

MEMBERS PRESENT

Chairman Dini  
Mr. Marvel  
Mr. Fitzpatrick  
Mrs. Westall  
Mr. Harmon  
Dr. Robinson  
Mr. Craddock  
Mr. Jeffrey  
Mr. Getto  
Mr. Bedrosian  
Mr. Bergevin

GUESTS PRESENT

See Guest List attached

AB 470 - PROVIDES INDUSTRIAL COVERAGE FOR PAID FIREMEN  
INJURED WHILE PERFORMING VOLUNTARY SERVICES  
OFF DUTY

JULIUS CONIGLIARO, Federated Firefighters of Nevada

Mr. Conigliaro stated the Bill would provide coverage for a paid firefighter who operates independently in an emergency on his off-duty time.

LODY SMITH, State Forester Fire Warden

Mr. Smith stated he supported the Bill; it would lend a lot of help to volunteer fire departments throughout the State

Testimony was concluded on AB 470.

The Chairman then stated the next Bill to be heard was AB 375.

AB 375 - PROVIDES FOR ADVISORY VOTE IN WASHOE COUNTY ON  
REMOVAL OF RENO INTERNATIONAL AIRPORT & DIRECTS  
STATE PLANNING COORDINATOR TO IDENTIFY SUITABLE  
ALTERNATIVE SITE FOR REGIONAL AIRPORT

ASSEMBLYMAN PAUL PRENGAMAN, A.D. 26

Mr. Prengaman stated the intent of the Bill is to provide for an advisory referendum to be held in Washoe County on November 4, 1980 concerning the possible removal of the Reno Airport from its present site to an alternative site. He stated the Bill addresses two points: putting it on the ballot and directing the State Planning Coordinator to study alternative sites. Mr. Prengaman distributed to the Committee a history of the airport for their information, a copy of which is attached hereto and made a part hereof. Mr. Prengaman pointed out there has been a lot of activity in regard to the airport by local governments; all three local governments have passed resolutions moving in the direction of a feasibility study to relocate the airport. He stated the Washoe County Airport Authority trustees voted to approve and participate in the feasibility study. Mr. Prengaman stated if the feasibility study comes back with the recommendation that it is feasible to move the airport and a potential site can be found, and at the same time as the study comes back there is a vote of the people voicing they would like the airport to be relocated, then relocating the airport becomes top priority.

ROBERT L. MANDEVILLE, Director of Airports,  
Washoe County Airport Authority

Mr. Mandeville stated he spoke neither in favor or against the Bill but had some comments. He stated the Bill would provide a referendum opportunity for Washoe County citizens and provide for the State Planning Coordinator's Office to respond to the election, and if the vote were in the affirmative he would undertake a study of the feasibility of relocating the airport. Mr. Mandeville distributed copies of an Agreement between the Washoe County Airport Authority and a firm in San Francisco which, once approved, would allow the feasibility study to proceed. He stated the cost of the study is \$93,600 and it would take approximately seven months to complete.

Chairman Dini asked Mr. Mandeville if the contract were already signed for Phase I. Mr. Mandeville

stated the contract was approved by the Authority but it was subject to the approval by the City of Reno; City of Sparks; and Washoe County; all four entities would then proceed with the study and each paying 25% of the cost and each having a major input into the process.

Mr. Mandeville stated the existing facilities at the airport now available are being overtaxed from use, and there is a need to continue with airport development at the present site in order to meet the day to day needs of the public. Mr. Mandeville stated one of the major points to consider in the referendum is the matter of cost. He stated he felt the airport should be self-sufficient and pay its own way. Mr. Mandeville advised the Committee if the referendum could be held within the next few months it would serve a useful purpose in getting a measurement of what the people think before any studies are undertaken.

Mr. Prengaman pointed out to the Committee that the Noise Control and Land Use Compatability Study is not due to be completed until July, 1979 which would be after the county election, and he felt one thing the study would reveal is how compatible the present airport is with its present surroundings and also the alternatives, if any.

Mr. Jeffrey stated he felt people were going to ask themselves is should the airport be where it is or not, and if the feasibility is negative he wanted to know what kind of position will the elected officials be put in because undue pressure is being put on them to act where it is impossible for them to act.

Mr. Getto commented that the Reno Airport is really a regional airport and inquired whether the vote shouldn't be put to a wider scope than just Washoe County.

ASSEMBLYMAN TOD BEDROSIAN, A.D. 24

Mr. Bedrosian stated the Bill was not meant to spur a debate as to whether or not the Reno airport should be moved or kept where it is. Mr. Bedrosian stated to him the timing of the study was perfect. Mr. Bedrosian stated he would like to make an amendment to the Bill to simplify it. He stated he would like to delete Section 8 which directs the State Planning Coordinator to conduct an inquiry, and have the Bill deal with just the advisory question and no study be addressed in the Bill.

