

Airport Authority - Page 1

A regularly scheduled meeting of the Carson City Regional Transportation Commission was held with the Carson City Airport Authority on Thursday, December 11, 1997, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 7 p.m.

COMMISSIONERS PRESENT: Chairperson Greg Smith and Commissioners Tom Tatro
and Marie Wolf

AIRPORT AUTHORITY MEMBERS PRESENT: Chairperson Ron Kitchen and Members Roy Alcorn, Brad Graber, Tim Homann, and Steve Melsheimer

CITY STAFF PRESENT: Public Works and Utilities Director Dorothy Timian-Palmer, Deputy Public Works Director Tim Homann, Deputy District Attorney Mark Forsberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 12/11/97 Tape 1-0001.5)

AIRPORT AUTHORITY STAFF PRESENT: General Manager Yvonne Weaver, Recording Secretary Becky Biggin, and Pyramid Engineers Consultants Pat Fritchel and Jennell Thomas

CALL TO ORDER AND ROLL CALL - Authority Chairperson Kitchen convened the meeting at 7:04 p.m. Roll call was taken of both the Authority and Commission. A quorum of the Authority was present although Members Anderson and Wallace were absent. The entire Commission was present constituting a quorum.

1. **CITIZEN COMMENTS (1-0032.5) (1-1610.5) - None.**
2. **PUBLIC HEARINGS AND DISCUSSION WITH CARSON CITY AIRPORT AUTHORITY: (1-0035.5) - Authority Member Homann declared a conflict of interest and left the dais.**

A. DISCUSSION AND POSSIBLE ACTION ON ALLOWING THE CONSTRUCTION OF AN OPEN CHANNEL DRAINAGE DITCH PARELLELING GRAVES LANE AND A DETENTION BASIN ON AIRPORT AUTHORITY LAND (1-0042.5) - RTC Engineer Brotzman introduced himself and briefly described the current drainage facilities and the proposed project by using a map of the airport and schematics of the project. Discussion between staff and the Authority indicated the detention facility would be at the east end of the runway. Mr. Brotzman explained the reasons for bringing the project to the Authority. Justification was provided by Pete Etchart of Stantech Engineers, the City's consultant, for taking a portion of the runoff to Lompa Lane. Purported the airport runoff would be "in and out" before the runoff which causes flooding problems at Highway 50 reaches Lompa. The airport runoff would not impact Highway 50. NDOT Representative Paul Frost had purportedly agreed with the plan. Mr. Etchart then explained the current drainage process for Member Alcorn, the improvements which have been made and will take the runoff to the River, and the improvements which will be completed as part of the Graves Lane extension. Discussion among the Authority, staff, consultant and Commission described/clarified/elaborated on the drainage facilities. Mr. Etchart also noted that the proposed detention facility at the east end of the runway was not required. The ten year flow could be addressed without it, however, the 100 year flow would require it as it would reduce the flow and meter the water out over a longer period of time. Authority Chairperson Kitchen expressed a concern about constructing the facility in an area needed in the future by the airport. Clarification by Mr. Brotzman indicated the "ponds" near Hot Springs Road on College Parkway will be eliminated when the Bypass is constructed. The project's open channel may be 34 feet across in some areas. Discussion questioned whether there is adequate space between the fence and hangars for the ditch/trench. Mr. Etchart indicated that the drainage would be piped in this area and vehicles would be allowed to drive over the pipes. Reasons the entire channel was not piped were explained. The pipe would only handle the five year runoff and the remainder would be allowed to follow the natural runoff pattern. Member Graber voiced his concern about losing any space due to the traffic pattern and the current flooding problem. Fire emergency access would not be lost as a result of the project. Mr. Brotzman felt that only six inches of roadway would be lost by the project. The 25 foot trench to the west of the current airport entrance could be piped at some future date if a

building is constructed in the vicinity. Access to the area east of the State hangar would be via an NDOT driveway or the trench would have to be converted to a pipe and a roadway constructed over it. RTC will pay for and construct the improvements as part of the Graves Lane project. An alternative to this project would be to install a "collector system" in Graves Lane, however, its cost is prohibitive. The section closest to the runway may have to be piped. Safety concerns about the trench in this location were noted. Discussion briefly noted the detention/retention facility proposed as part of Item C.

