

SENATE

GOVERNMENT AFFAIRS COMMITTEE

Minutes of Meeting - March 30, 1977

Present: Chairman Gibson
Senator Foote
Senator Faiss
Senator Gojack
Senator Hilbrecht
Senator Raggio
Senator Schofield

Also Present: See Attached Guest Register

Chairman Gibson opened the twenty-eighth meeting of the Government Affairs Committee at 2:00 p.m. with a quorum present at that time.

The Chairman asked the committee to consider introduction of the following requests:

BDR-1379, introduced by Senator Sheerin at the request of the League of Cities. Changes the compensation of public officers with National Guard, who are on leave for training duty. Motion for Committee Introduction by Senator Schofield, seconded by Senator Faiss. Motion carried unanimously.

BDR 20-1422, requested by Clark County; an act relating to county hospitals. Chairman noted that this was an outgrowth of the annexation procedures that are being looked at.

Motion for Committee Introduction by Senator Hilbrecht, seconded by Senator Schofield. Motion carried unanimously.

The Chairman then noted that a previous request for committee introduction was allowing for the local governments to experiment with the ten hour day. It is in SB-400. We will drop the request and look at this bill.

SB-302

Provides for consolidation of reports of state agencies. (BDR 29-905)

Jean Ford testified in favor of this bill for the committee. In a previous hearing the committee had several amendment suggestions. Mrs. Ford had worked on this with Mr. Arkell, Planning Coordinator, and wanted to go over the changes with the committee to see if they met with their approval. (See Attachments #1 and #2)

Senator Hilbrecht and Senator Gojack had trouble with interpreting the term "significant historical events".

The committee discussed the proposed amendments and felt that all reference to the legislature should be deleted. They also felt that on line 8 they would delete "except the legislature" and replace it with "referred to in paragraph 5". The committee felt that in subsection 2 there should be a (f) index to the biennial report and

a (g) a list of the major administrators with the department or agency. The committee also changed the wording in (e) of subsection 2. It will now read, "(e) A bibliography of publications pertaining to (b) (c) and (d) above issued by the agency during the current biennium.

On Page 2, line 12 the reference to "the director of" has been deleted and at the end of line 13 the following was added, "and the Nevada State Library.

Section 5 has been amended, see Attachment #2, and Section 6 has been numbered as Section 7, then Section 7 was changed to Section 8.

Joan Kirshner was on hand from the Nevada State Library and gave information about the availability of reports and their use of these reports. Mrs. Kirshner had suggestions that helped the committee make their final decisions regarding the above amendments.

Motion of "Amend and Do Pass" by Senator Foote, seconded by Senator Gojack. Motion carried unanimously.

SB-180

Defines application of provisions for unincorporated towns. (BDR 21-661)

Tom Moore, Clark County, introduced Mr. Bartley from Clark County to give further testimony in support of SB-180

Mr. Bartley read his prepared testimony to the committee. (See Attachment #3). He concluded his testimony by stating that he felt the bill really addresses itself to the fire protection aspect. They do not have the authority to create anything but the volunteer fire department.

Chairman Gibson stated that the committee was concerned with the urban level police protection in the unincorporated towns. With that Mr. Bartley responded by stating that the urban level police protection was not essential in the bill but that the fire protection service was.

Senator Hilbrecht informed the committee that Mr. Bart Jacka of the Metro police in Clark County stated that they do not get any of the tax allocation between the city and the county it is not considered nor does the sheriff's department or the metropolitan police receive funds on the basis of the collection of taxes by the county. He further stated that no provision is made by the metropolitan police to provide urban services in those districts mentioned. Mr. Jacka suggested that since the sheriff has an obligation to deliver services in the county, a statutory responsibility, he felt that the reference to urban police protection in the bill was inappropriate. There was no mechanism to assure them of this protection.

The committee felt that the bill would need to be amended. It was the opinion of the committee to bracket out the term "neighborhood" and delete line 13 altogether.

Jean Ford also supported the bill but felt that the amendments were appropriate and supported them as well.

Motion to Amend and Do Pass by Senator Foote, seconded by Senator Gojack. Motion carried unanimously.

SB-40 was not on the agenda but due to the time element Mr. Paff was available with the suggestions for amendment mentioned in the last hearing. (See Meeting No. 19, March 7, 1977) See Attachment #4 for the amendments that wererequested.

Chairman Gibson asked Mr. Paff if he could provide the figures that were used to derive at the "ceiling" in the amendments. Mr. Paff responded that he would get those figures to the committee as soon as possible.

Motion of "Amend and Do Pass" by Senator Schofield, seconded by Senator Faiss. Motion carried unanimously.

SB-380

Permits counties to increase fee for physical examination of food handlers. (BDR 20-1244)

Chairman informed the committee that the people involved with this are processing these for approximately \$6.00 per application and felt that the \$4.00 fee was too low. They were willing to compromise at the \$5.00 rate. Chairman Gibson felt there was no objection to this bill.

Motion of "Do Pass" by Senator Schofield, seconded by Senator Faiss. Motion carried unanimously.

SB-384

Prohibits planning or zoning regulations which interfere with delivery of mail. (BDR 22-1305)

Senator Hernstadt, sponsor, testified to the committee that due to the problem in the Las Vegas area they wanted to get this bill passed to help the individual who is being penalized by being in the middle of the ordinances set up by the city and the postal provisions. This bill would only state that the city should abide by the postal services provision.

William Pervis, City Engineer, City of Las Vegas, testified against this bill. He felt that at this time we do not need the legislation. We have solved the problem by having the individual put his mail box between the yard and sidewalk. We have also obtained an agreement with the postal service that these mailboxes can be clustered in groups of two.

Bob Warren, Nevada League of Cities, testified against this bill. The cities were of the opinion that the postal services shouldn't be allowed to have 'carte blanche' to create any provision they want. He agreed with Mr. Pervis' testimony.

Motion to "Indefinitely Postpone" by Senator Foote, seconded by Senator Faiss. Motion carried unanimously.

SB-307

Provides for alternative method of electing county commissioners in certain counties. (BDR 20-994)

Senator Dodge, sponsor, testified to the committee with additional information. He passed out a report that indicates how the block vote has affected the elections. (see Attachment #5)

Mr. Salmon, Virginia City and previous commissioner, again asked the committee's help in correcting the situation. He felt that their only hope was this bill and felt that the 25% petition figure was agreeable to them.

Senator Dodge wanted the committee to know that 253 people, that were contacted by phone, stated that they would support the change in method of electing county commissioners.

Motion to "Amend and Do Pass" by Senator Foote, seconded by Senator Raggio. Motion carried unanimously. Amendment was to change to 25% instead of 15%.

SB-198

Creates Washoe County Airport Authority. (BDR S-847)

Chairman Gibson informed those present that in the last meeting we asked some people from both Majority Report and Minority Report to bring people with expertise to help make clear in our minds whether an airport authority is needed.

Robert L. Mandeville, City of Reno, Department of Airports Director, testified against the airport authority. He had a large map indicating the Master Plan and passed out copies of his Master Plan Presentation. (See Attachment #6) He stated that the cost of the report was about \$117,000 and took approximately two years to complete.

Senator Gojack asked Mr. Mandeville whether the city had acquired and tied up land that was inappropriate. The Senator prefaced this question by stating that many people from her district have made this statement.

Mr. Mandeville stated that the land acquired was to secure the flexibility that was needed for expansion in the future. He stated that they have Burns and McDonald working on the re-evaluation of the Master Plan and expansion of the terminal.

Mr. Parry, Vice President of Western Operations informed the committee that he worked for Mr. Arnold Thompson who designed the Master Plan for the City of Reno. He was manager of the airport study which began in 1974. He stated that the plan is old and should be reviewed. He also felt that the Master Plan should have been started on some time ago. Many things weren't known at the time it was drawn up and therefore is not a valid Master Plan.

