

MINUTES
Regular Meeting
Carson City Airport Authority (CCAA)
Wednesday, March 15, 2023 ● 5:30 PM
Community Center Robert “Bob” Crowell Board Room
851 East William Street, Carson City, Nevada

Authority Members

Chair – Michael Golden	Vice Chair – Tim Puliz
Treasurer – Jon Rogers	Member – Curtis Horton
Member – Paul Hamilton	Member – Karl Hutter
Member – Harlow Norvell	

Staff

Steve Tackes – Airport Counsel
Corey Jenkins – Airport Manager
Danielle Howard – Public Meetings Clerk

NOTE: A recording of these proceedings, the Board’s agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder’s Office, and available for review during regular business hours.

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A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM

(5:32:38) – Chairperson Golden called the meeting to order at 5:32 p.m. Roll was called, and a quorum was present.

Attendee Name	Status	Arrived
Chairperson Michael Golden	Present	
Vice Chair Tim Puliz	Present	
Treasurer Jon Rogers	Absent	
Member Curtis Horton	Present	
Member Paul Hamilton	Present	
Member Karl Hutter	Present (via WebEx)	6:05 p.m.
Member Harlow Norvell	Present	

B. PLEDGE OF ALLEGIANCE

(5:33:08) – Led by Member Norvell.

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY.

(5:33:32) – Chairperson Golden introduced the item and entertained comments and a motion to approve the February 15, 2023 minutes as presented.

(5:33:51) – MOTION: Vice Chairperson Puliz so moved.

RESULT:	APPROVED (5-0-0)
MOVER:	Puliz
SECONDER:	Hamilton
AYES:	Golden, Puliz, Horton, Hamilton, Norvell
NAYS:	None
ABSTENTIONS	None
ABSENT:	Rogers, Hutter

D. MODIFICATION OF THE AGENDA.

(5:35:17) – Chairperson Golden indicated that the Authority may open item F, the Airport Engineer’s Report, “if we deem it necessary.”

(5:36:34) – Chairperson Golden modified the agenda to open agenda item G-2 first for the Public Hearing items.

E. PUBLIC COMMENT.

(5:34:09) – Chairperson Golden entertained public comments; however, none were forthcoming.

F. AIRPORT ENGINEER’S REPORT

(5:41:08) – Chairperson Golden introduced the item. Armstrong Consultants Airport Project Manager Nadine Burgard, appearing remotely, referenced the report, which is incorporated into the record. No Member questions were forthcoming.

G. CONSENT AGENDA

(5:35:37) – Chairperson Golden introduced the item, entertained requests to pull items from the Consent Agenda, and entertained a motion.

(5:36:05) – MOTION: Member Norvell moved to approve the Consent Agenda as presented.

RESULT:	APPROVED (5-0-0)
MOVER:	Norvell
SECONDER:	Horton
AYES:	Golden, Puliz, Horton, Hamilton, Norvell
NAYS:	None
ABSTENTIONS	None
ABSENT:	Rogers, Hutter

1. FOR POSSIBLE ACTION: APPROVE ORTIZ BROS. AVIATION, LLC LEASE ASSIGNMENT TO ECHO DELTA COMMUNITY ASSOCIATION AS THE HANGAR OWNER’S ASSOCIATION.

2. FOR POSSIBLE ACTION: APPROVE LEASE TO HIGH SIERRA PILOTS, LLC DOING BUSINESS AS STEW'S AERO SERVICES FOR THE PARCEL APN 005-011-94 LOCATED AT 4331 GONI ROAD, OF APPROXIMATELY 24,900 SQUARE FEET INCLUDING ALL IMPROVEMENTS.

3. FOR POSSIBLE ACTION: ADOPTION OF SMALL BUSINESS IMPACT STATEMENT FOR THE UPDATED THROUGH THE FENCE FEES FOR THE CARSON CITY AIRPORT ADOPTED OCTOBER 19, 2022, WHICH REFLECT THE CURRENT COST OF AIRPORT MAINTENANCE AND AMOUNT OF HANGAR SPACE AND AIRCRAFT PARKING; AND REAFFIRM THE RATE CHAGNE AND APPROVE AN AMENDMENT TO THE CARSON CITY MUNICIPAL CODE TITLE 10.03.060 FEES TO REFLECT THE UPDATE.