Public comments were solicited. Airport Authority Consulting Engineer Pat Fritchel of Pyramid Engineers indicated that he had reviewed the plans. He had concluded from this review that the project did not conflict with or pose any safety of object-free zone problems. The system would benefit the airport by collecting the runoff. The channels are cheaper to construct, however, pipes would be more expensive later if construction over the channel occurs at a future date.

Discussion among the Authority, City staff, and the Commission indicated that future modifications to the system would be done at the Authority's expense. A "ball park" estimate indicated the piping costs for the project would be between one-half and one million dollars. The cost benefit of splitting the runoff with half going to Lompa and half going to Graves had been \$260,000. Mr. Brotzman indicated that the "pond" at the storage units at the intersection of College Parkway and Hot Springs Road is created by the high ground water table. Concern was expressed about having a similar problem on the airport at the proposed detention facility site. Mr. Brotzman explained the need for the "pond" which would handle any storms of a ten year or more magnitude. A pond would automatically be created anytime the runoff is over ten years. The pipes will adequately handle the ten year runoff. The pros and cons of the project were discussed between Mr. Fritchel and the Authority. Mr. Fritchel indicated that an alternative would be an infiltration system. The project could be improved by piping the entire trench which would eliminate a future cost. Mr. Brotzman described the current drainage facilities. Mr. Etchart indicated the drainage by the Fire Station would be piped. Reasons for this were noted. Mr. Fritchel felt that the proposal "was a good plan". Discussion ensued on whether to consider all three of the agenda items at one time and then act on each individual item or to consider and act on each item separately.

Discussion ensued between City staff and the Authority on the FAA direction on the project. **Member Graber moved to accept these proposals in concept and reserve final consideration with written documentation from the FAA regarding.** Clarification indicated the motion only related to Item No. 1. Member Melsheimer questioned the feasibility of piping the area between the airport entrance and the Fire Station. Mr. Brotzman indicated that the technical description is "that area in front of the Graves Lane station from 11+00 to the westerly side of current/existing Airport entrance" which should be piped. This description would address the future development concerns. Following a request for a clarification by the Recording Secretary McLaughlin, **Member Graber amended his motion to include regarding the matter.** A second was requested to Member Graber's motion. **Member Melsheimer moved to amend the motion to include piping from the station, which is 11+00, to the current entrance to the airport.** Following discussion of the area which was to be piped, Mr. Brotzman indicated that the piping would be between the Fire Station at 11+00 easterly to the westerly side of the current/existing Airport entrance which is technically 16+00. **Member Melsheimer amended his amendment to pipe the area from station 11+00 to station 16+00.** The amendment was read by Recording Secretary as being to include in the original motion piping from 11+00 at the Fire Station easterly to 16+00 which is at the west side of the current Airport entrance. Member Melsheimer indicated the amendment as read was correct. **Member Alcorn seconded the amended motion.** Discussion ensued between Commission Chairperson Smith and Mr. Brotzman on the motion, its impact on the project, and its estimated cost, which Mr. Brotzman felt was at least \$30 to 40,000. Authority Chairperson Kitchen indicated that the motion was to accept the motion with the changes with the stipulation that the engineer feels that it is good for the Airport and that the FAA accepts it; if the FAA or the engineer say no, it goes back to the drawing board. Commissioner Tatro questioned the benefit which the Airport would receive for the Commission's \$40,000. Member Graber indicated that the front space, which is now empty, will in the future serve as properties to be used for retail space or in conjunction with a terminal structure. It makes good sense at this juncture to clean up that area. There is a real good chance that with the projected traffic flow that there will be a call for some commercial use of some of the properties that are now just dirt. This area may be some of the first ones to go. Commissioner Tatro noted that the ditch could be creating a problem for the Airport related to the economic development of the Airport facility in total. This is the reason for the pipe.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the 12/11/97 Joint Meeting with the Carson City
Airport Authority - Page 3

Member Graber agreed and indicated that this was his view. Authority Chairperson Kitchen indicated that one of the other proposals would clear up this question as there are proposed changes to the front area of the airport. It was a prudent move as he perceived it. **The motion was then voted and carried 4-0-1-2.**

Commission Chairperson Smith requested direction from Deputy District Attorney Forsberg concerning whether the Commission was to act on the proposal.