Chairman Dini stated he felt when the feasibility studies are made inquiry should be made of all the surrounding counties and they should work with the local governments, there is a lot of potential area for development, and if the airport is relocated Carson City needs in the future as state capitol should be addressed to it.

Mr. Craddock stated to Mr. Bedrosian that he had his whole concept in the wrong arena; there was a prohibition against local referendums and he thought the prohibition should be removed and it should be taken back to the local officials. Mr. Russell McDonald interjected as far as a "straw" poll was concerned to his knowledge there was no prohibition. Mr. Craddock stated if it were a regional problem chances are the Bill could be made a useful vehicle to get at the population affected and the people in Washoe County are not exclusively affected.

Mr. Bedrosian stated that the people affected are those in Reno and Sparks; they are suffering the consequences of the location of the airport now and they should decide whether or not the economic cost of moving the airport is worth getting rid of the noise.

Mr. Jeffrey stated if the elected Board had the alternatives to act, regardless of the feasibility study, and do it intelligently, he would be for it, but he stated that was not evident in the present situation.

Testimony was concluded on AB 375.

Chairman Dini stated that there were two Clark County Commissioners present who wished to testify on SB 42.

SB 42 - EXTENDS TIME FOR DIVISION OF COLORADO RIVER  
RESOURCES OF THE DEPARTMENT OF ENERGY TO  
ISSUE BONDS

ROBERT BROADBENT, Commissioner, Clark County

Mr. Broadbent stated they were in favor of Amendment 179 to SB 42. He stated they would like to suggest some additional changes in section 1, paragraph 2, and he distributed copies of the changes suggested to the Committee, a copy of which is attached hereto and made a part hereof.

Mr. Broadbent stated the Bill would give the authorization to Clark County to purchase 105,000 acres in El Dorado Valley through the State of Nevada if it felt it had a need. He stated the purpose for the request is that at the present time they are doing airport studies and what the county is concerned about is general aviation and where general aviation needs are going to be met in the next 30 years.

Mrs. Westall pointed out a conflict on page 2, line 13.

Chairman Dini requested Mr. Jeffrey and Mr. Craddock redraft the amendment and the Committee would take action on the next Agenda, March 15, 1979.

COMMITTEE ACTION:

AB 470 - Mr. Marvel moved DO PASS; seconded by Mrs. Westall, and unanimously carried.

AB-375 - Mr. Jeffrey moved INDEFINITELY POSTPONE; seconded by Mr. Marvel; and unanimously carried. Dr. Robinson having been excused, and Mr. Bedrosian opposed, the vote was 9 to 1.

AB 411 - Mr. Harmon moved AMEND and DO PASS; Mr. Getto seconded; and unanimously carried.

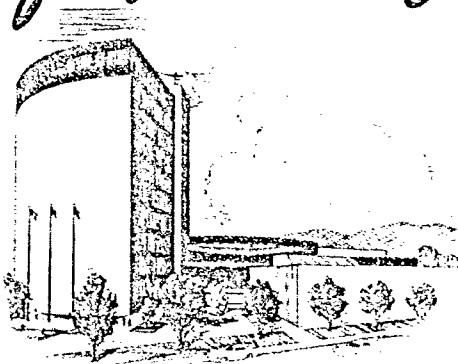
There being no further business to come before the meeting the same was adjourned.

Respectfully submitted,

Sandra Shatzman  
Assembly Attache

# City of Las Vegas

RONALD C. JACK, PH.D.  
DEPUTY CITY MANAGER



SUPPORTIVE SERVICES  
CITY CLERK'S OFFICE  
FINANCIAL MANAGEMENT  
FUNDS COORDINATION  
MUNICIPAL SERVICES  
PERSONNEL & EMPLOYEE  
RELATIONS

March 14, 1979

The Honorable Joseph E. Dini, Chairman  
Assembly Government Affairs Committee  
Legislative Building, Rm. 214  
Carson City, Nevada 89710

Dear Assemblyman Dini:

The City of Las Vegas supports AB 470 which provides industrial insurance coverage for paid firemen injured while performing certain voluntary services off duty.

We respectfully request that your committee favorably consider and approve this bill.

Sincerely,

A handwritten signature in black ink that reads "Ron Jack". The signature is written in a cursive, somewhat stylized font.

Ron Jack  
Deputy City Manager

RJ/lm

cc: Assembly Government Affairs  
Committee Members

EXHIBIT

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## III - INVENTORY

HISTORYReno International Airport

Reno International Airport is located 4 miles southeast of the Central Business District of Reno, Nevada. The Airport is owned and operated by the City of Reno and is presently served by two trunk carriers, United Airlines and Western Air Lines; one regional carrier, Hughes Airwest; and one commuter air carrier, Sun Valley Key Airlines. Reno International Airport is currently classified as a medium-hub airport by the Federal Aviation Administration.

