schematic phase, it is probable that design team members Heery & Heery will withdraw from the truncated program as they will feel their design expertise contribution to the airport terminal has been most important in the traffic flow/schematic development phase and will be less necessary in the forthcoming development phase. Final contract negotiations should be completed by the end of May.

Timing of and financing for the forthcoming project noted that the airport currently does not have a match for the \$1.2 million allocated through ADAP. If we cannot use JBC/OSTF funds for a match, we will have to wait until the fall bond issue to begin the ramp/access roadway, drainage and site work for the terminal complex. Mgr. Bowers has been in contact with the Department of Local Affairs regarding a contract for the OSTF \$3.96 million grant and negotiations regarding contract terms will try to use this money as local match to start the ramp/access construction project late this summer. Bowers indicated the grant money will probably be received in increments of \$1 million, slated specifically for terminal complex development per Walker Field's OSTF request. He indicated that the ramp/access project will be bid separately from the runway/general aviation ramp projects, as financing for the latter is still contingent. Bid packages for each will reflect this and should be ready by late summer.

The meeting adjourned at 1:15 p.m.