

**CARSON CITY AIRPORT AUTHORITY
MEETING MINUTES**

WEDNESDAY, JULY 18, 2007 – 6:00 P.M.

Public Meeting at:
CARSON CITY COMMUNITY CENTER
SIERRA ROOM
851 E. WILLIAM STREET
CARSON CITY, NEVADA

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- A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM. The regular meeting of the Carson City Airport Authority was called to order at 6:01 p.m. Roll call was taken, and quorum was determined:

Present: Don Peterson, Neil Weaver, Collie Hutter, Steve Lewis, Walt Sullivan, Gary Handelin (6:15 p.m.) and Richard Staub (6:15 p.m.)

Absent: *None*

Staff: Jim Clague and Yvon Weaver; Steve Tackes was excused from this meeting

- B. PLEDGE OF ALLEGIANCE

- C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. Mr. Peterson moved to approve the minutes of the 20 June 2007 regular meeting as submitted. Mr. Sullivan seconded the motion. Mrs. Hutter abstained from the vote, as she was absent during that meeting. The vote was called and the motion carried, with Mrs. Hutter abstaining from the vote.

- D. MODIFICATION OF THE AGENDA. *The Chairman reserves the right to modify the agenda in order to most effectively process the agenda items.* There were no modifications to the agenda at this time.

- E. PUBLIC COMMENT. *Members of the public who wish to address the Airport Authority may speak on non-agendized matters related to the Airport. Comments are limited to three (3) minutes per person or topic. If your item requires extended discussion, please request the Chairman to calendar the matter for a future Airport Authority meeting.*

Mr. Jerry Vaccaro addressed the Board regarding issues with which he is concerned and various items he wants placed on the next agenda, as follows:

Mr. Vaccaro stated that at a previous meeting he had requested full disclosure from members of the Board that they divulge any relationship or contact they may have with the Jet Ranch, whether it is ownership thereof or whether they are receiving any type of compensation in relationship thereto. Mr. Vaccaro is now asking that anyone on the Board having business, contracts, work or whatever type of involvement or association they have with the Jet Ranch to make their status known to the public. Mr. Vaccaro stated that he wants this item listed on the next agenda.

Mr. Vaccaro asked for a listing of the dates, time and locations of any subcommittee meetings that have been held during the past three months that were not agendized or noticed to the public.

Mr. Vaccaro discussed his concern about the quantity of vacant property on the Airport, and is primarily concerned with the 7.5 acres on College Parkway in front of the Terminal Building. Mr. Vaccaro asked about the status of the land and whether the Board had considered re-offering it as a land lease available for immediate improvement. Mr. Vaccaro stated that he wanted to see it re-offered on a land lease basis and wanted to see this item on the next agenda.

Mr. Vaccaro also asked about any other lands open for bid on Airport property that are currently vacant and available at this time, and how those properties could be known or discovered by interested parties. He asked that this item be on the next agenda.

Also, at the last Title 19 workshop meeting, Mr. Vaccaro had inquired about Title 19 and had asked the subcommittee when written documents would be available in writing for public viewing. Mr. Vaccaro wants a report on that subject listed as an agenda item and posted on the next agenda.

Mr. Vaccaro wants to see any changes to Title 19 prior to coming back before the Board, so that if those changes were intended to be formalized and if that document is available – he wants a copy of it.

Mr. Clague provided Mr. Vaccaro with a copy of the Airport map that shows all the available lease property.

Mr. Ralph Smith addressed the Board. Mr. Smith reminded the Board and the public that he represents Mr. Gonzalez on the Jet Ranch project, and was here to bring everyone up to speed on the status of the project. At the last meeting Mr. Smith had indicated that he would try to do this on a monthly basis.

Mr. Smith reported that the underground and utility permits have been submitted to Carson City. The City came back with comments, Jet Ranch responded to those comments, and Mr. Smith anticipates a mass grading and underground permit to be issued by the end of next week. Mr. Smith reported that they should be staking the project in a week to two weeks, and they would then begin pushing dirt.

Mr. Smith reported that Building 1 is going in for total permit in two weeks, and they anticipate having a permit at the first of September or sooner. The building is arriving on September 15th. Building 2 is scheduled for October 23rd, and Building 3 is yet to be

determined. Mr. Smith indicated that he hoped to have a revised and more definitive schedule by the next regular meeting.