Ms. McLaughlin requested clarification as to how the motion was voted. Clarification by the Authority indicated that the motion which was voted was to approve the project in concept pending receipt of the FAA approval and for the Authority to then reconsider the project and act to grant final approval with an amendment to the project requiring piping from 11+00 to 16+00.

Pyramid Engineers Consultant Jennell Thomas indicated she would contact FAA as soon as possible and that the Authority meets monthly. The next meeting would be on the second Thursday in January. Mr. Brotzman did not feel that this would delay the Commission's timeframe.

B. DISCUSSION AND POSSIBLE ACTION ON ALLOWING FOR THE REALIGNMENT OF THE ENTRANCE TO THE AIRPORT OFF OF GRAVES LANE TO BE RELOCATED TO A POINT 600 FEET EAST OF ITS CURRENT LOCATION (1-0742.5) - Mr. Brotzman explained the original realignment concept which had been discussed by the Authority approximately three years earlier. This concept would restrict the turning movements to right in, right out. By realigning the intersection, Airport Road would terminate at the Airport. There would be a signalized light at the intersection and full turning movements would be allowed. Mr. Etchart, Airport General Manager Yvonne Weaver, the Commission, and City staff discussed the proposal in depth including, by using the airport map, the roadway location and the amount of "dirt" which would be taken for the roadway. The proposed site is not currently leased. An unidentified lady approached the dais and used a "map" to further explain the location to the Commission and Authority. Authority Member Graber suggested the Commission demolish the current roadway and pipe the water passed the Airport property. Commission Chairperson Smith expressed his concern about negotiating for items with an unknown cost and the resulting impact on the total project as well as other priorities. Member Graber felt that the discussion also related to leased property and elimination of those leases. Commissioner Tatro pointed out that the project provided future Airport improvements which will create additional traffic and the need for a signalized access. Right in, right out turning movements would inhibit commercial development. This would result in a reduced value for the first pipe. He also pointed out that RTC's funding is limited. Member Graber felt that the more improvements and the better the front of the Airport appears, the better it will be utilized for commercial industry. The better commercial situation created for the Airport here today will result in a small increase in the tax base. It would be wise to consider cleaning up the front of the Airport such that it will present real well to further commercial development. Commission Chairperson Smith reiterated his financial concerns as the road had already tripled in its original cost. Alternatives have not been considered which may include staging/phasing the construction. The need to justify the expenditure of Regional Transportation funds, which are for the community's roadways, on Airport improvements and balancing the two needs should be considered. He could agree that cleaning up the front of the Airport would be beneficial to all. Member Graber felt that there are three parts to the project. The Authority needs to be sure that all finishes are required. The proposal would be only a small piece of the total, large project. Authority Chairperson Kitchen pointed out that the Airport had over the years been highly used and abused. The project provides an opportunity to salvage the Airport and the Authority did not have a desire to allow another entity to maltreat it. The resulting project would be lived with for eternity. The Authority lacks the funds to go back and improve the situation if it is not done right the first time. He felt that it was sensible to not redo things. He noted that the setbacks could help mitigate some of the concerns, however, did not feel that the cost would be that much to pipe the water the additional 100 to 150 feet. He felt that by putting "their heads together" the project could be made workable. Commission Chairperson Smith expressed his reluctance to continue to negotiate on the requests. Although he desired to be fair and reasonable, he had not been aware of the proposals. He could only respond if solid figures can be provided as he must find the funding and did not know its source or impact on other projects at this time.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the 12/11/97 Joint Meeting with the Carson City
Airport Authority - Page 4

Airport Consultant Fritchel agreed that financial and visual impacts could be created by the open trench particularly if piping is required in the future. Member Graber indicated that he had been unaware of the proposed signalization and realignment. This would make a "nice" front entrance. This is the reason behind his suggestion. This had also been his reason for approving Item A in concept. The concept is nice, however, the total puzzle has not been solved.

