A meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Wednesday, June 9, 2010 in the Carson City Airport Terminal Building, 2600 College Parkway, #6, Carson City, Nevada.

PRESENT: Chairperson Harlow Norvell
Vice Chairperson John Kelly
Member Alex Carter
Member Teresa DiLoreto-Long (via speaker phone)
Member Dave McClelland
Member Ray Saylo

STAFF: Casey Pullman, Airport Manager
Steve Tackes, Airport Counsel
Jim Clague, Airport Engineer
Transcribed by: Recording Secretary Kathleen King

NOTE: A recording of these proceedings, the Airport Authority's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours.

A - B. CALL TO ORDER, ROLL CALL, DETERMINATION OF QUORUM, AND PLEDGE OF ALLEGIANCE (1-0007) **-** Chairperson Norvell called the meeting to order at 6:00 p.m. He requested Mr. Pullman to contact Member DiLoreto-Long by telephone. Member Long was present by speaker phone. Mr. Pullman called the roll; a quorum was present. Chairperson Norvell led the Pledge of Allegiance. Member McClelland arrived during discussion of item F-1.

C. MODIFICATION OF THE AGENDA (1-0041) **-** None.

D. PUBLIC COMMENT (1-0043) **-** None.

E. CONSENT AGENDA (1-0049) **-** None.

F. PUBLIC HEARINGS

F-1. DISCUSSION AND POSSIBLE ACTION TO APPROVE FUNDING THE EXTRA COST OF NIGHT OPERATIONS FOR GROOVING AND SAW CUTTING ASPHALT CONTROL JOINTS ON THE RUNWAY IN ORDER TO PRECLUDE CLOSING THE AIRPORT FOR UP TO THREE AND A HALF WEEKS (1-0051) **-** Chairperson Norvell introduced this item, and clarified the time frame as closer to three weeks after having spoken with Mr. Clague. Chairperson Norvell provided background information on the subject project, and other recent construction projects necessitating airport closures. He explained that FBOs and other tenants have "experienced challenges" to their businesses as a result of the closures. He discussed concerns associated with the potential length of time necessary to accomplish the subject project during the day. He noted that discussion of the grooving benefits had taken place during a previous meeting. He advised of having talked with a number of FBOs and tenants "to try to get a feel for what a three-week or possibly even longer closure might mean at this time." He expressed surprise over the "level of concern expressed ..." He acknowledged the challenging economic times, discussed the benefits of the runway improvements, and expressed the opinion that closing the airport for up to three weeks is "an unacceptable situation." He expressed concern over impacting the FBOs to such an extent "that some ... are no longer able or choose not to operate on the airport" at the end of the subject project. "Then we've done ourselves a huge disservice." After having talked with the FBOs and tenants, Chairperson Norvell advised of having considered alternatives to complete the project with the runway open during daylight hours. He further advised of having discussed the situation with Mr. Pullman and Mr. Clague, and of having asked Mr. Clague to determine the cost difference relative to completing the project at night. Chairperson Norvell advised that the additional costs were approximately $41,000 for the grooving project and approximately $7,500 for the asphalt control joints for phase 2. He expressed the opinion that "at the conclusion of a $10 million project for which we he virtually had no out-of-pocket, that it was incumbent upon the Airport to take upon ourselves the responsibility of stepping up to the plate and getting this project done at night so that we did not adversely impact our fixed-based operators or our tenants ..." Chairperson Norvell discussed an additional consideration relative to the FBOs' existing customer relationships.

Chairperson Norvell advised of discussions between Mr. Clague and the San Francisco Airport District Office, which representatives have agreed to fund the nighttime differential for grooving the runway, at approximately $41,000. Chairperson Norvell noted that American Recovery and Reinvestment Act funding, allocated through the FAA, is not immediately allocated. "There are other projects out there that they are funding as well. ... as those projects come to completion and monies are left over, then the FAA will begin to fund requests such as ours." Mr. Clague acknowledged the accuracy of the statement. Chairperson Norvell noted the reliability of the FAA in providing funding once it has been committed in writing. He advised that the additional cost of approximately $7,500 for the nighttime differential associated with the asphalt control joints project will be borne by the Airport. He noted the "significant bargain ... as we had anticipated paying something in the neighborhood of $500,000 to get this project completed with AIP funding."

Chairperson Norvell requested Airport Authority member comments. Member Saylo expressed support. "The lifeblood of this Airport is the FBOs and if we lose even one, it could create a domino effect that could doom the airport and that's 180 degrees from what we've been trying to do from the very start." [Member McClelland arrived.] Vice Chairperson Kelly expressed support for funding the nighttime work, and noted the unacceptability of closing the airport for three weeks when other alternatives are available. He advised that such a closure would greatly impact his company as well as the other FBOs. Chairperson Norvell clarified that the Airport will carry the cost until reimbursed by the FAA, but will not incur out-of-pocket expenses. "Every dollar that we spend to get this done will come back ... It's just that we're going to have to carry it until those funds become available." Member Carter commended the solution, and expressed support. In response to a question, Mr. Clague advised that night work will be performed from 6:00 p.m. to 6:00 a.m., Sunday night through Thursday night. Member DiLoreto-Long expressed support for completing the project at night, and commended the solution as "in the best interests of the FBOs." She expressed the opinion that any associated day time closure be kept to a bare minimum. Chairperson Norvell advised that the only daytime closures will be associated with fog sealing and striping. This is anticipated to take place on July 6 and 7.