Mr. Weaver asked when the Airport Authority would be seeing the building plans, since the Airport Authority had not yet approved them. Mr. Smith explained that Mr. Clague has been involved in the day-to-day operations, and once the permit setbacks are issued the Airport Authority would be able to review the plans. Mr. Smith indicated that the plans were available for review whenever the Board wanted to review them. Mr. Weaver asked Mr. Smith when the Airport Authority Board would be able to review the plans in order to approve the plans. Mr. Smith indicated that he would issue the plans to the Board this very week, but that the concept of the plans had already been approved.

F. PUBLIC HEARINGS

- (1) DISCUSSION AND ACTION TO CONSIDER THE STATUS OF THE MASTER PLAN (MP) AND AIRPORT LAYOUT PLAN (ALP); REPORT BY THE MASTER PLAN SUBCOMMITTEE (*C. Hutter*). Mrs. Hutter reported that the Airport Authority has received and processed the funds from the FAA. The final payment for the land purchase is anticipated to be paid on 31 July 2007. Once that is complete the Airport Authority will have the land. Mr. Clague is working on calculating the cost of the infrastructure. There is quite a bit of land out there with no utilities to it, and Mr. Clague has been working on estimating the cost of running utilities to it and to properly recover the cost of the infrastructure at the time the leases are extended.

Mrs. Hutter reported that the Subcommittee is looking at which parcels can be leased now. Some will be restricted due to drainage issues, which won't be resolved until the runway is moved. Mrs. Hutter reported that the Subcommittee is working diligently to make as much land available as soon as possible, as there is much interest in the land leases. Mrs. Hutter reported that at the next public meeting of the Subcommittee they would be discussing when to move forward on getting the required appraisals.

Mr. Lewis asked if there were any Board or public comments on this item. There were none.

NOTE: Mr. Handelin and Mr. Staub arrived to the meeting.

- (2) DISCUSSION AND ACTION REGARDING A REQUEST FROM THE NEVADA MUSEUM OF MILITARY HISTORY TO ACQUIRE PROPERTY ON THE CARSON CITY AIRPORT FOR THE PURPOSE OF CONSTRUCTING A MUSEUM (*B. Lumbard*). For the record, Mr. Weaver disclosed that he has been a friend of Mr. Robert Lumbard for the past 25 years.

Mr. Robert (Bob) Lumbard addressed the Board. He explained that he is the president of the Nevada Museum of Military History (NMMH), and is seeking to lease the property to the east of the NDOT hangar. He had supplied the Board with paper copies of his talking points, and was ready to speak to anything on the submittal. Mr. Lumbard

explained that as soon as the property became theirs, the NMMH has the funding and is ready to forge ahead to work on grant acquisition and donations to erect a 10,000-sf hangar.

Mr. Lewis asked the Board for comments.

Mr. Peterson had no comment.

Mr. Weaver stated, with his previous disclosure in mind, that he knows Mr. Lumbard. Mr. Weaver stated that everyone knows that he (Mr. Weaver) has an active interest in military history, and he has great interest in this project. Mr. Weaver asked Mr. Lumbard for his anticipated timeframe. Mr. Lumbard stated that they are looking to have the package come together within the next 36 months, and in fact already have some of the funding pledged.

Mr. Weaver stated that the 36-month timeframe coincides with the runway alignment, and also coincides with the timeframe for the V&T RR to arrive in town, if it remains on schedule. Mr. Lumbard concurred, stating that his organization was hoping to coordinate completion of their museum with everything else being completed. Helping to create a destination for tourism would help the City, State and the County. Carson City won't become a dead town once the bypass is complete; instead it will be full of tourists.

Mr. Weaver asked Mr. Lumbard to describe in detail his depth of vision for the museum, stating that he (Mr. Weaver) was already aware of what was already done, and the tasks completed are significant. Mr. Lumbard reviewed the history of the museum to date, and detailed the significant list of items already reserved for display. Mr. Lumbard stated that once its built, the hangar could be filled with museum pieces almost overnight. His organization anticipates being open to the public 364 days per year, and will probably be closed on Christmas. As a teacher, Mr. Lumbard stressed the education aspect of the museum, stating that perhaps Nevada can become number one in education in the United States. Mr. Lumbard stated that the organization planned to involve the community in all their efforts, and to hold community events as often as possible. Mr. Lumbard stated that the NMMH is a 501C3 charitable organization, and they plan to have everything going for the community that they can get going.