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Mr. Parry entered into the minutes a report that gave details on his past history with regard to airports and airport authorities. Attached to this report is a study taken by the FAA by Mr. Parry. (See Attachment #7)

Mr. Parry felt that an airport authority would be more efficient and provide the expertise that is needed in any successful airport. He gave examples of what should be expected, more advanced booking charter flights, and larger planes. Feels that the new rates that some of the airlines are coming out with for direct flights could increase the air traffic for Reno.

There was considerable discussion about the Master Plan and if it would meet the needs of the future for Reno. Mr. Parry complimented the Reno people on the re-evaluation from Burns and McDonald to bring the Master Plan up to date. A question was raised about the bonding capabilities of Reno.

Mr. Bob Oldland felt that the city of Reno was in excellent bonding capacities and could secure any financing they needed to make the necessary expansions. The plan will be done slowly and so the money won't be needed at any one time.

Senator Hilbrecht was concerned since there was so much controversy over whether the Reno International Airport should become an airport authority that possibly the monetary gain was behind their wanting to keep it with the city of Reno.

Mr. Mandeville stated that in Los Angeles they have a reimbursement of one million dollars going back to the city each year. This surplus is due the city as it helped the airport when it needed to be subsidized and now that it earns a profit, a surplus of that profit can be given back to the city. He feels that Reno has subsidized the airport for a long time and when the time comes that over and above the profits that would go back into the airport those surplus funds should be given back to the city.

Mr. Robert Kendro, Finance Director, testified to the committee against the airport authority concept. (See Attachment #8) In response to the cities bonding capabilities and whether or not the city can handle the costs for the improvements, Mr. Kendro stated that since it will take some time to complete the first phase the money will be expended as the work is done. He concluded his testimony by stating that he couldn't see where any agency operating the airport would have any additional funds that the city doesn't have.

There wasn't enough time to permit further testimony and SB-198 would be scheduled again for the committee to look over the reports submitted.

SB-360

Requires more frequent deposits of state money into state treasury.

Chairman informed the committee that the amendments were ready and he went over the changes for the committee.

In Section 1, page 1 - Delete lines 4 & 5 - Insert "Nevada for its use and benefit shall" bracketed out - "into the State Treasury all money"- then continue "deposit with the State Treasurer on Monday of each week either at the State Treasurer's office or to the credit of the State Treasurer's bank account all money."

On Page 1, section 1, line 6 - delete "week, all money" On Line 10, delete, "that day and the amount of the" then insert "on that date". Line 11, insert, (2) Every officer, department or commission making a deposit to the credit of the State Treasurer's state bank account pursuant to Subsection 1, shall notify the office of the State Treasurer by telephone at the time of the deposit. Also - Line 12, delete (2) and insert (3).

Motion to "Amend and Do Pass" by Senator Foote, seconded by Senator Hilbrecht. Motion carried unanimously.

Chairman informed the committee that AB-360 would not be discussed as the amendments were not ready.

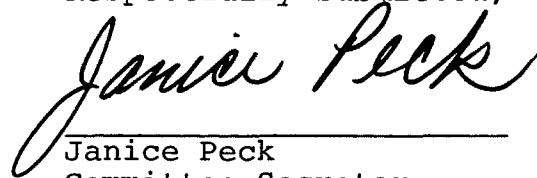
SB-295

Enlarges duties of constables and deputies. (BDR 54-115)

Motion to Indefinitely Postpone by Senator Foote, seconded by Senator Hilbrecht. Motion carried unanimously.

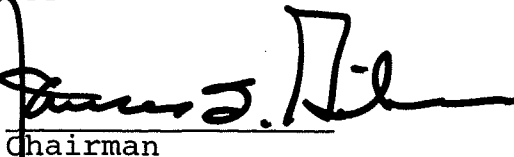
With no further business the meeting was adjourned at 6:20 p.m.

Respectfully submitted,



Janice Peck
Committee Secretary

Approved:


Chairman



NEVADA STATE LIBRARY

Capitol Complex

Carson City, Nevada 89710

MIKE O'CALLAGHAN
Governor

JOSEPH J. ANDERSON
State Librarian

Office of the State Librarian
(702) 885-5130
Public Services Division
Reference Section
885-5165
Documents Section
885-5160
Field Services Division
885-5145
Special Services Division
885-5155
Nevada Center for
Cooperative Library Services
885-5150

March 29, 1977

Memo to: Senate Government Affairs Committee

From: State Planning Coordinator, State Library

Re: Publications Policy

In response to direction from Senate Government Affairs Committee to formulate a general publications policy which will help ensure that state agency publications are produced as frugally as possible, we submit following outline of suggested legislation:

1. It is the intent of the Legislature that all state publications be produced as economically as possible.
2. A "public document" as referred to in this section shall be defined as any annual, biennial, regular or special report, publication, or newsletter, of which at least 100 copies are printed and which may be subject to distribution to the public or client group.
- 3.

283.27 Public documents, statement of cost and purpose

(1) Every department or agency of the state which promulgates public documents, ~~as defined in § 251.05(1)~~, shall cause the following statement, with cost data and purpose inserted, to be printed on the publication adjacent to the identification of the agency responsible for publication: "This public document was promulgated at an annual cost of \$....., or \$..... per copy to (statement of purpose)" This statement shall be printed in the same size type as the body copy of the document and shall be set in a box composed of a one-point rule.

Development and University of Nevada System

(2) For the purposes of this section, the following three factors shall be utilized in computing cost data:

(a) *Preparation.*—Expenditure for materials, salaries, and operating expenses of personnel involved in preparing the public document for publication.

(b) *Printing.*—Expenditure for reproduction, whether on bid or in-house.

(c) *Circulation.*—Expenditures for postage and for salaries of agency or department personnel involved in distribution of the public document.

4. For the purposes of this act the State Printer, or the issuing agency if document is printed by other than the State Printing Office, shall provide _____ copies of each publication to the State Library to be assembled and presented to the Nevada Legislature. This report shall be delivered to the Legislature by Jan. 30 of each odd numbered year. The State Legislature shall, during each session, review these publications to insure state agency compliance with Legislative intent, stated in Section 1 of this act, *and to determine which publications shall be printed in the future.*

March 18, 1977

Senator James Gibson, Chm.
Senate Government Affairs Committee
Legislative Bldg.
Carson City, Nevada

Dear Jim:

Thank you so much for the opportunity last Monday to testify in Government Affairs on the merits of SB 302 relating to the preparation and annual & biennial reports. In response to the interest shown by members of your Committee, and after extensive conversation with Bruce Arkell, I submit the following specific recommendations for amendment of SB 302:

Page 1, line 8&9: Delete "agency except the legislature" and substitute "department and other selected units of the executive branch of state government"
(this allows some flexibility rather than imply that all 300+ "agencies" in the broadest sense) must be included)

Page 1, line 10: Delete "A directory of public officials" and substitute "Significant historical events relating to the State of Nevada occurring during the pertinent biennium."

Page 1, line 18: Insert the word "selected" after "of" and before "publications"

Page 1, line 19&20: Place a period after the word "biennium" and delete the remainder of the sentence.

Page 1, following line 20: Add the following:
"(e) An index to the biennial report" and
"(g)

Page 1, following line 13: Add the following:
"(b) A listing of major administrators within the department or agency" and renumber the following four items

Page 2, line 12: Delete the words "director of the"

Page 2, line 13: Add to the sentence "and the Nevada state library."