Chairperson Norvell opened this item to public comment. (1-0310) Bill Hartman noted that the Airport Authority had been reluctant in the past to carry costs contingent upon reimbursement by the FAA. He expressed support for doing so "this time. And if something happens that the FAA doesn't come through, I still think it's money well spent by the Authority to get this project done at night." He suggested modifying the nighttime work schedule to 7:00 p.m. to 7:00 a.m. in consideration of keeping the Airport open until 7:00 p.m. In response to a question, Mr. Clague advised of a meeting scheduled for June 10th with Granite Construction Company, "and we'll suggest that." Discussion followed, and consensus of the Airport Authority, staff, and the citizens present was to modify the work schedule to 7:00 p.m. to 7:00 a.m.

Chairperson Norvell called for additional public comment. (1-0354) Steve Lewis, of Sterling Air, discussed concerns associated with closing the airport, and expressed strong support for the Airport Authority's consideration of this item. He inquired as to the possibility of modifying the work schedule from 7:00 p.m. to 6:30 a.m. in consideration of the State plane schedule and the Sterling Air flight school schedule. Mr. Clague agreed to discuss the matter with Granite Construction Company representatives, and advised of requirements to clean the runway everyday. Mr. Lewis expressed support for waiting until 7:00 p.m. to close the Airport for the night. Additional discussion took place relative to the nighttime work schedule.

(1-0426) Dennis Buehn, of American Warbirds, expressed wholehearted concurrence with the nighttime work schedule. He discussed difficulties, relative to his business, associated with daytime airport closures.

Chairperson Norvell entertained additional public comment; however, none was forthcoming. Mr. Clague reiterated that he will discuss a 7:00 p.m. to 6:30 a.m. work schedule with Granite Construction Company representatives at the June 10th meeting. He advised of an additional daytime closure associated with a "second coat of paint," which will take place approximately two weeks after the July 6 and 7 closures. He acknowledged the closure will be "more like a half day." Chairperson Norvell reiterated concerns associated with losing tenants and the FBOs permanently losing customers. He noted the necessity of fog sealing and striping, which must be done during daylight hours.

Mr. Clague discussed a third change order to "zero out quantities" at the end of the project. He anticipates no associated cost or the possibility of a deduction. He explained that the $306,000 project overrun is based on entirely using up the engineering services fee. He anticipates the likelihood that the FAA will not pursue the AGIS survey "because ... the straight-in approach is being determined through the third-party survey." Mr. Clague advised of the possibility of completing the project at $70,000 under budget which would offset some of the overrun. He reviewed the specifics of the June 8th memo which was distributed to the Airport Authority members and staff prior to the start of the meeting.

Mr. Tackes advised of the requirement to submit any amendment to the grant, associated with the subject action, to the Airport Authority and the Board of Supervisors. He noted the expectation of an audit in consideration of the size of the grant. Chairperson Norvell so acknowledged the requirement for the record, and noted the cost associated with Change Order No. 2 of $220,751.82. "That is the amount that we will carry until reimbursement is received from the FAA. The amount of non-refundable costs, or the CCAA share of ineligible FAA funds is $7,765 not tied to the grooving or the asphalt control joint work being performed during nighttime hours." In consideration of the non-reimbursable amount, Mr. Tackes suggested the Authority consider charging the tenants for those costs when the tenant hooks up to them. Mr. Clague noted the subject action item essentially approves Change Order No. 2.

Chairperson Norvell entertained additional discussion. Member Carter acknowledged sufficient funding in the Airport Authority account. Chairperson Norvell entertained a motion. **Vice Chairperson Kelly moved to approve Change Order No. 2, in the amount of $220,751.82, with the understanding we will be carrying these funds until the FAA does pay for it and we will have to pay for it if they don't do it. Member Saylo seconded the motion. Motion carried 6-0.**

Discussion took place regarding the need for a wind sock, and Chairperson Norvell requested Mr. Pullman to agendize an appropriate item for the next meeting. Additional discussion took place regarding the status of the AWOS installation.

G. ACTION ON ADJOURNMENT (1-0699) **-** Motion was made, seconded, and carried unanimously to adjourn the meeting.

The Minutes of the June 9, 2010 Carson City Airport Authority meeting are so approved this 21st day of July, 2010.

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HARLOW NORVELL, Chair