Mrs. Hutter asked Mr. Lumbard if he planned to bring in more aircraft to add to the collection. Mr. Lumbard stated that the intent was to bring in various types of aircraft back to World War I. The museum will start with World War II aircraft since that's what they have the most of, and then work back to the Revolutionary War of 1776, working up to the current time to whatever they can get. The museum has the possibility of picking up a Korean War fighter, and has already located two B-17 bombers and possibly a B-29. All of these types of aircraft were in Nevada during the wars, whether they were stationed here or came in to land here. Mr. Lumbard stated that nearly everything that can be named from World War II was in this state, and that Nevada has a very rich military history. Mr. Lumbard stated that he wanted to expose that history to everyone in Nevada as well as to everyone who visits the state.

Mr. Sullivan thanked Mr. Lumbard for his presentation. Mr. Sullivan stated that the Airport Authority has been talking with the EAA about this particular parcel, but that it's been off and on. Mr. Sullivan stated that he was not sure where the Board was in the

process of discussion with the EAA, but that before we could go any further with Mr. Lumbard's proposal – and his proposal is very worthwhile – the Airport Authority Board would need to come to some conclusion with the EAA, whether they are going to move forward or not.

Mr. Sullivan asked Mr. Lumbard if he has considered any type of design for the parcel, considering its odd shape, and also asked if the property would support sufficient parking for its design. Mr. Sullivan pointed out the consideration for the AWOS location, and the need to ensure there was enough property for that device and its accouterments.

Mr. Lumbard assured Mr. Sullivan that he was aware of the AWOS, and indicated that they would like to incorporate the AWOS in or on their hangar, and to have it as part of the museum display. Mr. Lumbard expressed that it would be an excellent scientific display, and be of double the benefit to the museum since it would be put up for them.

Mr. Lumbard indicated that they have to talk with NDOT about it, but that they want to establish an entry right off the road. Mr. Lumbard stated that he was not sure if NDOT would share their road and that he didn't have all the answers yet, but would be finding out.

Mr. Handelin stated that it was his understanding that the Board already had an agreement with the EAA on that property. Mrs. Weaver stated that the agreement had been drawn up but that the EAA had not yet signed it. Mr. Weaver asked how long the property offer should remain open.

Mr. Handelin stated that if the Board were to entertain Mr. Lumbard's offer, the EAA would also need to be agendized and the issue with them resolved before a decision could be made. Mr. Handelin stated that the access issue needed to be determined, as the public cannot be driving down the taxiway to get to that parcel. If access cannot be gained from College Parkway, it would be very difficult getting the public to the proposed museum site.

Mr. Staub asked Mr. Lumbard for his anticipated timeframe. Mr. Lumbard explained that right after an agreement is signed the organization will go right into raising the money to build the hangar. They already have some of the money pledged and within 36 months the museum will be up and running.

Mr. Staub asked if the proposed hangar would fit on the property. Mr. Lumbard stated that it would, and that there would be 187 feet left over after the AWOS is installed. The museum would be open to the public every day.

Mr. Staub asked Mr. Lumbard about required parking. Mr. Lumbard stated that the site would have to have a certain number of parking spaces, but he was not certain how many would be required, since it was a museum and the vehicles would be transient. Mr. Lumbard believed that Mr. Sullivan could answer that question.

Mr. Staub asked if the property would have to be put out to bid. Mr. Clague explained that the property was set aside for educational purposes, which is why the EAA was also qualified to lease it and why it did not have to go out to bid at that time.

Mr. Lewis stated that the Board did not go out to bid at the time the EAA made their proposal; the Board just made them an offer. Mr. Lewis stated that he had thought that the EAA had already signed the agreement.

Mrs. Hutter explained that Mr. Tackes had sent out information on the EAA, indicating that the Board had previously voted to offer the lease to the EAA but that the EAA had not signed the lease provided, as they had problems with the language in the lease regarding protecting the area for the AWOS. Mrs. Hutter stated that the earlier action for the EAA would need to be rescinded prior to offering the property to anyone else.

Mr. Lewis asked if there were any public comments. There were none.

Mr. Lewis stated that he would like to agendaize the EAA for the next regular meeting, and asked Mrs. Weaver to set up a meeting with the EAA during the next couple of weeks. Mr. Lewis indicated that if the hold-up is a language issue that can be worked out, that Mr. Tackes could work on that issue prior to the next meeting.