Page 2, lines 14-22: Delete and substitute: "Sec. 5. 1. Each state agency which is required by law to prepare and submit an annual or biennial report to the governor or the legislature shall comply by preparing the report in a form prescribed by the state planning coordinator. No additional copies of the report may be prepared or distributed."

this

Page 2, following line 25: Insert the following new section:

"Sec. 7. Distribution of each of the documents required to be prepared pursuant to Sec. 2 through 5, inclusive, of this act shall be without charge to the following:

- (a) The governor;
- (b) Each elected state officer, including members of the legislature;
- (c) Each state agency;
- (d) The clerk of each city & county and Carson City;
- (e) The legislative counsel bureau;
- (f) Each public library in the state; and
- (g) Each library in the University of Nevada System.

Page 2, line 26: Change Sec. 7 to Sec. 8.

Page 2, line 23: Add at the beginning: "Except as provided in Sec. 7,"

Bruce has indicated to me that he plans to talk with members of the Committee, particularly Senators Hilbrecht & Raggio regarding alternative proposals for addressing the broader question of a state publications policy. I feel it is significant enough that it should be handled in a separate bill.

I hope that these suggestions will help the committee along in its deliberations. I plan to be in Carson City most of the week of March 28 and will be happy to do some work on the bill at that time.

Please let me know if I can be of further assistance between now and then.

Sincerely,

Jean Ford

cc.: Senator Norman Hilbrecht
Senator William Raggio
Bruce Arkell, Governor's Planning Coordinator
Joe Anderson, Nevada State Librarian

BRIEFING PAPER

SUBJECT: S.B. 180

1. Clark County would like to use the Unincorporated Town Government Law (N.R.S. 269.500-625) to create both urban and rural unincorporated towns. As presently written, however, the law is suitable only for rural towns due to the restrictions on services which can be provided.
2. We have used the law to create rural towns (Indian Springs, *Loughlin* Mt. Charleston) and the changes proposed by S.B. 180 would in no way effect such rural towns.
3. Urban towns which might be created under the law want and need professional (as opposed to volunteer) fire protection. Additionally, urban towns need and receive substantially more police protection and it is therefore appropriate that the County be enabled to use revenues from the urban towns to provide the additional police protection.
4. In the most recent instance of urban areas considered for town status (Grandview and Spring Valley) we found that the County was providing in excess of \$600,000 annually in services to the areas on a "moral obligation" basis--services^{for} which the residents of the area were not paying. If the areas could have been created as unincorporated towns, and if those towns could have been charged for professional fire protection and police protection as proposed by S.B. 180, Clark County could have generated the necessary \$600,000 from the area's ad valorem taxes without special districts. Absent that possibility, we have established a fire protection district for the areas which will deal with one of the important needs, but leaves others unaddressed.
5. S.B. 180 would place towns created under the Unincorporated Town Government Law on the same legal footing as towns previously created; previously-created towns are charged for police and fire protection.

In summary, there are urbanizing areas in Clark County which want and need urban services; such services must be paid for, and S.B. 180 would make this possible. Additionally, S.B. 180 will have the desirable effect of making "new" and "old" unincorporated towns roughly equal in terms of their legal capabilities.

Revised 3/30/77
DLP

DCRR
3/7/77

PROPOSED AMENDMENTS TO SENATE BILL NO. 40

EXPLANATION - Underlined matter is new; matter in brackets [] is material to be deleted.

S. B. 40 is hereby amended as follows:

Sec. 3. Section 7 of the above-entitled act, being chapter 482, Statutes of Nevada 1975, at page 759, is hereby amended to read as follows:

Sec. 7. 1. The division, on the behalf and in the name of the state, acting by order of the administrator of the division, may:

(a) Acquire, hold [and improve], improve and equip the facilities;

(b) Acquire, hold, improve [and] , equip and dispose of properties appertaining to the facilities, including without limitation water and water rights, for the benefit and welfare of the people of the state;

(c) Acquire [the facilities,] , improve and equip the facilities and electric properties, wholly or in part, directly by construction contract [or otherwise,] or indirectly by contract with the Federal Government, or otherwise, or any combination thereof, as the division may from time to time determine;

(d) Borrow money and otherwise become obligated in a total principal amount of not exceeding [\$60,000,000] \$55,000,000 to defray wholly or in part the cost of acquiring, improving and equipping the state facilities, and issue state securities to

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(e) Borrow money and otherwise become obligated [[]] in a total principal amount of not exceeding [\$60,000,000]] \$192,500,000 to defray wholly or in part the cost of acquiring, improving and equipping the federal facilities, and issue state securities to evidence such obligations [.] ; and

(f) Borrow money and otherwise become obligated in a total principal amount not exceeding \$5,000,000 to provide funds to defray wholly or in part the cost of acquiring, reconditioning and otherwise improving and equipping electric properties to complement the facilities.

2. The power to issue securities [[]] hereunder in a total principal amount of not more than [\$60,000,000]] \$192,500,000 under paragraph (e) of subsection 1 of this section, shall decrease to the extent, for the acquisition of the federal facilities, Congress by federal act appropriates funds, the Office of Management and Budget apportions funds, the Bureau of Reclamation allots funds, the Federal Government is obligated to pay earnings under contract for the construction and other acquisition of the federal facilities, or any part thereof, and the state is obligated by contract with the Federal Government to pay to it sums equal to such earnings and any incidental expenses due under such contract; but such power

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to issue securities shall not be decreased because of any moneys due under such contract from the state to the Federal Government in the nature of interest charges to compensate it for moneys advanced by it until their repayment by the state.

Sec. 4. Section 8 of the above - entitled act, being chapter 482, Statutes of Nevada 1975, at page 758, is hereby amended by adding thereto new subsections 4 and 5 to Section 8, which shall immediately follow subsection 3 under said Section 8, and shall read as follows:

4. It is the intent of the legislature to ensure that all water users experience equal annual unit costs for project water delivered through the facilities authorized by chapter 268, Statutes of Nevada 1967 and chapter 482, Statutes of Nevada 1975 at such times as the users' annual water delivery ratios are equal to the maximum annual water delivery entitlement ratios; notwithstanding the realization that said unit costs will vary among users if the aforementioned ratios vary, and that internal management policies of the users may result in varying unit costs to the ultimate consumer of this project water.

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5. To implement the intent of subsection 4 of this section, the division is authorized and directed to provide in all agreements executed subsequent to those agreements indicated in Subsection (2) hereunder with users of the water delivered through the facilities authorized in this act and chapter 268, Statutes of Nevada 1967, that:

(a) the cost to the division of amortizing all debt incurred pursuant to chapter 268, Statutes of Nevada 1967 shall be allocated to, and paid by, each water user in accordance with existing contracts with the General Services Administration for Nellis Air Force Base dated January 8, 1969 and with all other users dated August 25, 1967, until payments commence on the debt incurred pursuant to this act;

(b) the cost to the division of amortizing all debt incurred pursuant to chapter 268, Statutes of Nevada 1967 and this act after payments commence on the debt incurred pursuant to this act shall be allocated to, and paid by, each water user, excluding Nellis Air Force Base whose proportionate share of the federal facilities are prepaid, on the basis of the ratio that each users' total maximum annual water entitlement bears to the total of all annual water entitlements deliverable through the facilities authorized by both acts referred to in this paragraph;

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(c) the cost to the division of establishing and maintaining all reserve funds required and permitted by the bond resolutions and contracts evidencing the debt incurred pursuant to chapter 268, Statutes of Nevada 1967 and this act shall be allocated to, and paid by, each water user in the same ratio and during the same periods of time as specified in subsections 5(a) and 5(b) of this act, except that Nellis Air Force Base shall not be excluded as stipulated in subsection 5(b);

(d) the annual cost to the division of operating and maintaining the facilities authorized by chapter 268, Statutes of Nevada 1967 and this act shall be allocated to, and paid by, each water user, including Nellis Air Force Base, on the basis of the ratio that each water users' annual water deliveries bears to the total annual water deliveries to all water users.