Commissioner Tatro acknowledged the need to do what is best for the Airport as well as the community. He, too, felt defensive due to the lack of knowledge about the proposed costs. The proposed project had more than doubled the original cost figures. Trying to find money for the project is difficult particularly in view of the need for other improvements, an example of which he provided. The proposed modifications would have definite financial impacts. He was not prepared to negotiate without valid information on the costs.

Deputy District Attorney Forsberg explained that his review of the Commission's agenda did not allow it to modify or negotiate on the project. The Commission could only approve it as presented. He urged the Commission to either approve or deny the proposal as written. Authority Chairperson Kitchen indicated the need to provide an understanding of the reasons behind the Authority's failure to approve the project as presented. Mr. Forsberg indicated that this should be included in the findings to support the motion.

Member Graber expressed a reluctance to delay the project by failing to approve it this evening. Mr. Brotzman indicated, in response to Commissioner Tatro's question, that staff could provide an estimate of the proposed modifications. His discussion's with Airport Manager Weaver had been that the City would pay for the access including the improvements and that the Airport would handle the issues with the leaseholders as it would be a private road. Mr. Etchart indicated that the roadway could be "stubbed" and when the leasehold situation is completed, the roadway could be constructed. This would not be the best scenario. He also pointed out that if the access is constructed as proposed, the access road would be removed and the pipe laid under the new entrance. It would cost more to move it later. Mr. Brotzman indicated that RTC would pay to extend the road to the current terminal and to install the signal.

(1-1066.5) Jerry Holsclaw noted it is a general aviation, municipal airport. It needs to stay safe. Other places spend money in Carson City. It is not "LA X". He felt that it looks just fine.

Member Graber moved to approve the project in concept and, I think, the Airport Authority needs to hear from the FAA, therefore, he moved to approve it in concept and subsequent to hearing from the FAA and also our ability to look into the impact on the existing leases. Mr. Forsberg questioned whether the motion was to approve the project so long as the FAA does not have a problem and so long as the leases can be negotiated to permit this to happen? Member Graber restated the motion to be to approve the project in concept such as that this is a facsimile of the roadway based on how cars are going to stack, based on whether the "wash rack" building is going to be taken, based on whether Aero Squadron tiedowns are going to be lost, and based on the impact on existing leases. There are a lot of things that happen right there and we don't have specific diagrams, however, the concept of the four-way signal and the new entrance is very valuable to us, therefore, the motion to approve it in concept. Member Alcorn seconded the motion. Motion carried 4-0-1-2.

Mr. Brotzman indicated that staff would develop the figures and bring it back to the Authority. Discussion between Commission Chairperson Smith and Mr. Brotzman described an alternative to the proposal which would install only one signal foundation and stub the entrance until the leases are worked out. If the lease issues are resolved, the signal would be installed. The road will be constructed and the existing entrance eliminated. It will be a staged project. The proposed Graves Lane project will take "two seasons". Discussion ensued between the Commission, Mr. Brotzman, and the Authority on the reasons the existing road will be eliminated.

C. DISCUSSION AND POSSIBLE ACTION ON ALLOWING FOR THE CONSTRUCTION OF A PROPOSED CONNECTOR ROAD TO BE BUILT ON AIRPORT AUTHORITY PROPERTY THAT WILL CONNECT GRAVES LANE TO ARROWHEAD DRIVE (1-1158.5) - Mr. Brotzman explained the purpose of the project, its location, the design and drainage improvements. Discussion among the Authority and City Staff explained the distance from the roadway to the runway. FAA Representative Jacqueline Andrews