Mr. Lewis asked if the antenna could be placed on top of a building. Mr. Clague explained that it could be, but that the wind indicator was the problem. It would need to be placed such that it was representative of winds on the runway.

Mr. Weaver stated that the super UNICOM representative indicated that their placement preference was on the arrival end of the runway being served by the instrument approach (the end of R-27). Mr. Weaver also indicated that there would be plenty of room for parking on the parcel once the runway is moved.

Mr. Staub stated that if the Board planned to talk with the EAA, then the Board would also need to request a timeframe in which the EAA would need to provide their response. If the EAA has issues, the Board should not give them an open-ended timeframe; the EAA can either follow through with the offer, or, if they're not interested, then the Board can entertain the offer being made by Mr. Lumbard's organization.

Mr. Lewis stated his concurrence, and asked that this item be agendaized for the next meeting.

Mr. Staub stated that this was an action item, and believed the Board would need to agree on the suggestions made. Mr. Lewis asked for the pleasure of the Board.

Mr. Sullivan stated that he thought it was premature to ask for approval of the matter, and indicated that he would like to have the item continued. Mr. Staub stated that it would still require the acquiescence of the Board, since it's an action item based on a request. Mr. Staub stated that the record would need to properly reflect whether the Board did not have an objection to the deferral of this item.

As a point of clarification, Mr. Peterson stated that he believed the goal was to agendaize the EAA to be heard at the next meeting, with their goal being to either accept or terminate their offer. If that assumption is correct, then Mr. Peterson stated that he would like to see the EAA notified to come and present their argument to proceed; and if not, the Board can move to terminate the offer made to the EAA, and could immediately make an offer to Mr. Lumbard.

Mr. Lewis stated that if the EAA were to accept the original offer, Mr. Lumbard could be offered another piece of property, if that would be an option for Mr. Lumbard. Mr. Lewis stated that regardless the EAA needed to be given the opportunity to address the Board.

Mr. Weaver stated that he would like to see this item agendized for next month, unless a special meeting was to be held for some other purpose. Mr. Weaver stated that this was a sterling opportunity for the Airport, and he didn't want to see it slip away. Mr. Weaver moved to agendize this item for the next meeting of the Board. Mr. Peterson seconded the motion.

Mr. Lewis called for discussion.

Mr. Handelin stated that the issue with the EAA needed to be resolved first, and then something could be done with the museum. Mr. Weaver stated that was the intent of his motion. Mr. Handelin stated that two motions needed to be made.

Mr. Lewis called for the vote. Mr. Weaver and Mr. Peterson voted aye, and Mrs. Hutter, Mr. Lewis, Mr. Sullivan, Mr. Handelin and Mr. Staub voted nay. The motion failed.

Mrs. Hutter stated that the motion should be re-made to agendize the EAA matter prior to re-agendizing the museum item so that the matter with the EAA could be resolved first, and then consideration could be made for the museum item. Mr. Weaver stated that had been the intent of his motion. Mrs. Hutter stated that she just wanted to be very clear that the EAA item should be heard first.

Mr. Staub moved to agendize the Airport Authority's prior offer of the property in question to the EAA at the next regular meeting, and immediately subsequent to the action that may or may not be taken on the EAA's option to lease said property, to then agendize the museum item afterward for consideration of the same property.

Mr. Handelin seconded the motion.

The vote was called and the motion carried unanimously.

Mr. Lumbard stated that he would be looking forward to attending the next meeting.

- (3) DISCUSSION AND ACTION REGARDING CONDITIONS PERTAINING TO DIRT TO BE REMOVED FROM KCXP INVESTMENTS, LLC, LEASEHOLD TO FACILITY CONSTRUCTION OF THE JET RANCH HANGARS (*N. Weaver*). Mr. Lewis disclosed that he was involved with the Jet Ranch, and would abstain from participating in this item. He passed the gavel to the Vice-Chairman, Mr. Sullivan.

Mr. Weaver stated that he asked this item to be agendized because he is trying to stop the financial bleeding of the Airport Authority. Mr. Weaver stated that the Airport Authority has been going through money as though it had a lot of it. The Airport Authority was apparently volunteered to pay for the soils testing and compaction of dirt, which represents approximately \$30,000 out of the building treasury. Mr. Weaver stated

that \$30,000 represented tens of thousands of dollars in federal funding that would be lost if the Airport Authority did in fact pay for this effort, when the contractor himself should be paying his own bill. Mr. Weaver stated that it should not be incumbent on the Airport Authority to place the dirt that a builder wants to move from his leased lot. The dirt HAS to be compacted and settled during construction; that's a part of the construction effort, and the Airport Authority should not have to pay for it. That burden should fall on the builder as part of the costs of building his own project.