H. PUBLIC HEARINGS

1. FOR DISCUSSION AND POSSIBLE ACTION: REVIEW AND APPROVE REQUEST FROM CARSON TAHOE EXECUTIVE, LLC TO (1) CONSTRUCT A BULK FUEL FACILITY ON THEIR LEASE PARCEL (APN 005-011-83), (2) TO UTILIZE A FUEL TRUCK AS A TEMPORARY FUEL FACILITY WHILE OBTAINING PERMITS AND CONSTRUCTION OF A PERMANENT FUEL FACILITY (TRUCK-TO-TRUCK) (3) ESTABLISH A FUEL FLOWAGE RATE AND (4) IF NECESSARY AMEND THE LEASE TO ALLOW FUEL TRANSFERS FROM THE TEMPORARY FUEL TRUCK/FACILITY; DETERMINE CONDITIONS AND COMPLIANCES.

(5:43:14) – Chairperson Golden introduced the item. He noted that, because individuals have “wrongly and inadvertently” stated that Chairperson Golden had a conflict of interest involving the item, he would not be recusing himself from discussion related to the item. Additionally, while he was advised by Mr. Tackes that he was “well within [his] right” to comment on the matter, Chairperson Golden indicated that he would be abstaining from voting on the item. Vice Chairperson Puliz acted as Chair during this item. Mr. Jenkins and Mr. Tackes referenced the Board Memo and the accompanying attachments, all of which are incorporated into the record.

(6:00:37) – Vice Chairperson Puliz entertained Member questions, and Mr. Tackes and Mr. Jenkins responded to clarifying questions. Vice Chairperson Puliz commented that the CCAA relied on Airport Counsel to provide every possible risk and any potential “legal entrapment.” He added that it could be harmful to the CCAA if Mr. Tackes were to not inform the CCAA of his observations and input.

(6:04:31) – Stellar Aviation Group Chief Operations Officer Brad Kost as well as Bruce Carrade, Rob Howey, and James Pickett with Carson Tahoe Executive, LLC (CTE) introduced themselves. Mr. Kost, Mr. Carrade, Mr. Howey, and Mr. Pickett responded to clarifying questions throughout discussion on the item. Mr. Kost thanked Staff for their thorough efforts related to the item. He addressed Mr. Tackes’ input regarding the proposed project, during which he indicated that a truck or trailer would not be settled on Airport property and stated that the vehicle was a certified fuel truck, similar to the fuel trucks currently on Airport property for existing facilities, that would be used to hold fuel and dispense fuel into aircraft. He added that the fuel truck was also regulated by the International Fire Code and the Carson City Fire Department. Referencing Mr. Tackes’ statement from a previous CCAA meeting, Mr. Kost stated that truck-to-truck transfers have been performed on “hundreds” of airports throughout the United States and were “commonplace practice in commercial” when building a fuel farm. He noted that CTE has used a truck-to-truck transfer system in Reno. He added that “this is not someone that’s

just coming to operate out of the back of a truck like I just heard because that to me is a little bit offensive when we're getting ready to propose spending over \$100 million at this airport, especially with the investment that CTE is looking to put into the property and everything else." Mr. Kost stated that there had already been over approximately \$7 million to \$10 million invested in the Airport, and he inquired about how CTE would have an economic advantage by operating using a truck-to-truck transfer system as opposed to a fuel farm, as he was unaware of that type of investment being done. He commented that Mr. Jenkins had done "a very good job ... of tying the truck-to-truck transfer program to timelines associated with construction of the fuel farm is an interim process that's done while the fuel farm is being constructed and while we're going through the permitting process; it allows us to get our development started, [it] allows us to get everything going in Carson City and get the Airport where it needs to be." He stated that he had a discussion with "the containment people doing the contemporary containment today" and indicated that he was "extremely impressed" after the discussion, as there were systems implemented at five airports in Hawaii. Concerning liability, Mr. Kost added that "the same containment" was being done for such agencies as the National Aeronautics and Space Administration (NASA) and the United States Marine Corp. He assured the Authority that nothing would be approved, set up, or dispensed until a Fire Marshal, the Fire Marshal's office, and the City offices discussed were completely comfortable with the project.