The Airport was originally constructed in 1929 by Boeing Transport, Inc. In 1936, the Airport and facilities were acquired by United Airlines from Boeing. Additional land on the southern side of the Airport was purchased in the early 1940's to relocate and improve the hangar and terminal facilities; however, these plans were cancelled at the beginning of World War II. United Airlines continued to own and operate the Airport until June 24, 1953, when the City of Reno purchased the Airport for the sum of \$914,700, agreeing to operate it as a municipal airport, to lease facilities and use of the field to United Airlines, and to improve the then existing terminal to meet passenger needs adequately. In 1956, Western Air Lines and Bonanza Air Lines began service to Reno and were joined by Pacific Air Lines in 1962 and Sierra Pacific Airlines in 1966; however, Sierra Pacific discontinued operations the following year. In 1968, Bonanza Air Lines and Pacific Air Lines merged with a third air carrier (West Coast Airlines) to become Airwest, later to be named Hughes Airwest.

Several commuter air carriers have served Reno in the past, including RAM Airways, Golden Pacific Airlines, Valley Airlines, and Cal Aero Airways.

In November 1953, the City of Reno leased 29 acres of the Airport land to the Nevada Air National Guard, commencing December 1, 1953 and renewable until termination on January 1, 2054. Since that time, various improvements have been incorporated on the Airport, including: extension of Runway 16-34 to 7,800 feet and construction of associated parallel taxiway (1954); installation of high-intensity runway lighting system (1954); construction and operation of an air traffic control tower (1955); construction of new terminal building (1959); reconstruction of Runway 7-25 (1960); extension of Runway 16-34 to 9,000 feet and lengthen parallel taxiway (1964); and an overlay to Runway 16-34 (1972).

A customs annex on the south side of the existing terminal building was opened in 1971. At that time, the Reno City Council voted to change the Airport name from Reno Municipal to Reno International Airport.

#### Reno/Stead Airport

Reno/Stead Airport, a former military airfield, is located 11 miles northwest of Downtown Reno. The Airport was officially developed during World War II as a specialized flight training center for the Army Air Corps. The Army base was closed after the War and many of its improvements were sold and removed. In the mid-1950's, the airfield was transferred to and reactivated by the U.S. Air Force and used primarily as a survival training school and helicopter training base of the Air Training Command. The site was also used as a radar early warning facility by the Air Defense System.

In the early 1960's, the decision to deactivate Stead Air Force Base was made by the Department of Defense in wake of its economy program. In 1965, a study was conducted as to the possibility of acquiring the facility for civilian use. Title was transferred via a quitclaim deed in 1966 to the City of Reno, which now owns and operates the facility and the airfield became Reno/Stead Airport.



HISTORY OF CITY OF RENO AIRPORT

- 1920: The first Reno area airport was located on the site of Washoe County Golf Course on Plumas Street. This was known as Blanchfield Airport.
- The airport was originally purchased by Washoe County. The City of Reno shared  $\frac{1}{2}$  ownership since 1930.
- 1935: The airport was converted into a Golf Course.
- April 1936: Washoe County entered into an agreement with United Airlines for an airport at the present location. Washoe County was to contribute \$18,000, United Airlines was to contribute \$7,000.
- October 1936: Washoe County entered into an option to purchase 300 acres of land to enlarge the airport.
- November 1936: The agreement of April 1936 was rescinded, and the option to purchase the land (300 acres) was assigned to United Airlines. The County had the option to purchase for \$25,000 but apparently did not wish to enter into the agreement.
- November 1936: United Airlines purchased the land and operated the airport until 1955, when it was sold to the City of Reno.
- Prior to 1936, United Airlines and its associated company; Boeing Air Transport, had purchased approximately 175 acres in the present location. This land was all purchased from private individuals.
- 1943-1947: In addition to the purchase of the 300 acre, (Damonte) property; United Airlines continued to purchase property for the airport, and in 1943 to 1947 had acquired an additional 72 acres. This land was also all acquired from private individuals.

June 1953: The City arranged to purchase "Hubbard Field" from United Airlines for \$914,700, to be financed by Civil Aeronautics Administration Grants and City of Reno, General Obligation Bonds.

The City tried to enlist the help of the County and other agencies. Since help was not forthcoming, the City could not meet the downpayment. The airline then leased the airport to the City.

October 1953: A second agreement was developed in October of 1953. The City still could not meet the agreement.

December 1953: The City continued to operate the airport under lease. A lease agreement was negotiated for a 25 year period and set the landing fee schedules that are still in effect today.