Mr. Sullivan asked for comments.

Mrs. Hutter stated that the Airport Authority had been talking about getting additional dirt for placement on various lots to help raise them up out of the flood plain. Mrs. Hutter stated that the thought behind this action was that moving this dirt would be a way of filling in those properties and getting them compacted to make them available for lease. Mrs. Hutter stated that hopefully by filling these properties they would become available for future FBO leases, plus there is a possibility of public access to these properties on the south side that are currently in the flood plain but that are being brought up to grade.

Mr. Handelin asked Mr. Clague whether adding dirt to those parcels was required to pull the lots out of the flood plain and make them leasable. Mr. Clague stated that it would be a requirement, as the lots were not leasable at their current elevation/

Mr. Handelin stated that this would be an expense to pull those lots out of the flood plain, and that something needed to be done if the Airport Authority wished to lease those lots. Mr. Clague stated that filling the lots to raise the elevation was an expense to be borne by the Airport Authority OR by whoever wanted to lease the property, if they were willing to fill it. Either option is possible, but for the lots to be buildable, they have to be filled, regardless of which party does or pays for the filling.

Mr. Handelin asked if the dirt was being moved there just because it was on the Airport. Mr. Clague stated that it was "available" and that was the best way to put it. The dirt was being offered, and Mr. Clague identified the location and stated that it was his request that when the dirt was placed it was compacted and tested as it was placed, and that it was placed in such a way that the lot would be usable once they were finished. The Jet Ranch asked that the costs involved were waived and that the Airport pay for the testing, but Mr. Clague thought that they were going to pay for the compaction testing themselves.

Mr. Handelin asked what was typically done with other properties, and referenced Mr. Dang's construction efforts and other hangars in that area. Mr. Clague stated that Mr. Dang imported dirt for his project. Crystal Bay had some dirt to export, and they turned it into a berm. WT Investments was a balanced site, as was the Corrao project.

Mr. Peterson stated that he was new to the Board, but it was his understanding that the Board members were charged with managing the Airport assets and has \$100,000 floating around that could go away if it's misspent. Mr. Peterson stated that property available for lease and dirt on the Airport are assets. There are lots of people in the area who want to lease land, and what has been done in the past should not matter. This is a new property, with a new negotiation. Mr. Peterson stated that it would be his reaction

to make the land leasable and not buildable, then the potential lessor should pay to have the dirt moved and compacted, if there is enough demand for the property. Mr. Peterson stated that he is hearing that there are several people who want to lease the land, and it shouldn't be carelessly handed over.

Mrs. Hutter stated that it was her recollection that the original discussion involved only doing the compaction testing. Mr. Clague concurred with this recollection, stating that the dirt cannot simply be dumped. It must be placed in uniform lifts, and tested as it is placed. The lots are not a dump site, and the placement of the soils must be systematically done.

Mrs. Hutter asked for clarification on money anticipated to be spent. Mr. Clague explained that the fee of \$3,500 to Lumos and Associates was for testing only, and not the compaction effort. Mrs. Hutter stated that she recalled a brief discussion where the Airport Authority was only offering to pay for the testing, and that the \$3,500 fee could be recovered fairly quickly.

Mr. Ralph Smith addressed the Board. He reported that there is a little more than 7,000 yards of dirt coming off the construction site, and they offered to move that dirt anywhere on the Airport the Airport Authority requested if the Airport Authority would pay for the compaction and testing. Mr. Smith stated that if they were allowed to drive their haul trucks on Taxiway Charlie, they would take the 7,000 yards of dirt and spread it, and ask the Airport Authority to pay for the compaction and testing.

Mr. Smith stated that if they had to use the haul road, it would cost in excess of \$17,000 in dust control and clean-up efforts, and his company was not willing to spend the money to do that. Mr. Smith stated that if he had to pay for the costs of compacting and testing, it would amount to \$25,000 in unanticipated costs. The alternative is for the dirt contractor to haul the dirt off the Airport. Those are the options as Mr. Smith sees them. Mr. Smith stated that Mr. Gonzalez has authorized Mr. Smith to "donate" the material to the Airport.