(6:13:03) – Addressing the lease and the leasehold issues indicated by Mr. Tackes, Mr. Howey stated that he agreed with Mr. Tackes' feedback regarding the lease, though he did not entirely agree with Mr. Tackes' interpretation of the lease and did not believe it was necessary to amend the lease, as he did not believe that the distribution of fuel was attached to the need to have a fuel facility. He believed that the lease granted the right to distribute fuel and that the lease was "silent" in regards to how or when the fuel would be distributed. He indicated that CTE supported amending the lease if there was a need for an amendment to allow for a temporary truck-to-truck transfer system. Mr. Howey commented that Mr. Jenkins had done "an exceptional job" with the leasehold location and had provided CTE with "a very easy path forward." He stated that CTE could pay to restore any area in the event that the containment system needed to be transported outside of the leasehold, or CTE could lease out the additional area. Concerning the economic discrimination or discriminatory treatment issue identified by Mr. Tackes, Mr. Howey agreed with Member Hamilton's input that "nobody has taken this path, has never asked to take this path, and, therefore, has never been denied in taking this path," and he asserted that someone else choosing not to "take this path" was not discrimination. He also noted that CTE was "not getting a free handout here," and he stated that there was a discussion during the August 2022 CCAA meeting about truck-to-truck transfers, during which it was stated that as long as CTE met the environmental requirements and the International Fire Code requirements as well as paid for the costs incurred by meeting those requirements, there was no reason to prohibit CTE from performing truck-to-truck transfers at the Airport. Mr. Howey did not believe that all the points raised by Mr. Tackes were accurate and indicated that the first fuel island on the Airport was not constructed by Carson Tahoe Aviation. He believed that the first fuel island on the Airport was constructed using public funds, and the first fuel facility was constructed by the City. He mentioned that the current fuel facility was relocated and was currently "sitting under the flag of Mountain West [Aviation]." Additionally, public money was used to relocate the fuel facility as well as fund the fuel facility to become "a state-of-the-art system and much-improved system than what it was previously." Mr. Howey commented that "to suggest that [CTE] is getting an economic advantage to compete with the sole fuel provider who has also benefited from some public money towards his fuel facility seems disingenuous and, I don't believe, can be

supported.” In response to Mr. Carrade’s comment regarding Mr. Tackes’ feedback, Vice Chairperson Puliz clarified that Mr. Tackes’ point was about allowing the ability for CTE to engage in predatory pricing, and Vice Chairperson Puliz added that Mr. Tackes’ intention was for the Members to consider all the possibilities. Mr. Carrade believed that economic discrimination did not apply to CTE when a single individual was selling fuel at the Airport without competition and another operation attempts to operate on the Airport as a fuel provider. Mr. Pickett pointed out that if CTE had an economic advantage, it would “disappear very quickly” if CTE was not contributing to the investment and constructing a fuel farm.

(6:23:18) – Mr. Kost explained that CTE owned a facility approximately 30 miles from the Airport that was pumping approximately 30 million gallons of fuel a year, and the facility had “solved a lot of problems for the Airport.” He noted that CTE broke ground on a new \$25 million project that was completely funded and “pretty much sold out at this point.” He pointed out that he could not entice existing customers in Reno who wish to travel to Carson City and use CTE’s facilities with cheaper fuel because doing so would cause all those customers in Reno to relocate to Carson City, which Mr. Kost’s investors would not tolerate. Mr. Kost also commented that CTE was not a low-cost fuel provider. Vice Chairperson Puliz pointed out a statement previously made by Mr. Kost indicating that CTE intended to have pricing that would be similar to Reno’s pricing, which Mr. Kost confirmed. In response to Vice Chairperson Puliz’s inquiry, Mr. Pickett indicated that CTE would be open to reimbursing some of the legal fees associated with the proposed project. Vice Chairperson Puliz recommended that Mr. Kost work directly with Mr. Jenkins to consider a reasonable and fair plan going forward to address the legal fees.