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the 12/11/97 Joint Meeting with the Carson City
Airport Authority - Page 5

had reviewed the project and requested the Airport Authority consider the project first. The roadway will be on property acquired with FAA funds. The engineering and design will still have to be discussed with the FAA, however, the FAA wanted the Authority's blessing before that occurs. The two design alternatives for the catch basin were described. The FAA had opposed elevating the roadway. This was the reason for having it at-grade. Member Alcorn voiced his opposition to having an at-grade roadway running across the Airport due to safety concerns for both the pilots and the drivers. The property had been acquired in an attempt to keep the approach corridor clear. The basins may become attractive nuisances for water fowl. Mr. Brotzman explained that the basins will not retain water but merely slow the flow which will be metered out in a manageable amount to eliminate downstream flooding. It will only handle the five year event. Discussion indicated there are single family homes to the south of the basin. Authority Chairperson Kitchen explained reasons the runways may be extended. It may be necessary to extend it another 5 to 800 feet. East is the only direction open for such expansion. Mr. Brotzman further described the location and reasons for that selection. Purportedly, the area had been acquired for drainage solutions with FAA funds. Member Graber indicated there are no immediate plans to extend the runway, however, there may be a need for all of the asphalt runway to be used by aircraft for takeoffs and for the landing to occur at the end of the current runway. Safety concerns created by the headlights must be considered at this time due to this usage and the amount of night-time landings at the airport. Also, the airport is used by instructors as it is a "fun" place. Commission Chairperson Smith explained the reasons the roadway was being proposed at this time. Mr. Brotzman also noted that the road had been on previous Streets and Roads Master Plan. Mr. Fritchel indicated that the current Airport Master Plan does not include the road. The 660 foot displacement threshold may mean that the roadway meets FAA regulations. He would have to review the vertical obstruction which would be created and be assured that drainage would not be retained and create a waterfowl nuisance. He agreed that Ms. Andrews of FAA had opposed the elevated roadway. An at-grade roadway may meet FAA requirements. He also noted that Ms. Andrews is no longer with FAA. He suggested another meeting be held with FAA. Member Alcorn noted the efforts of previous Airport Authority Members to retain open space at either end of the runways. This could be the first step in eliminating their good work by permitting encroachment. All the other airports in the country have similar encroachment problems. The concept is not in the best interest of the airport. Member Graber reiterated his safety concerns particularly in view of the traffic volume the roadway will have. Moving the roadway further south and east would align it even more with the 9-27 runway and place the headlights into the incoming pilots' eyes. Member Melsheimer noted the problems which had been encountered with Goni Road. He also questioned the ramifications if a road is constructed on land acquired with FAA funds. Ms. Thomas then explained the FAA review process which requires that any project on airport property must benefit the airport. The drainage improvements provide this the benefit. Once the FAA and safety requirements are met, the project must be sold to the airport board. If the airport board decides the project is not beneficial to the airport, the board can deny the project. Authority Chairperson Kitchen supported Member Graber's comments regarding the safety hazard which would be created by the roadway. He urged the City to reconsider the location. He did not feel that it was necessary to cross the airport and suggested putting the roadway adjacent to the single family residences. Member Melsheimer felt that the land had been acquired for safety reasons and that the proposal would eliminate some of the safety it provided. He, too, did not feel that it would work.

(1-1587.5) Bob Brogan suggested that if the City wished to go 90 degrees to the runway, the roadway should be depressed and the runway constructed over it. Highway 101 runs under Los Angeles International Airport.

Member Graber moved to not accept the suggestion of utilizing this airport ground for a connecting road. Member Alcorn seconded the motion. Motion carried 4-0-1-2.

4. COMMISSION COMMENTS (1-1612.5) - None.

5. STAFF COMMENTS - None.

6. ADJOURNMENT - Commissioner Tatro moved to adjourn the RTC. Commissioner Wolf seconded the motion. Motion carried 3-0.

A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the 12/11/97 Joint Meeting with the Carson City
Airport Authority - Page 6

and inspection during normal business hours.

For Minutes of the remaining portion of the Airport Authority meeting, please contact the Airport Authority or its General Manager Yvonne Weaver.

The Minutes of the December 11, 1997, Carson City Regional Transportation Commission joint meeting with the Carson City Airport Authority

1998. ARE SO APPROVED ON _____,

Greg Smith, Chairperson