Mr. Weaver stated that the Airport Authority Board was the steward of the Airport for the people of Carson City, and he didn't think the people would appreciate it if we had to buy back our own dirt. Mr. Weaver believed that would be financially irresponsible.

Mr. Weaver stated that the parcels in question are leasable in their present form, but to ultimately be extremely marketable it would be to the Airport Authority's advantage to have them compacted. Mr. Weaver stated that hauling dirt on the Airport is problematic, as running heavy trucks down the taxiways represents logistic and safety problems. It is also hard on the pavement. Mr. Weaver stated that the Airport Authority was not being a good steward of the Airport's money by buying something that already belongs to them. Perhaps the Airport Authority should consider paying for the testing, but paying for the compaction should be off the table.

Mr. Smith stated that the trucks being used would not put any more pounds per square inch on the pavement than the aircraft already using the Airport. Mr. Smith stated that the weight of the haul trucks is 34,000 pounds per tire.

Mrs. Weaver explained that the taxiway pavement is stressed at 18,000 pounds, and 34,000 pounds would be grossly overweight for the pavement.

Mr. Peterson stated that he generally agreed with Mr. Weaver. Mr. Peterson stated that he thought that the Airport Authority leased Mr. Gonzalez the site, but did not sell the dirt. Typically when a building is being built on public property, there are stipulations in place for controlling run-off and waste. The Airport owns the dirt. The lessor can prepare the site for their building, but the Airport Authority should be the entity that stipulates where any excess dirt is placed, plus specifies safety and dust control. Mr. Peterson stated that he would not want to burden Mr. Gonzalez and Mr. Smith with more costs, but disagrees that Mr. Gonzalez owns the dirt, and he (Mr. Peterson) would be shocked if that is the interpretation.

Mrs. Hutter stated that they have the option of preparing their site, but that there is nothing in the lease that says what they need to do with the dirt. Mrs. Hutter stated that the Airport Authority has leased them the site; they can either remove the dirt from the area, we can offer to have them dump it somewhere else on the Airport; and they did offer to place the dirt where we could potentially use it. The dirt is free, and that's the offer being made.

Mr. Peterson stated that a determination would need to be made concerning what the state or the City requires concerning the dirt.

Mr. Weaver reminded the Board of his experience in moving dirt on the Airport, and the letter regarding it that he received from the former District Attorney of Carson City. Mr. Weaver stated that the letter made it very clear that the dirt Mr. Weaver was moving to build his hangar belonged to the City, and could not be removed from Airport premises.

Mr. Staub stated that the Board had spent the past 30 minutes arguing about dirt, and he thought it was absolutely ridiculous. Mr. Staub stated that the Airport Authority approved the Jet Ranch project in concept, and the Airport Authority approved the leasehold. The Airport Authority was fully advised of the project to be built on the property, and there is no way to stop the project from going forward. Mr. Staub stated that this project, like others, will require that dirt is moved. The dirt belongs to the City, not the state. The City is not paying for the dirt, and the City is not taking the dirt. Mr. Smith is asking whether we want our dirt, and where do we want it. The Airport Engineer is stating that if we move our dirt, we need to compact our dirt, and test it so that we can say it is properly compacted. Mr. Staub asked Mr. Clague if this was correct. Mr. Clague stated that he believed it was.

Mr. Staub stated that we then needed to move the dirt and pay for the compaction. We are not paying for the dirt. We are making an investment in future lots, which, if they are out of the flood plain, makes them more valuable. The same issue has been broached with other leases in the past five years, and Mr. Staub stated that he saw nothing improper in squandering Airport Authority assets by paying out money that will make the dirt work for the Airport. Mr. Staub stated that he was ready to make a motion.

Mr. Sullivan stated that public comment would need to be heard before a motion could be made.

Mr. Jerry Vaccaro addressed the Board. He stated that he is confused with the leases. He stated that the City owns the property and leases a lot, but does not guarantee a building site. Mr. Vaccaro stated that it is up to the person acquiring the lease to prepare the site for their construction purposes. Mr. Vaccaro stated that he did not see where the City should spend money to help the performance in that achievement. Mr. Vaccaro stated that the Airport Authority would be setting precedence for a land lease.

Mr. Staub corrected Mr. Vaccaro in that it is a *site* lease, not a land lease. Mr. Staub stated that we do not represent a buildable lot when we lease it, unless it is otherwise stated.