May 1955: The City amended the purchase agreement to allow the purchase of the airport for \$914,700. This was paid for:

\$250,000	Airport Bonds - General Obligation
150,000	CAA Grant
<u>98,000</u>	City of Reno General Fund Monies

\$498,000

The remaining \$416,700 was paid for by a note from the City of Reno to United Airlines, payable annually, with payments depending on operating results of the airport.

The City of Reno purchased approximately 570 acres in 8 specific parcels from United Airlines in this transaction.

1956: The note was paid in full for \$313,000 plus certain rental concessions to United. The money was a loan from the Sewer Fund to the Airport Fund. This loan from the Sewer Fund was subsequently repaid from Federal Grants (62.5%) and City of Reno General Obligation Bonds (37.5%).

April 1956: The City acquired the Matley property (212 acres) for approximately \$425,000. This land was to increase the airport size, provide land for a new terminal in expectation of heavy traffic from the Winter Olympics to be held in Squaw Valley. This acquisition was also financed by Federal Grants and General Obligation Bonds and a contribution of the State of Nevada for \$54,616.

1956-1961: Various additional land parcels were added for runway extensions and clear approach areas.

1963: The remainder of the Matley Ranch was acquired for \$535,500 under the same Federal Grant and General Obligation Bond Funding arrangements.

1963-Present: Approximately \$700,000 of additional land was acquired.  
The total airport is approximately 1098 acres, excluding clear zones of the North-South Runway.

As of June 30, 1974 the City's investment in the airport (for complete description of plant acquisition see attached audit report of Airport Department) was:

Land cost	\$ 2,741,531
Improvements (runways, taxiways, aprons, runway lighting and drainage)	7,659,074
Buildings & equipment	1,416,703
Construction in progress	<u>201,536</u>
	<u>\$12,018,844</u>

This amount was financed by:

Federal Grants	\$ 6,708,079
State of Nevada Grant	54,616
City of Reno - General Obligation Bonds* and Direct Contributions	<u>5,256,149</u>
	<u>\$12,018,844</u>

\*General Obligation Bonds have been partially repaid by the City through an ad valorem tax rate. The net contribution of the City of Reno as of June 30, 1974 is \$4,202,154.

RENO INTERNATIONAL AIRPORT -- History, cont.

Nevada Legislature, 59th Session

SB 198, effective July 1, 1977, creates Washoe County Airport Authority.

April 1978, Airport Noise Control and Land Use Compatibility Study (ANCLUCS) begins.

Goals of study are briefly: to develop a set of reasonable operations and land use alternatives that permit the airport's operation while minimizing noise impact and disturbance within the area. (See project summary attached)

Current study completion date July 15, 1979.

Local Government Activities: Feasibility studies of moving the Reno International Airport.

Sparks City Council -- Resolution No. 1364, passed on November 13, 1978.

Reno City Council ---- Resolution No. 3398, passed on December 1, 1978.

Washoe County Commission -- passed resolution supporting the study and agreeing to participate in it.

Washoe County Airport Authority -- March 8, 1979, trustees unanimously approve feasibility study. (see attached article)

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Project Summary

RENO INTERNATIONAL AIRPORT

NOISE CONTROL AND LAND USE COMPATIBILITY STUDY (ANCLUCS)

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Between now and April 1979, a consulting team led by Wadell Engineering Corporation and including Olson Laboratories and Aviation Systems Associates will provide options for minimizing the noise impact from Reno International Airport. The study will:

1. Identify the area around the airport which is subject to airport noise and determine the safety environment for the airport (April - July 1978);
2. Identify current land use plans, planning efforts, and policies which will effect uses of land adjacent to Reno International Airport (April - October 1978);
3. Identify mechanism for reducing noise through aircraft operational controls and land use planning and regulatory techniques (August - October 1978);
4. Identify a series of candidate strategies for reducing aircraft noise and determining the impact of those strategies (October - December 1978); and
5. Recommend a set of operational and land use controls to minimize airport noise impact (January - March 1979).

Under consideration in the study will be operational and airport layout changes such as aircraft takeoff and landing procedures, use of "preferred" runways, hours of operation, and location of facilities; and land use changes such as new land development policies, zoning regulations, building code requirement, and coordination of local review strategies. The product of the study will be recommendations for airport and aircraft operational changes and land use measures which together can minimize airport noise impact.