(6:28:58) – Addressing Mr. Kost, Member Norvell was concerned about Airport’s Grant Assurances, and Mr. Kost confirmed that the Reno-Tahoe Airport Authority had its own Grant Assurances and had approved Mr. Kost’s facility.

(6:33:35) – In response to Member Hamilton’s question, Mr. Kost explained that the truck-to-truck transfer allowed CTE to transfer some of the customers currently located in Reno that would eventually own hangars in Carson City and be based in the City to use the Airport. He clarified that the amount of fuel would likely be limited during the first four to five months because of how much time would be needed to build.

(6:39:07) – Vice Chairperson Puliz entertained public comments. Chairperson Golden stated that the reason why he abstained from discussion and action for the item was due to the perception of there being a conflict of interest. He clarified that he had never done business with Mr. Kost, Mr. Carrade, Mr. Howey, or Mr. Pickett. He also stated that neither Mr. Kost, Mr. Carrade, Mr. Howey, or Mr. Pickett had spent any funds with Chairperson Golden, nor had Chairperson Golden spent any funds with Mr. Kost, Mr. Carrade, Mr. Howey, or Mr. Pickett. Chairperson Golden explained that there was a perceived conflict of interest because he was the managing partner at two companies operating on the Airport, and there were two separate fuel providers at the Airport with two different ownership groups that operate under the same trade name. He commented that, as a landlord and a former real estate developer, he was a property rights advocate, and the lease assigned to the CTE provided CTE with the right to construct a fuel storage facility. Based on the proposed project’s plans that were submitted to the Authority, Chairperson Golden stated that it was “unfortunate” that he had abstained from participating in action on the item because he would have voted in favor of the proposed project, and he would encourage the Members to vote in favor of constructing the permanent fuel storage facility. Chairperson Golden indicated that “the real

issue” with the construction of the permanent fuel storage facility was that the parcel of land was currently designated as an executive hangar, so if the Authority took action to approve the proposed project, the Authority would be “foregoing” the construction of an executive hangar on the parcel, and the Authority needed to contact the Federal Aviation Administration (FAA) to revise the Airport Layout Plan (ALP). He clarified that the Airport had the ability to decide how the parcel would be used. He was concerned about the proposed project because there have been four separate fuel providers with four distinct fuel storage locations at the Airport, and three of those fuel providers each had to make the investment and spend a lot of money to build a fuel storage facility before being able to dispense any fuel. Referencing Mr. Howey’s statement regarding the use of public funds to relocate the fuel facility operating under Mountain West Aviation, Chairperson Golden clarified that the relocation was performed partially with public funds, and the FAA mandated the relocation of the fuel facility, which the FAA also partially paid for. Chairperson Golden explained that Mr. Howey did not state that the operation was “put out of business” for approximately eight months as a result of the runway being shortened and, afterwards, closed, so the only way to fairly compensate the business enterprise of the fuel facility was to relocate it and reach an agreement with the FAA. He mentioned that the “most troubling” part of the proposal was that CTE had “conditioned it upon this temporary fuel storage,” which he was “disappointed in” because CTE “would like to cultivate their business without making the investment.” He noted that CTE’s request for FAA’s Section 163 determination, dated January 25, 2023 and prepared by Kauffman and Associates, was not included in the packet for the proposed project, and Chairperson Golden read an excerpt from the request stating the following:

“Construction of the fuel storage is anticipated to begin in the second quarter of 2023 and be completed within 75 days.”

Chairperson Golden believed that the excerpt from the request was reasonable and inquired about CTE’s “urgency” for a temporary storage facility operating after indicating 75 to 150 days. He also asked why the Authority would risk its FAA grant funding by violating Grant Assurance #22 for 150 to 160 days, and he noted that CTE was in an economic advantage. He also stated that the fuel pricing was higher in Reno than it was in Carson City because of the flow fee and the operating costs in Reno. Chairperson Golden noted that the proposed flow fee of \$.05 per gallon was equitable, and allowing CTE to operate with a temporary fuel storage facility would be an unfair economic advantage. He added that Stellar Aviation Group in Reno was operating at an existing facility when Stellar Aviation Group had been operating temporarily for several years and stored its tanks in a retention area.