Sec. ~~4~~⁵. The title of the above-entitled act, being chapter 482, Statutes of Nevada 1975, at page 758, is hereby amended to read as follows:

An Act relating to certain water services and facilities and electric properties complementary thereto; supplementing chapter 268, Statutes of Nevada 1967; authorizing the acquisition of certain water service facilities, properties appurtenant thereto and electric

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works, properties and appurtenances complementary thereto, and the issuance of bonds and other securities by the State of Nevada, acting by and through the division of Colorado River resources of the state department of conservation and natural resources; relating to the construction, other acquisition, equipment, operation, maintenance, improvement and disposal of properties appertaining to such facilities and properties; otherwise concerning such securities, facilities and properties, and revenues, taxes, pledges and liens pertaining thereto by reference to the State Securities Law; and providing other matters properly relating thereto.

Sec. ~~5~~ ~~5~~. This act shall become effective upon passage and approval.

Summary of Storey County Commissioner election results.

1970-76

	<u>Candidates</u>	<u>Pres. #1 & 2 V. & Gold Hill</u>	<u>Pres. #3 Rivers</u>	<u>Total</u>
1976	N. Bolander	31	12	43
<u>Primary</u>	J. Reinholdt	46	13	89
1976	L. Del Carlo	206	158	364
<u>General</u>	J. Reinholdt	225	37	262
1974	L. Del Carlo	303	125	438
<u>General</u>	R. Jacobson	111	40	151
	R. Berry	242	125	367
	M. Rosso	178	42	220
1972	R. Downing	143	16	159
<u>Primary</u>	J. Gunn	27	130	157
	Notes: Upon challenge 28 Rivers votes for Gunn were thrown out reducing Gunn vote to 138			
1972	R. Downing	259	46	305
<u>General</u>	E. Del Carlo	278	207	435
	H. Bland	273	203	476
	J. Peri	201	58	259
1970	C. Salmon	140	3	143
<u>Primary</u>	C. Maxwell	66	69	135
1970	M. Rosso	167	25	192
<u>General</u>	C. Salmon	234	123	357
	H. Bland	149	122	271
	L. Goodman	234	26	260

MASTER PLAN PRESENTATION

1. AIRPORT HISTORY

- ORIGINAL CONSTRUCTION BY BOEING TRANSPORT, INC. IN 1929 AND ACQUIRED BY UNITED AIRLINES IN 1936.
- THE CITY OF RENO ACQUIRED THE AIRPORT IN 1953 FOR A COST OF \$914,700.
- WESTERN AIRLINES AND BONANZA AIR LINES INITIATED SERVICE IN 1956.
- PACIFIC AIRLINES STARTED SERVICE IN 1962.
- IN 1968 BONANZA, PACIFIC AND WEST COAST AIRLINES MERGED INTO HUGHES AIRWEST.
- NEVADA AIR NATIONAL GUARD LEASED 29 ACRES FROM THE CITY IN 1953.
- IN 1971 THE CUSTOMS FACILITY OPENED AND THE AIRPORT NAME CHANGED FROM RENO MUNICIPAL TO RENO INTERNATIONAL.

2. EXISTING FACILITIES

- RUNWAY 16-34 - 150' X 9,000' WITH 1,000' OVERRUNS ON EACH END. FULLY INSTRUMENTED (ILS) WITH DME, ALS, AND HIGH INTENSITY RUNWAY LIGHTS.
- RUNWAY 7-25 - 150' X 6,105' WITH MEDIUM INTENSITY RUNWAY LIGHTS.
- 75,500 SQ FT PASSENGER TERMINAL WITH 6 AIRCRAFT PARKING POSITIONS (25% LEASED BY AIRLINES); HOLD ROOMS; RENT-A-CAR; RESTAURANT/LOUNGE.
- 540-SPACE PUBLIC PARKING LOT.
- NEW C.F.R. FACILITY AND EQUIPMENT.
- NEW FAA TRACON - ATC TOWER - ARTS II EQUIPMENT
- FAA - FSS - GADO - U.S. WEATHER

3. FUTURE FACILITIES

- ARNOLD THOMPSON & ASSOC. RETAINED IN 1974 AT A COST OF \$117,000 TO EVALUATE AND RECOMMEND AVIATION FACILITY NEEDS THRU FORECAST PERIOD 1975-95.
- SOCIOECONOMIC, INTERNAL AND EXTERNAL CHARACTERISTICS:
 - RENO STANDARD METROPOLITAN STATISTICAL AREA (SMSA)
 - POPULATION IN 1950 - 50,806 - USA 151,871
 - POPULATION IN 1970 - 121,068 - USA 207,976
 - PROJECTED TO 1995 - 185,200 - USA 287,675
- REVIEW OF OTHER PLANS AND DATA COLLECTION FROM USERS AND TENANTS - TO PRODUCE AVIATION

DEMAND CAPACITY:

- CAPACITY ANALYSES REVEALS THAT EACH SUBSYSTEM, E.G. AIRCRAFT LANDING, PASSENGER PROCESSING, AUTO ARRIVALS AND PARKING, ETC., MAY BE CONSIDERED A QUEUING OPERATION. EACH AIRCRAFT, PASSENGER OR AUTO IS COMPETING FOR A PLACE IN LINE IN ORDER TO COMPLETE ITS DESIRED FUNCTION. THEREFORE, IF TWO SUCH AIRPORT USERS SIMULTANEOUSLY CONFLICT IN THEIR DESIRE TO USE A PARTICULAR RUNWAY, TICKET COUNTER, OR ACCESS ROADWAY, ONE MUST WAIT OR QUEUE, UNTIL THE OTHER HAS COMPLETED ITS OPERATION. IT IS THIS SITUATION OF WAITING WHICH FORMS THE BASIS OF DEFINITION FOR CAPACITY
- RUNWAY SYSTEM DEMAND 590,000 OPS BY 1995
 - EXISTING RUNWAY CAPACITY 90 VFR - 60 IFR
220,000 ANNUAL WILL OCCUR IN 1981-82
 - PARALLEL RNY ALTERNATES (SEE PAGE 92)

DEMAND FORECASTS:

PASSENGERS	* PEAK HOUR	SCHEDULED	NON-SCHEDULED	(AIRCRAFT PARKING)	
				SCH	NON-SCH
1974	520	525,843	33,500	6	1
1980	900	950,000	65,000	7	1
1985	1,200	1,300,000	110,000	10	2
1995	1,950	2,200,000	200,000	14	9913

* NUMBER OF PAX EXPECTED TO USE

DEMAND FORECASTS - CONT'D
TERMINAL BUILDING/PARKING LOT

1974	75,500	540 SPACES
1980	116,000	810 SPACES
1985	115,000	1,075 SPACES
1995	250,000	1,850 SPACES

AIR FREIGHT/CARGO FACILITIES - ADEQUATE TO HANDLE DC-10 AIRCRAFT WITH 23,000 PAYLOAD TO BE DEVELOPED BASED ON ACTUAL REALIZED GROWTH.

4. REVIEW LAND ACQUISITION

5. ASSUMPTIONS

- THERE ARE SEVERAL ISSUES WHICH WILL HAVE A SIGNIFICANT IMPACT ON THE GROWTH OF PASSENGER ACTIVITY AT RENO INTERNATIONAL AIRPORT. THESE ISSUES INCLUDE THE DEVELOPMENT OF A MAJOR RESORT COMPLEX, ^{ADDITIONAL SCHEDULED SERVICES} FUEL SHORTAGES, THE NATIONAL ECONOMY, SERVICE TO SOUTH LAKE TAHOE AIRPORT, AND NONSCHEDULED SERVICE.