RENO INTERNATIONAL AIRPORT  
ENPLANING PASSENGERS  
1955 THROUGH 1974

	<u>UNITED</u>	<u>WESTERN</u>	<u>AIR WEST AND PREDECESSOR AIRLINES</u>	<u>OTHER</u>	<u>TOTAL</u>
1955	83,364	-	468	-	83,832
1956	86,256	7,785	8,161	-	102,202
1957	90,007	8,743	8,637	-	117,387
1958	95,540	8,226	8,587	-	112,353
1959	103,325	9,623	12,093	-	125,041
1960	107,537	8,967	14,160	-	130,664
1961	103,698	7,058	15,218	-	125,974
1962	107,148	14,870	23,534	-	145,552
1963	129,371	21,438	46,259	-	197,068
1964	146,602	24,422	49,434	-	220,458
1965	173,218	23,283	45,673	-	242,174
1966	171,256	25,358	52,968	544	250,126
1967	238,251	25,336	55,515	-	319,102
1968	293,041	29,254	57,674	25	379,994
1969	303,681	31,699	63,465	1,029	399,874
1970	262,637	51,097	64,535	368	378,637
1971	222,028	84,108	64,340	-	370,476
1972	257,009	98,159	62,214	-	417,382
1973	298,471	110,726	83,388	-	492,585
1974*	340,043	97,313	88,487	-	525,843

\* 1974 was the first year that the City of Reno Airport was a "Medium Hub" Airport (500,000 to 2 Million enplaning passengers).

# Airport relocation study unanimously approved

A \$93,600 study looking at possible relocation of Reno International Airport was unanimously approved Thursday evening by the airport board of trustees.

However, the study also must be approved by the city councils for Reno and Sparks and the Washoe County Commission.

The study was approved 4-0 by the Washoe County Airport Authority trustees and if approved by the three governmental entities would begin immediately. The cost will be shared equally by the principals to approve it.

City managers for Sparks and Reno told the airport trustees they expected the city councils to help sponsor the study, according to Assistant Airport Director Ken Joule.

Joule said Washoe County Manager John MacIntyre also has indicated smooth sailing when the study comes before the commissioners.

Sparks City Manager Jay Milligan told trustees problems his council had with the scope of the feasibility study have been resolved, Joule said.

Discussion of the study was brief, with Aviation Planning Services of Santa Rosa, Calif., receiving the contract.

The study is scheduled to take seven months.

Four meetings aimed at informing the public of the study's objectives and to gain community input will be held during the seven-month period, Joule said. The first meeting has not been scheduled.

There will be eight main elements of the study. They are:

- Identify alternative sites for relocation. This will include historic sites such as Spanish Springs, Fernley, Stead, and Minden, but also will study terrain and other factors to see if other local sites are reasonable.

- Survey airport users to find where they live

and what method of transportation they use to get to and from the airport.

- Air space analysis to look into each site's terrain, weather, prevailing winds and more.

- Analysis of existing and proposed ground access to possible sites.

- Environmental reconnaissance.

- Cost estimates.

- Socio-economic implications to include local political receptiveness and consider impact of existing airport's continued operation.

- General services to include public meetings; establish a policy committee to present recommendations to trustees, and establish a technical advisory committee to provide information for the study.

# Airport use increases

More than 2.3 million passengers passed through Reno International Airport in 1978, breaking several records.

The passenger figure was 48 percent above 1977, and the figure for the month of December alone was 95 percent above the same month a year earlier. The total passenger figure and both percentage increases were records.

Of the total passenger figure, some 14,400 were international passengers cleared through United States Customs and Immigration. This represented a 74 percent increase over 1977. More than 214,000 passengers arrived in Reno this year on non-scheduled, charter aircraft, representing a 46.5 percent increase over the previous year. Air freight also showed significant growth, recording a 25-percent gain over 1977. Air carriers and air taxi take-offs and landings increased while military take-offs and landings, including those by the Air National Guard, were down 28 percent.

This substantial growth, which makes Reno one of the fastest growing air carrier airports in the country, reflects service by new airlines to the Reno area as well as increased service by previous carriers.

EXHIBIT

AGREEMENT FOR CONSULTING SERVICES  
BETWEEN  
THE WASHOE COUNTY AIRPORT AUTHORITY  
AND  
HODGES & SHUTT / AVIATION PLANNING SERVICES

This AGREEMENT, made this \_\_\_\_ day of March 1979, by and between the Washoe County Airport Authority (hereinafter called the AUTHORITY) and Hodges & Shutt/Aviation Planning Services, 2310 Airport Boulevard, Santa Rosa, California (hereinafter called the CONSULTANT),

WITNESSETH

That WHEREAS, the AUTHORITY wishes to investigate the feasibility of relocating Reno International Airport and determine the various impacts associated with said relocation and;

WHEREAS, the CONSULTANT is a firm licensed in the State of Nevada and specially qualified to provide the professional services outlined herein;

NOW, THEREFORE, AUTHORITY and CONSULTANT in consideration of their mutual covenants herein agree in respect of the performance of said professional services by the CONSULTANT and the payment of those services by the AUTHORITY, as set forth below, the AUTHORITY and CONSULTANT agree as follows:

ARTICLE I

CONSULTANT SERVICES - STUDY AND ANALYSIS

The CONSULTANT shall provide necessary investigative analysis services for the preparation of an Airport Relocation Feasibility Report. Specifically, the CONSULTANT shall complete all the elements set forth in Attachment A, hereinafter referred to as the WORK PROGRAM, and by this reference incorporated in and made a part hereof.