Mr. Vaccaro asked, after the lease is signed, whose job is it. Mr. Staub explained that the lessor is preparing the site, and they are asking the Airport whether the Airport wants our dirt. If the Airport doesn't want our own dirt, they are asking where do we want it sent. We have told the lessor that we want it on three particular lots, which might help make them more leasable. Mr. Clague is stating that if the dirt is left there and not leveled or compacted, it could blow away and be wasted. Mr. Staub stated that is very clear to him what Mr. Smith is asking.

Mr. Vaccaro asked Mr. Staub if he was willing to do this for every future lease. Mr. Staub stated that this was not setting a precedent. Mr. Vaccaro asked Mr. Staub if he felt he was not setting a precedent. Mr. Staub stated that he absolutely felt he was not setting a precedent. Mr. Vaccaro stated that Mr. Staub was on the record for that.

Mr. Peterson asked for a clarification on the price.

Mrs. Hutter stated that the price for compaction and testing, including the permit and engineering, was estimated at \$7,740. Mr. Sullivan stated that it was a City requirement to do the compaction and testing, and that if it were not done, all the effort to move the dirt was wasted.

Mrs. Weaver explained to the Board what has taken place regarding this subject since the last regular meeting. Mrs. Weaver explained that she had held a meeting in her office with Mr. Smith and his assistant, and discussed the subject. Sweeping and the cost of the water truck were the only outstanding questions unanswered, other than the route the haul trucks would take. Mrs. Weaver had initially suggested to Mr. Smith that he use the dirt taxiway, but he brought up that it is soft dirt, and could be a problem to use. Mrs. Weaver stated that she would rather they not use Taxiway Charlie, but if that is the only option, Mrs. Weaver suggested that we move forward and get it done.

Mr. Staub asked if any conditions should be placed on its use.

Mrs. Weaver stated that during the last meeting it was understood that the Board would take the dirt to build up the lots in question, and the item was placed on this agenda for further discussion. Mrs. Weaver stated that she still moved forward in discussions with Mr. Smith, as she felt it was something that needed to be done. Mrs. Weaver stated that she believed it would be helpful in building up lots that could then be leased out to create revenue for the Airport.

Mr. Staub apologized for his ignorance on the subject, as he was not at the previous meeting. Mr. Staub stated that he was not aware that this matter appears to have already been approved by the Board.

Mrs. Weaver stated that there is a liability involved regarding dirt blowing on the Airport. If we do not address this now, when we're certain we are allowing them to disturb the dirt, it will be a problem, but those are the only issues left regarding moving the dirt.

Mr. Staub moved to allow Valley Construction to move dirt from the Jet Ranch construction site to the leasehold facilities as designated to the southwest lots of the Airport, and to provide all necessary dirt mitigation, and to make any and all necessary repairs that may be caused by the moving of that dirt with the equipment they will use to do so.

Mrs. Weaver asked if Mr. Staub could include in his motion the option for closing the taxiway for approximately 7 days while this is being done.

Mr. Staub amended his motion to include that the Airport Manager could take whatever safety restrictions were necessary to facilitate this move.

Mrs. Hutter seconded the motion.

Mr. Sullivan asked if there was any discussion.

Mr. Weaver stated that he could be wrong, but he was not aware of the cost or if any bids had been offered to accomplish the task. He asked Mr. Smith if he had provided any such bids or any related costs to the Board, and wondered why the Airport Authority Board would approve a project without even asking how much it would cost.

TAPE CHANGE: *Tape 1, Side A, to Tape 1, Side B*

Mr. Sullivan asked Mr. Smith if he maintained a water truck on site. Mr. Smith stated that there was.

Mr. Ron MacIntosh of Concord Corner Stone, a subcontractor to Valley Construction, addressed the Board. He stated that if he were allowed to use Taxiway Charlie, then the water truck would have time to maintain the compaction while its there. Mr. MacIntosh stated that the biggest issue is with the water trucks using the dirt road.

Mrs. Weaver stated that a sweeper would be considered mandatory, as obviously the taxiway had to be kept swept, even if it were closed for a week, in case someone had to land on it. Mrs. Weaver asked if a daily sweeping could be made a requirement. Mr. Staub stated that if sweeping is a safety mitigation item, then Mrs. Weaver had the authority to require that it be done.

Mr. Smith stated that not only would his company keep it swept, but they would also keep the taxiway functional at all times, since you never know what will happen.