- THE ACTIVITY PROJECTIONS UTILIZED IN THIS STUDY ARE BASED ON THE ASSUMPTION THAT THE ATTRACTIVENESS OF THE RENO AIR TRADE AREA WILL INCREASE THROUGHOUT THE FORECAST PERIOD AT A VERY HIGH, YET STEADY, RATE.

IN RECOGNITION OF THE FACT THAT DYNAMIC SHORT-TERM GROWTH MAY BE EXPERIENCED AT DIFFERENT TIMES DURING THE FORECAST PERIOD, THE CONSULTANT PLACES HEAVY WEIGHTING ON THE CRITERION OF FLEXIBILITY IN EVALUATION OF THE DEVELOPMENT ALTERNATIVES.

- FUEL SHORTAGES: RECENT EVENTS HAVE MADE THE FUTURE AVAILABILITY AND COST OF AIRCRAFT FUEL LESS THAN CERTAIN. THE FORECASTS CONTAINED HEREIN ARE BASED ON THE ASSUMPTION THAT IT WILL BE THE COST, NOT THE AVAILABILITY, OF FUEL THAT WILL HAVE THE PREDOMINANT EFFECT ON FUTURE AVIATION ACTIVITY

- NATIONAL ECONOMY: THE CYCLICAL NATURE OF THE U.S. ECONOMY IS EXPECTED TO CONTINUE; HOWEVER, TRAFFIC PROJECTIONS WITHIN THIS STUDY ARE BASED ON THE ASSUMPTION THAT THESE FLUCTUATIONS WILL NOT AFFECT THE LONG-TERM GROWTH OF AVIATION DEMAND.

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- SOUTH LAKE TAHOE SERVICE: THE ENPLANED PASSENGER SURVEY INDICATED THAT APPROXIMATELY 20% OF THE PASSENGERS BEGAN THEIR TRIP IN THE SOUTH LAKE TAHOE AREA.
- THE FORECASTS CONTAINED IN THIS STUDY ARE BASED ON THE ASSUMPTION THAT SCHEDULED AIR SERVICE TO SOUTH LAKE TAHOE WILL BE PROVIDED ON AN INCREASING SCALE THROUGHOUT THE FORECAST PERIOD.
- NONSCHEDULED SERVICE (TRAVEL CLUBS AND SUPPLEMENTALS): AS DISCUSSED IN CHAPTER V, HISTORICAL DATA REGARDING CHARTER ACTIVITY WAS RATHER SKETCHY. THE CONSULTANT'S BEST ESTIMATE IS THAT NONSCHEDULED ENPLANEMENTS HAVE HISTORICALLY ACCOUNTED FOR 3% TO 7% OF THE TOTAL. THE FORECASTS HEREIN ARE BASED ON THE ASSUMPTION THAT INCREASED SUPPLEMENTAL ACTIVITY WILL OFFSET DECREASED TRAVEL CLUB OPERATIONS RESULTING IN A CHARTER MARKET SHARE OF 5% TO 10% IN THE FUTURE.
- THIS MODELING WAS OF A CONCEPTUAL NATURE; THE USE OF PRECISE MATHEMATICAL RELATIONSHIPS WAS REJECTED AS THEY WERE NOT DEEMED REFLECTIVE OF THE DYNAMIC NATURE OF RENO'S ECONOMY.

6. CONCLUSIONS

1. RENO INTERNATIONAL AIRPORT, AT ITS PRESENT LOCATION, IS CAPABLE OF DEVELOPMENT WHICH WILL ALLOW ITS CONTINUED OPERATION THROUGH THE STUDY PERIOD (1995) AND BEYOND.
2. RESOLUTION OF INCOMPATIBILITIES BETWEEN THE OPERATION OF THE AIRPORT AND LAND USES IN ITS VICINITY IS CRITICAL TO THE FUTURE VIABILITY OF THE FACILITY.
3. IT WILL BE NECESSARY TO INITIATE A COMBINED PROGRAM OF ACQUISITION AND LAND USE MANAGEMENT IN ORDER TO ELIMINATE EXISTING INCOMPATIBILITIES AND TO INSURE FUTURE LAND USE COMPATIBILITY.
4. AIR CARRIER AND MILITARY ACTIVITY IS PROJECTED TO UTILIZE APPROXIMATELY 30% OF RENO INTERNATIONAL AIRPORT'S OPERATIONAL CAPACITY BY 1995. CLOSURE OF THE AIRPORT TO, OR SIGNIFICANT RESTRICTIONS ON, GENERAL AVIATION TRAFFIC **993** WOULD RESULT IN UNDERUTILIZATION OF THE FACILITIES, A

SYSTEM CAPACITY DEFICIENCY, AND SIGNIFICANT INCONVENIENCE TO AN IMPORTANT SEGMENT OF THE AVIATION MARKET.

5. THE EXISTING PASSENGER TERMINAL IS CAPABLE OF BEING EXPANDED IN ITS PRESENT LOCATION. EXPANSION OF THE EXISTING STRUCTURE WOULD BE MORE COST EFFECTIVE, MORE OPERATIONALLY EFFICIENT, AND MORE ENVIRONMENTALLY ACCEPTABLE THAN RELOCATION OF THE FACILITY.
6. THERE IS ADEQUATE AREA AVAILABLE ON THE WEST SIDE OF THE AIRPORT FOR THE EXPANSION OF PASSENGER TERMINAL, AUTOMOBILE PARKING, AND SUPPORT FACILITIES.
7. THE NOISE ENVIRONMENT IN THE VICINITY OF RENO INTERNATIONAL IS NOT EXPECTED TO CHANGE APPRECIABLY DURING THE NEXT 10 YEARS AND TO DECREASE SOMEWHAT AFTER THAT PERIOD.
8. THERE ARE NO SIGNIFICANT OPERATIONAL ADVANTAGES ASSOCIATED WITH AN EXTENSION TO RUNWAY 16-34.
9. THE OPERATIONAL ADVANTAGES ASSOCIATED WITH EXTENDING RUNWAY 7-25 ARE OUTWEIGHED BY THE LOW FREQUENCY OF USE BY AIR CARRIER AIRCRAFT.
10. RENO INTERNATIONAL AIRPORT, WITH PRUDENT MANAGEMENT, IS CAPABLE OF PRODUCING REVENUES TO FINANCE EXISTING AS WELL AS PROPOSED DEBT SERVICE PROGRAMS. THERE WILL ALSO BE SUFFICIENT FUNDS TO MAINTAIN A RESERVE FOR PROTECTION AGAINST UNPREDICTED CONTINGENCIES.

7. RECOMMENDATIONS

1. IMMEDIATE STEPS BE TAKEN TO EXPAND THE BAGGAGE CLAIM AND KITCHEN/RESTAURANT FACILITIES OF THE EXISTING PASSENGER TERMINAL BUILDING.
2. APPROXIMATELY 187 ACRES OF PROPERTY SOUTHWEST, WEST, AND EAST OF RENO INTERNATIONAL BE PURCHASED AND THE RESIDENTIAL USES CHANGED TO THOSE MORE COMPATIBLE WITH THE OPERATION OF THE AIRPORT.
3. APPROXIMATELY 70 ACRES OF VACANT PROPERTY EAST OF THE AIRPORT AND NORTH OF THE BROOKSIDE MUNICIPAL GOLF COURSE BE PURCHASED TO ACCOMMODATE THE DEVELOPMENT OF THE PROPOSED GENERAL AVIATION RUNWAY AND SUPPORT AREA.