ARTICLE II

RESPONSIBILITIES OF THE WASHOE COUNTY AIRPORT AUTHORITY

- A. Designate in writing an individual who has the authority to act as the AUTHORITY's representative in various contract matters.
- B. Advise, coordinate, and provide space for the various public information meetings that are a part of this assignment.



ARTICLE III  
ADDITIONAL SERVICES

Services beyond those outlined in Article I shall be undertaken on a time-and-expense basis as directed by the AUTHORITY using the CONSULTANT's hourly billing rates current at the time of the request. Any significant changes in Article I resulting from the requirements of the AUTHORITY or responsible review agencies will require a renegotiation of this Agreement.

ARTICLE IV  
TIME OF COMPLETION

A complete draft report will be presented to the AUTHORITY and members of the designated Study Advisory Committee for review and comment within either six (6) months of the AUTHORITY's concurrence with the results of Work Program Element 1 or one (1) month of the Airport Noise Control and Land Use Compability Study, whichever comes later.

ARTICLE V  
CONSULTANT'S COMPENSATION

The AUTHORITY shall pay the CONSULTANT for the services herein described as a fixed fee of Ninety-Three Thousand Six Hundred Dollars (\$93,600). Said CONSULTANT's fee shall be full compensation to the CONSULTANT for the faithful performance and completion of all services set forth in this Agreement, together with and including all costs and expenses incurred by CONSULTANT in connection with the performance and completion of all said services, including but not limited to, all costs of labor and services of all employees, consultants, and all other persons retained or employed by CONSULTANT, long-distance telephone calls, travel, parking, typing, duplicating, office supplies, copies, and all items of general overhead.

ARTICLE VI  
METHOD OF PAYMENT

The AUTHORITY shall make partial payments to the CONSULTANT on a monthly basis in accordance with the CONSULTANT's estimate of the percentage of completion of the assignment set forth in this Agreement. The payment shall be made within thirty (30) days of receipt of CONSULTANT's invoice. Accounts which remain unpaid for thirty (30) days after receipt of the invoice shall bear interest at the prime rate in effect at the principal place of business of the CONSULTANT.

ARTICLE VII  
TERMINATION

This Agreement may be terminated by either party upon seven (7) days' written notice in the event of substantial failure to perform in accordance with the terms of this Agreement by the other party through no fault of the terminating party. If this Agreement is terminated, Consultant shall be paid as provided under Article VI for that percentage of the services rendered and expenses incurred to the date of receipt of notice of termination.

ARTICLE VIII  
ASSIGNMENT AND SUBCONTRACT

The CONSULTANT shall not assign any rights or duties under this Agreement to a third party without prior written consent of the AUTHORITY. Because of the complex nature of this PROJECT, it is understood that the CONSULTANT may subcontract certain discrete tasks to competent specialists as listed below. The use of any other outside experts to complete this PROJECT will be coordinated with the AUTHORITY.

- Alan M. Voorhees & Associates, Inc. -- Ground Access
- Environmental Science Associates -- Environmental

ARTICLE IX  
OWNERSHIP OF DOCUMENTS

The CONSULTANT agrees to provide the AUTHORITY with original manuscript and drawings used in the preparation of the Report.

ARTICLE X  
COMPLIANCE WITH APPLICABLE LAWS

The CONSULTANT SHALL comply with any and all Federal, State, and local laws affecting the services covered by this Agreement. The CONSULTANT shall comply with requirements imposed by Title VI of the Civil Rights Act of 1964 and by Part 21 of the Regulations of the Office of the Secretary of Transportation, as amended. The CONSULTANT also agrees to comply with Federal Executive Order No. 11246, entitled, "Equal Employment Opportunity", as supplemented in Department of Labor Regulations (41 CFR, Part 60) if this Agreement exceeds \$10,000; Section 103 and 104 of the Contract Work Hours and Safety Standard Act (40 USC 327-330) as supplemented by Department of Labor Regulations (29 CFR, Part 5) if this Agreement exceeds \$2,000 and all applicable standards, orders, and regulations issued pursuant to the Clean Air Act of 1970 if the Agreement exceeds \$100,000.

ARTICLE XI  
EXTENT OF AGREEMENT

This Agreement represents the entire and integrated agreement between AUTHORITY and CONSULTANT and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both AUTHORITY and CONSULTANT.

IN WITNESS WHEREOF, the Washoe County Airport Authority by and through its \_\_\_\_\_, and Hodges & Shutt/Aviation Planning Services, by its authorized officer, have made and executed this Agreement as of the day and year first above written.