4. A GENERAL AVIATION RUNWAY, 5,900 FEET LONG AND 75 FEET WIDE, BE CONSTRUCTED PARALLEL TO AND 700 FEET EAST OF EXISTING RUNWAY 16-34.
5. GENERAL AVIATION ACTIVITY IN THE VICINITY OF THE PASSENGER TERMINAL BUILDING BE ULTIMATELY RELOCATED TO THE EAST SIDE OF THE AIRPORT.
6. THE OPERATION OF THE BROOKSIDE MUNICIPAL GOLF COURSE BE MAINTAINED. THAT PORTION DISRUPTED BY THE DEVELOPMENT OF THE GENERAL AVIATION RUNWAY SHOULD BE REPLACED BY PROPERTY ACQUIRED IN THE APPROACH TO RUNWAY 25. .
7. A COMPREHENSIVE LAND USE MANAGEMENT PROGRAM, BASED ON THE GUIDELINES PRESENTED IN CHAPTER XII OF THIS REPORT, BE ADOPTED AND PROMOTED BY THE JOINT AIRPORT ZONING BOARD.
8. THE AIRPORT LEASE POLICY RECOMMENDATIONS PREPARED FOR THE CITY OF RENO BY ARNOLD THOMPSON ASSOCIATES, INC., IN MAY 1974, BE IMPLEMENTED.
9. ALL AIRPORT REVENUE-PRODUCING AREAS BE DEVELOPED TO THE MAXIMUM EXTENT POSSIBLE.

A. J. Parry Associates, Inc.

AIRPORT PLANNING, FINANCIAL & MANAGEMENT CONSULTANTS

P. O. Box 8072 • San Francisco International Airport
San Francisco, CA 94128 • 415-343-6948

A. J. PARRY, A.A.E.

President, A. J. Parry and Associates, Inc.

B.S., Air Transportation (Purdue University)

A. J. Parry and Associates, Inc. is a professional consulting firm specializing in all aspects of airport planning, finance and airport management. Mr. Parry has provided the aviation industry consulting services for over 23 years.

Prior to establishing his own firm, Mr. Parry served as Vice President of Arnold Thompson Associates, Inc. and Manager of the firm's West Coast office. His expertise in that capacity included airport administration, fiscal matters, and evaluations of airport/aviation facilities; he also lent valuable assistance in the development of air market analyses and airport physical development programs.

He has assisted with various facets of the Airport Planning and Master Plan Studies for Salt Lake City International Airport, Salt Lake City, Utah; Indianapolis International Airport, Indianapolis, Indiana; Buchanan Field Airport, Contra Costa County, California; Midland Regional Air Terminal, Midland, Texas; Reno International Airport, Reno, Nevada; Mahlon Sweet Field, Eugene, Oregon; and Medford-Jackson County Airport, Medford, Oregon.

Prior to joining the Arnold Thompson firm, Mr. Parry was an Associate with Leigh Fisher Associates, Inc., conducting and assisting with financial feasibility studies for Colorado Springs, Philadelphia, Milwaukee, and other major air traffic centers. He was

involved in general aviation airport systems planning and site selection for the Indianapolis Airport Authority and in air market analyses for various cities in California, Iowa, Ohio and Washington. Also, he participated in long-term regional studies for the east central region of Florida, the State of Arkansas and the island nation of Jamaica.

As a Special Consultant to Far Eastern governments, Mr. Parry worked in conjunction with the United Nations, the Federal Aviation Agency and the Republic of Korea to develop a system of domestic and international airports for the Republic. In this position, he worked with the International Air Transportation Association (IATA), the International Civil Aviation Organization (ICAO) and the local Korean Airlines.

Earlier in his aviation-related career, Mr. Parry was Airport Manager at Dress Memorial Airport, Evansville, Indiana and Assistant Airport Manager at James M. Cox-Dayton Municipal Airport, Dayton, Ohio. He planned for and established extensive capital improvements programs for these airports.

Memberships: American Association of Airport Executives
(accredited airport executive)
Indiana Airport Officials' Association
(past president)
California Association of Airport Executives
(associate)
Sigma Alpha Tau (honorary air transportation
fraternity)

FAA Planning Grant Studies undertaken jointly and/or separately
by A. J. Parry and/or A. J. Parry and Associates, Inc.

Contra Costa County
California

Sponsor:
Contra Costa County, California

Aviation forecasts for Contra Costa County clearly indicated that the County's existing general aviation facilities were inadequate to meet future demands. Alternative programs were developed including the in-depth evaluation and ranking of some twenty-two possible reliever airport sites within the County. Based upon socioeconomic analyses, facility requirements, air space, development costs and environmental considerations, five airport reliever sites were recommended for future study.

The FAA accepted the Site Selection Study and related Environmental Reconnaissance.

Midland Regional Air Terminal
Midland, Texas

Sponsor:
City of Midland, Texas

The principal goal of this Airport Master Plan Study was to prepare short-, medium- and long-range plans for the development of the Midland Regional Air Terminal consistent with existing and forecasts demands for air transportation services and facilities as required by the users of the Airport. A major portion of the Study was directed toward the feasibility of expanding the existing air carrier terminal building complex or relocating the facilities to a new area. The FAA Airport Layout Plan set forth a staged program for runway extension, high speed runway exits and perimeter taxiways. An analysis was undertaken as to upgrading principal runways and a cost evaluation as to the continued maintenance and use of a general aviation crosswind runway.

On- and Off-Airport Land Use Plans with recommended land use guidelines were developed. An in-depth financial plan was developed with recommendations as to ways to finance the new or improved airport facilities.

Acceptance by the City of Midland and the FAA of both the Airport Master Plan Study and the Preliminary Environmental Impact Statement was accomplished.

Birmingham Municipal Airport
Birmingham, Alabama

Sponsor:
City of Birmingham, Alabama

The Financial Plan for this medium-hub air carrier airport projected short- and long-range income and expenses in such a manner that it could be used as a guide for financial planning to support the thirty-five million dollar improvement plan -- terminal building expansion, upgrading the runway and taxiway system, land acquisition, etc.

The goal of the Financial Plan was to achieve a sound economic policy as to methods of financing improvements as recommended in the Airport Master Plan Study so there would be a minimum burden on local taxpayers.

Greensboro/High Point/Winston-Salem Regional Airport
Greensboro, North Carolina

Sponsor:
Greensboro/High Point Airport Authority

In order to provide a systematic Financial Plan for the development of improved air carrier terminal building facilities, parallel runway and related airfield development as recommended in the Airport Master Plan Study, the goal of the Financial Plan was to achieve a sound economic operation while providing an adequate level of public facilities and to achieve a policy of financing improvements with a minimum burden on local taxpayers.

The Financial Analysis evaluated each airport cost area and the Airport as a whole as to existing and new sources of income, refinancing existing debt obligations and a review of existing and projected maintenance and operational expenses.

Sonoma County Airport
Santa Rosa, California

Sponsor:
Sonoma County

The Sonoma County Airport Master Plan Study provided for the orderly development of this facility to meet immediate- and long-term aviation demands as determined by aviation activity forecasts.

Priority was given to the construction of a parallel general aviation runway and a support taxiway system. Although Sonoma County Airport is basically a general aviation facility, the FAA Airport Layout Plan suggests runway improvements to accommodate heavier and larger aircraft, if such need should arise.

The On-Airport Land Use Plan emphasizes a logical development of land parcels to meet future general aviation hangar, tie-down, terminal and support facilities.

Off-Airport Land Use Plans and related policies were developed in such a manner that they could be incorporated into the County's overall Land Use Plan.

Acceptance by Sonoma County and the FAA of this Airport Master Plan Study was accomplished.

Modesto City/County Airport
Modesto, California

Sponsor:
City of Modesto, California

The Master Plan Study for the Modesto City/County Airport provided a comprehensive On-Airport Land Use Plan which encompassed the maximum use of existing surplus military facilities with specific recommendations as to immediate and long-term requirements of general aviation storage and service facilities and compatibility with proposed adjacent land to be used for recreational purposes. A major portion of the Study was directed toward the feasibility of expanding the existing air carrier terminal building complex or relocating the facilities to a new area. The Financial Plan analyzed historical and projected maintenance and operational expenses with recommendations as to future financing of airport improvements.

Acceptance by the City of Modesto and the FAA of both the Airport Master Plan Study and the environmental considerations was accomplished.

Klamath Falls Municipal Airport (Kingsley Field)
Klamath Falls, Oregon

Sponsor:
City of Klamath Falls, Oregon

The Study of the Klamath Falls Municipal Airport resulted in an updated Airport Master Plan covering a twenty year period. At a considerable savings in maintenance costs to the City, it was determined from a weather analysis that the general aviation crosswind runway and related taxiway was not required. Aviation activity forecasts which were reflected as facility requirements on the FAA type Airport Layout Plan provided for a parallel taxiway, a holding apron and the staging of general aviation storage and support facilities.

The Off-Airport Land Use Plan recommended runway approach easements, rezoning of land parcels and joint City-County zoning ordinances.

As a result of the in-depth Airport Financial Plan, the County now assists the City financially toward the continued operation and improvement of the Airport.

Acceptance by the City of Klamath Falls and the FAA of both the Airport Master Plan Study and the Environmental Assessment was accomplished.

Medford-Jackson County Airport
Medford, Oregon

Sponsor:
Jackson County, Oregon

The Land Use Study provided Jackson County with a plan and recommendations toward land use compatibility between the Medford-Jackson County Airport and the land in its vicinity. Consideration was given to land use data, existing and future airport activity as well as future airport improvements that would effect land use.

The Study provided environmental impact assessments, estimated costs for an acquisition program, Noise Exposure Forecasts along with recommendations as to proper zoning, aeronautical easements and noise abatement procedures.

Acceptance by Jackson County and the FAA of the Land Use Study and Environmental Impact Assessment was accomplished.

Mahlon Sweet Field
Eugene, Oregon

Sponsor:
City of Eugene, Oregon

The major goal of the Mahlon Sweet Field Airport Master Plan Study was to properly plan for the use of land within the Airport proper and to provide policy guidelines regarding future land uses of on-airport areas affected by aircraft operations and obstruction clearance criteria as required by the FAA. These guidelines provided the basis for implementation, by appropriate jurisdictions, building and housing codes for noise attention. Specific recommendations were made as to a new general aviation runway to meet long-term capacity problems, airline terminal building expansion, land acquisition and upgrading of the existing runway and taxiway system to accommodate larger air carrier aircraft.

The Mahlon Sweet Field Airport Master Plan Study was the first such study completed for a West Coast air carrier airport under FAA's Planning Grant Program. This study was accepted by the City of Eugene and the FAA.

Indianapolis International Airport
Indianapolis, Indiana

Sponsor:
Indianapolis Airport Authority, Indiana

As a result of updated aviation demand forecasts, airfield capacity analyses and other considerations, the Airport Master Plan Study recommended a fifty-four million dollar improvement program for this medium-hub air carrier airport. The staging of the FAA Airport Layout Plan insured an orderly development of the terminal building complex through land acquisitions and apron improvements as well as the airfield area by adding to and improving the existing runway and taxiway systems.

An in-depth financial plan was developed to insure the Authority of a sound method of financing the improvements.

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Reno International Airport
Reno, Nevada

Sponsor:
City of Reno, Nevada

The Study of the Reno International Airport included a comprehensive Airport Master Plan of a small-hub air carrier airport. The FAA Airport Layout Plan placed emphasis upon the expansion of existing terminal building facilities, vicinity land use patterns as well as On-Airport Land Use Plan involving general aviation storage and support facilities, military, etc.

An in-depth financial analysis was made with specific recommendations as to methods of financing airport improvements.

Acceptance by the City of Reno and the FAA of both the Airport Master Plan Study and the Environmental Report was accomplished.

Reno/Stead Airport
Reno, Nevada

Sponsor:
City of Reno, Nevada

This Airport Master Plan Study of Reno/Stead Airport, a general aviation facility, provided the City with a comprehensive On-Airport Land Use Plan which encompassed the maximum use of existing surplus military facilities with specific recommendations as to immediate- and long-term requirements for runways, taxiways, hangars and surplus buildings. Consideration was given to such requirements based upon the influence of nearby Reno International Airport and adjacent off-airport aviation and non aviation industrial/commercial development.

Acceptance by the City of Reno and the FAA of both the Airport Master Plan Study and the Environmental Report was accomplished.

Imperial County Airport
Imperial, California

Sponsor:
Imperial County, California

The Airport Master Plan Study for the Imperial County Airport contained an extensive analysis as to the joint-use of the nearby Naval Air Facility at El Centro, California in lieu of implementing certain improvements to the existing Imperial County Airport. The Plan recommended the continued development of County facilities based upon a new general aviation crosswind runway, the widening of the principal runway to accommodate air carrier activity and the acquisition of property for the protection of runway approaches. The planning was based upon the use of the military airport only at alternate times when activity is occasionally restricted at the County Airport.

Acceptance by Imperial County and the FAA of both Airport Master Plan Study and Preliminary Environmental Impact Statement was accomplished.

San Carlos Airport
San Carlos, California

Sponsor:
San Mateo County, California

The major emphasis of this study dealt with upgrading aviation activity demand forecasts for San Mateo County and determining from such data the future facility requirements of the County's System of Airports. The On-Airport Land Use Plan for the San Carlos Airport recommended some nine million dollars of airport improvements - transit and permanent tie-downs, general aviation support areas, runway extension and land acquisitions. Consideration was given to the environmental impact of such development on adjacent land parcels.

An in-depth Financial Plan for California's tenth busiest general aviation airport recommended an orderly procedure to insure maximum income from airport users to support the financing of immediate- as well as long-term improvements.

1012

Half Moon Bay Airport
Half Moon Bay, California

Sponsor:
San Mateo County, California

Based upon the general aviation demand forecasts developed for San Mateo County's System of Airports, the Airport Master Plan Study for Half Moon Bay Airport provided for an On-Airport Land Use Plan which recommended apron and runway improvements, taxiways, lighting, aircraft storage and service facilities, etc. Consideration was given to compatibility and environmental impact on existing and future adjacent land parcels.

The Financial Plan provided methods of minimizing the Airport's operational loss in order to put a minimum financial burden on the County.

Buchanan Field Airport
Concord, California

Sponsor:
Contra Costa County, California

The Buchanan Field Airport Master Plan Study for the fifth most active general aviation facility in California (the twenty-second busiest in the U. S.) dealt primarily with recommendations as to the most efficient use of minimum on-airport acreage to meet future aviation demands. Consideration was given to airfield capacity problems, additional storage and service areas to accommodate a high population of based aircraft and transit activity. The FAA Airport Layout Plan provided the County with a guide for orderly and progressive development of the Airport and to insure that the facility will continue to be an important segment of the San Francisco Bay Area transportation system.

Special attention was given to the Financial Plan and the future Airport Lease Policy which could be used to support recommended improvements and provide a self-sufficient airport with minimum burden to local taxpayers.

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Winnemucca Municipal Airport
Winnemucca, Nevada

Sponsor:
City of Winnemucca, Nevada

The Airport Master Plan Study of Winnemucca's general aviation airport provided the City with an On-Airport Land Use Plan which emphasized the maximum and efficient use of existing surplus facilities. Special consideration was given to cross-wind runway requirements.

Acceptance by the City of Winnemucca and the FAA of the Airport Master Plan Study and the Environmental Assessment Report was accomplished.

A. J. PARRY AND ASSOCIATES, INC.

Selected Types of Airport Management & Financial Studies
Provided by A. J. Parry and Associates, Inc.