WASHOE COUNTY AIRPORT AUTHORITY

By \_\_\_\_\_

ATTEST

\_\_\_\_\_

HODGES & SHUTT/AVIATION PLANNING SERVICES

By \_\_\_\_\_

Partner

RENO INTERNATIONAL AIRPORT  
RELOCATION FEASIBILITY STUDY

WORK PROGRAM

PHASE I - PRELIMINARY SITE EVALUATION

Element 1 - Identification of Alternative Sites

A maximum of four alternative sites within one hour (off-peak driving time on the existing or planned roadway network) of the existing Airport will be identified, based on a review of the following sources:

- A. Historical proposals relative to alternative sites (e.g., Stead, Minden, Spanish Springs Valley, and Fernley).
- B. Analysis of U.S.G.S. topographical mapping.
- C. Aerial and ground reconnaissance.
- D. Current and projected land uses in the region.
- E. Existing Government-owned property.

The results of Element 1 in the form of a recommendation as to which sites should be evaluated further will be presented to the Advisory Committee for concurrence prior to proceeding with further site analyses.

Element 2 - Airport User Surveys

Airline passengers and general aviation pilots/passengers will be surveyed for a one-week period to determine the following characteristics:

- A. Local point of origin.
- B. Mode of arrival.
- C. External origin/destination pattern.
- D. Trip purpose.

Element 3 - Airspace Analysis

Each of the sites identified in Element 1 will be investigated and the following airspace analyses completed. The results of these analyses will be compared to the airspace conditions and constraints at the existing Airport as determined by previous studies.

- A. Probable runway alignment(s) will be determined based on the 1976 Airport Master Plan meteorological study, topographical, and consultation with local meteorologists.
- B. The instrument approach and departure capabilities for each site will be evaluated based on FAA Handbook 8260.3A, "Terminal Instrument Procedures". This will include a determination of:
  1. Potential approach minimums.
  2. IFR arrival/departure corridor capacities.
  3. Climb restrictions, if any, required to reach enroute airways.
- C. Limitations on aircraft performance (in terms of payload/range characteristics) imposed by vicinity terrain will be determined based on FAR Part 121, "Airplane Performance Operating Limitations". This analysis will be conducted for the existing aircraft fleet and, to the extent that performance data is available, for anticipated fleet additions. At those sites where a specific prominent topographic formation adversely affects airspace utilization, the feasibility and cost of terrain modification to improve conditions will be assessed.

#### Element 4 - Ground Access Evaluation

- A. The following characteristics of the existing ground access system will be determined:
  1. Regional origin/destination pattern.
  2. External air traveler origin/destination pattern.
  3. Arrival/departure pattern (peak hour and daily).
  4. Distribution of traffic to established network.
- B. Existing access between site alternatives and Reno, Sparks, Tahoe, Carson City, and other major attractors will be inventoried. This will include number of lanes, pavement condition, distance, and travel times (peak and off-peak).
- C. Future access to alternative sites will be evaluated including:
  1. Future distribution pattern of ground passengers to/from regional attractors.
  2. Corridor volumes -- peak hour, average day, yearly -- to major attractors.
  3. Existing transportation improvement plans for each corridor.
  4. Existing and projected corridor capacities.
  5. An evaluation of alternative feasible modes and a projection of potential modal split for each corridor.

- D. An evaluation matrix comparing transportation service characteristics between candidate sites and the existing Airport will be developed. The matrix will include:
1. Journey times by mode.
  2. Vehicular miles traveled (VMT), vehicular hours traveled (VHT).
  3. Passenger miles traveled, passenger hours traveled.
  4. Impact on major streets and highway in vicinity of sites.
- E. The impact of removing the existing Airport on regional vehicular travel will be assessed. This effort will include:
1. Development of a generalized land use plan for reuse of existing Airport land.
  2. Development of extended regional arterial system in the existing airport area.
  3. Calculation of regional VMT based on assumptions developed in 1 and 2 above.
  4. Comparison of future regional VMT between airport and no-airport scenarios.

#### Element 5 - Environmental Reconnaissance

Each of the sites will be examined and the impact of siting a major air carrier airport assessed in the following categories. Additionally, a summary of the existing Airport's impacts in the same categories will be prepared for comparative purposes. This summary will be based on a review of the environmental assessment set forth in the 1976 Airport Master Plan and subsequent project-specific environmental reports.

#### A. Hydrology and Water Quality:

1. Drainage channels and springs.
2. Post-development flooding potential.
3. Sewage conveyance and treatment.
4. Potential aquifer contamination.

#### B. Ecology:

1. Evaluation of site ecosystem and sensitivity to development.
2. Presence of rare and endangered species.
3. Wildlife response to development.

#### C. Geology and Seismology:

1. Presence of site faults and faults in vicinity.
2. Geological characteristics of site.
3. Soil characteristics, particularly instability.

## D. Archaeology:

1. Examination of archival records.
2. Discussion with archaeologists and historians in the Reno area.

Additionally, the impact of relocating the Airport will be assessed from a regional perspective in the following categories:

- E. Energy Consumption: The impact of increased vehicular traffic will be analyzed including the effect of alternative mode developments.
- F. Air Quality: The positive effect of removing aircraft operations from the Truckee Meadows Air Quality Attainment Area will be compared to the increased vehicular travel induced by airport relocation.

Element 6 - Cost Estimates

- A. Relative land acquisition -- based on typical "per acre" costs for property in vicinity of each site.
- B. Construction of on-airport facilities (runway/taxiway structure, passenger terminal complex, nav aids, utilities, etc.).
- C. Access roadway improvements and cost of developing alternative modes. This will include an order of magnitude estimate of operating costs for transit options.
- D. An order of magnitude sale value of the existing Airport will be estimated to facilitate a determination of the net cost of relocating the Airport.

Element 7 - Socioeconomic Implications

The social, political, and economic implications of relocating the Airport will be assessed in the following categories:

- A. Local political receptiveness: The airport receptiveness of governmental entities having jurisdiction over each alternative site will be assessed based on:
1. A review of adopted general plans and similar policy documents.
  2. Discussions with local government officials.
- B. The impact of the existing Airport's continued operation in terms of future land use compatibility costs (land acquisition, soundproofing, etc.) will be estimated based on data set forth in the ongoing Airport Noise Control and Land Use Compatibility study and a review of similar airports' experience.

Element 8 - General Services

- A. Policy Committee. A committee will be formed to (1) act as a forum for public presentations, and (2) present recommendations to the Airport Authority at the conclusion of Phase I. This committee will include one representative each from the:
1. Washoe County Airport Authority
  2. City of Reno.
  3. City of Sparks.
  4. Washoe County.
- B. Technical Advisory Committee. A Committee will be formed to act as a technical sounding board for the study. This Committee will include representatives from the:
1. Washoe County Airport Authority.
  2. City of Reno.
  3. City of Sparks.
  4. Washoe County.
  5. Air Transport Association.
  6. Federal Aviation Administration.
  7. Nevada State Highway Department.
  8. Regional Planning Commission.
  9. Air National Guard.
- C. Public Informational Meetings. A series of meetings will be held to inform the public as to (1) study objectives and procedures, (2) the study's relationship with other ongoing efforts, and (3) technical conclusions. The number (not to exceed four) and timing of these meetings will be decided upon mutually with the aforementioned Advisory Committee.
- D. Report Printing. Fifty (50) copies of all intermediate reports, technical papers, and graphics will be provided. Additionally, one hundred (100) copies of the final technical report will be provided.



RENO INTERNATIONAL AIRPORT  
RELOCATION FEASIBILITY STUDY

## ESTIMATED COST BREAKDOWN

BY PERSONNEL

Partners (D. Hodges/M. Shutt)	655 hours @ \$40.00	\$26,200	
Special Consultant (W. Gillfillan)	220 hours @ \$60.00	13,200	
Special Consultant (F. Happy)	80 hours @ \$50.00	4,000	
Planner III (K. Brody)	300 hours @ \$28.00	8,400	
Engineer II (L. Moen)	180 hours @ \$24.00	4,320	
Surveyors	760 hours @ \$ 5.00	3,800	
Ground Access Subcontract (A. M. Voorhees & Associates)		15,000	
Environmental Subcontract (Environmental Science Associates)		15,000	
Expenses		3,680	
		<hr/>	\$93,600

BY WORK ELEMENT

1	Identify Sites	\$ 5,800	
2	Survey Passengers	4,700	
3	Airspace	22,000	
4	Ground Access	18,400	
5	Environmental	17,000	
6	Cost Estimates	11,800	
7	Socioeconomic Impacts	6,800	
8	General Services	7,100	
		<hr/>	\$93,600

Rev. 3/9  
To Amend #179

AMENDMENT NO.

Amend the bill as a whole by adding a new section, designated section 1, before section 1, to read as follows:

"Section 1. NRS 321.450 is hereby amended to read as follows:

321.450 1. The administrator, with the advice of the advisory group, (is authorized to) may undertake such engineering and planning studies and surveys and to take such other action as may be necessary for the development of Eldorado Valley.

2. The administrator shall sell and dispose of lands in the Eldorado Valley in accordance with plans and procedures adopted by him to Clark County pursuant to written request by the board of commissioners of Clark County, or to other parties, provided however, the administrator shall allow the board of county commissioners of Clark County first option to purchase part or all of lands described in NRS 321.410, Subsection 2, and a reasonable opportunity to exercise that option. Any sale of land to Clark County shall be pursuant to the terms, conditions and costs established by Congress and the Secretary of the Interior.

*State's Cost Returned*

*reported this day*