1. TENANT NEGOTIATIONS

- o *Field analysis*
- o *Financial analysis to determine airport users fees and charges based on historical and projected income and expenses*
- o *Preparation of negotiations documents and support material*
- o *Establish negotiating procedures*
- o *Participate in negotiations*

2. WORKING DRAFT OF USER AGREEMENTS AND CONTRACTS

- o *Field analysis and inventory*
- o *Financial analysis*
- o *Provide draft of airport user agreements based upon current terms and conditions as accepted throughout the industry*
- o *Review draft agreements with local counsel*
- o *Participate in conferences*

3. LEASE AND CONTRACT APPRAISALS

- o *Review of current airport agreements and contracts with consideration given to:*

- Term*
- Options*
- Privileges granted*
- Financial basis*
- Obligation of lessee and lessor*
- Other covenants*
- Amendments*
- Other*

- o Recommendations as to changes in existing contractual agreements to insure maximum revenues to the airport owner
- o Based upon the review, provide recommendations that can be used as a guide for future negotiations and preparation of airport user agreements
- o Participate in conferences

4. AIRPORT LEASE POLICY RECOMMENDATIONS

- o Provide an overall airport lease policy document for all types of airport users with consideration given to:

- Privileges and rights
- Term
- Rates and charges
- Maintenance and operational obligations
- Insurance
- Private development
- Standards
- Title to property
- Subleasing
- Other

- o Participate in conferences

5. AIRPORT FINANCIAL FEASIBILITY ANALYSIS

- o Provide a financial study to determine by cost areas and the airport as a whole as to financial requirements to meet existing and projected maintenance, operational and capital improvement expenses
- o Provide future financial data as to what degree each major cost area and the airport as a whole will or will not be self sufficient
- o Provide recommendations as to a policy to improve airport revenues and reduce expenses
- o Participate in conferences

6. AIRPORT FINANCIAL PLANS - FAA PLANNING GRANT PROGRAM

- o *Analysis of historical financial data*
- o *Financial projections to determine the airport sponsors ability to finance new improvements*
- o *Recommend methods of financing*
- o *Field analysis*
- o *Bond prospectus*
- o *Participate in conferences*

ALABAMA

Birmingham Municipal Airport (2,10)

ARKANSAS

Little Rock Municipal Airport (12)

State of Arkansas (5)

Grider Field-Pine Bluff (1)

CALIFORNIA

Buchanan Field Airport-Concord (1,2,3,6,9,10)

Contra Costa County (2,4)

Half Moon Bay Airport (1,2,10)

Imperial County Airport (1,2)

Lompoc Airport (1)

Marin County (4)

Modesto City/County Airport (1,2)

Paso Robles Municipal Airport (1)

Sacramento Metropolitan Airport (1)

Salinas Municipal Airport (1)

San Carlos Airport (1,2,10)

San Francisco Int'l Airport (10)

San Jose Municipal Airport (1,3,12)

Santa Barbara Airport (1)

Sonoma County Airport (1,2)

Truckee-Tahoe Airport (1)

Watsonville Municipal Airport (1)

COLORADO

Peterson Field-Colorado Springs (10,12)

FLORIDA

East Central Florida (5)

Tallahassee Municipal Airport (6,7,8)

ILLINOIS

Greater Peoria Airport (1,3)

Proposed St. Louis Int'l Airport-
Columbia (10,12)

INDIANA

Hulman Field Airport-Terre Haute (6,7)

Indianapolis Int'l Airport (1,2,4,5,6,7,9,10,12)

Airport Mast
FAA Planning
Terminal Bu
Airport Site
Airport Syst
Rates & Cha

A. J. PARRY AND ASSOCIATES, INC.

Recent Airport Management & Financial Studies
Provided Under Present or Previous Practice

Client	(1) Tenant Negotiations	(2) Working Draft of User Agreements & Contracts	(3) Lease & Contract Appraisals	(4) Airport Lease Policy Recommendations	(5) Airport Financial Feasibility Analysis	(6) Financial Plans - FAA Planning Grant Program
Birmingham Municipal Airport Birmingham, Alabama						●
Buchanan Field Airport Concord, California			●	●		●
Half Moon Bay Airport Half Moon Bay, California						●
Imperial County Airport Imperial, California						●
San Carlos Airport San Carlos, California						●
Sonoma County Airport Santa Rosa, California						●
Tallahassee Municipal Airport Tallahassee, Florida	●	●				
Indianapolis Int'l Airport Indianapolis, Indiana	●	●		●	●	●
Hulman Field Airport Terre Haute, Indiana	●					
Springfield Municipal Airport Springfield, Missouri	●	●				●
Reno Int'l Airport Reno, Nevada	●	●	●	●		●
Reno/Stead Airport Reno, Nevada						●
Greensboro/High Point Airport Greensboro, North Carolina						●
Douglas Municipal Airport Charlotte, North Carolina	●					
Mahlon Sweet Field Eugene, Oregon	●	●			●	●
Medford-Jackson County Airport Medford, Oregon	●	●				
Midland Regional Air Terminal Midland, Texas	●	●				●
Lubbock Regional Airport Lubbock, Texas	●	●				
Salt Lake City Int'l Airport Salt Lake City, Utah	●	●	●	●	●	
General Mitchell Field Milwaukee, Wisconsin					●	

CITY OF RENO
Inter-Office Memo

Committee on Government Affairs

March 30, 1977

From: Robert L. Kendro, Finance Director

Subject: City of Reno's Ability to Finance its proposed
Master Plan for Capital Improvements at the Reno
International and Reno Stead Airports

By virtue of the fact that the City has successfully negotiated "lease" and "landing fee" agreements with the air carriers servicing the airport, the funding requirements for the capital improvements as outlined in the Master Plan are assured.

Copies of both the "Master Plan" and a "landing fee agreement" have been made available to the Committee on Government Affairs.

The following may be noted from the landing fee agreement with United Airlines.

1. Article V, Section 5.01 - Term

The term of the agreement is for eleven years commencing July 1, 1975, and terminating June 30, 1986. The time frame for Stages I and II of the Master Plan is concurrent with the term of the lease.

2. Article VI, Section 6.01 - Fee

This article states that the fees payable to the City shall be based on reimbursement for the City's actual expenditures which include repayment of the long-term debt pursuant to the Attachments "A", "B", "C" and "D". These attachments include, but are not limited to, 100% of the debt service required to complete the Master Plan through 1985.

3. Attachment "C"

The Master Plan is recapped in this section, and it is stated in 1975 dollars. However, Item 4 in the same attachment indicates that the City's costs are subject to adjustment for changes in construction costs due to inflation.

It may be noted that of the \$21,137,000 estimated total (in 1975 dollars) for Stages I and II, the federal share is estimated to be \$16,955,000 while the City's share will be \$4,182,000.

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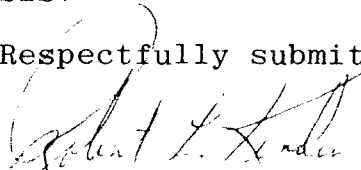
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Committee on Government Affairs
March 30, 1977
Page 2

It has been suggested that the City might "siphon" off revenues for other than airport uses. The second paragraph of Attachment "A" of the landing fee agreement clearly states that this is not possible. The City would not divert funds due to the "enterprise" system of accounting. The "landing fee" agreements are based upon this principle. The airlines are the major contributors to the airport. The City negotiates with them pursuant to the terms of the leases. The involvement of their accountants and legal staffs with the City and its records would preclude the possibility of such occurrences.

The City submits to the Committee that it is able to implement the designated improvements at its airports and does indeed have the ongoing financial expertise to do so. It may be further noted that these plans do not include the use of any ad valorem tax revenues but instead the airports will continue to be operated and managed on a self-supporting basis.

Respectfully submitted,


Robert L. Kendro
Finance Director

RLK:pr

1022