(6:49:20) – Mr. Kost clarified that CTE’s fuel farm was delayed due to the COVID-19 pandemic, and the FAA had shut down, which had made it “extremely difficult” for CTE to meet its deadlines. He added that CTE did “everything humanly possible” to mitigate the delay, and he stated that having the proper fueling mechanisms to satisfy the customers’ needs was “extremely important” to CTE. He stated that CTE paid a fuel flowage fee at the Airport that was “a few pennies more” than what was being proposed by the Authority. Mr. Kost indicated that the timeline referenced by Chairperson Golden was submitted to the FAA for an Environmental Protection Agency (EPA) submittal that had not yet been submitted. He mentioned that Mr. Jenkins did “a very, very good job and was very thorough” with organizing timelines for the CTE and participating in meetings with Carson City Fire Marshal Michael Wilkinson. He added that Mr. Wilkinson believed that there would be timelines on the proposed project and stated that if the timelines were not met, he would not allow the truck-to-truck transfers to continue because the truck-to-truck transfers were on an interim basis. He commented that CTE was experiencing

a greater economic disparity because CTE had been a tenant at the Airport for two years and was still not operating yet. Mr. Kost stated that the CTE was “humbly requesting” the Authority’s approval of the proposed project. He also explained that the area designated for truck-to-truck transfers was within the leasehold and met every setback requirement. Additionally, stabilizing gravel was added to the designated area so the trucks did not have to drive through the property, and he indicated that the area was best for the trucks to access.

(6:53:55) – Member Norvell commented that he was trying to understand how allowing CTE to use truck-to-truck transfers was discriminatory if every potential tenant had the opportunity to propose a project using truck-to-truck transfers. He inquired about whether multiple fixed-based operators (FBOs) in Reno used truck-to-truck transfers because if Stellar Aviation Group endangered its Grant Assurances by using truck-to-truck transfers, the Reno-Tahoe Airport would have vetted Stellar Aviation Group when Reno-Tahoe Airport allowed Stellar Aviation Group to perform truck-to-truck transfers. He wished to discuss the matter to ensure that the Authority understood “where we’re at with respect to our Grant Assurances.” Mr. Tackes agreed with Member Norvell’s assertion and noted that he did not remember anyone else asking to use truck-to-truck transfers. He pointed out that if the Authority allowed truck-to-truck transfers for CTE’s proposed project, the Authority had committed to truck-to-truck transfers. He mentioned that he “learned a lot” from Mr. Kost’s description of the refueling, as it differed from what Mr. Tackes understood from reading CTE’s application, and he was concerned about the possibility of the Members setting themselves up for failure. He was also aware of truck-to-truck operations, some of which had “gone very bad for airports” and resulted in such problems as large environmental damages. Mr. Tackes explained that the Authority needed to have the rest of the facts within the City. Mr. Jenkins added that he had experience with a “bad” truck-to-truck operation. He noted that the Authority needed to ensure that it did not put the Airport in a position where a FBO with little experience could be awarded a bid contract at the Airport and attempt to sell fuel on the airfield from a fuel truck because the Authority allowed the use of a fuel truck in the past, which he believed he addressed with the recommended conditions outlined in the Staff Report.

(7:02:50) – Clarifying Chairperson Golden’s comment, Mr. Jenkins stated that the Authority adopted a self-fueling for companies that wish to fuel their own aircraft, which would not apply to the matter.

(7:04:34) – Discussion ensued regarding the contents of the motions.

(7:10:20) – MOTION: Vice Chairperson Puliz moved to approve the bulk fuel facility CTE as set forth in their engineered plans and exhibits with a compliance requirement:

- 1. That copies of permits from the other agencies be provided to the Airport Manager.**
- 2. That approvals from the relevant fire officials be obtained and provided to the Airport Manager prior to operation of the facility.**
- 3. That environmental approvals from the relevant agencies be provided to the Airport Manager prior to operation of the facility.**
- 4. Such other permits, approvals, and information recommended by the Airport Manager.**

Additionally, Vice Chairperson Puliz moved to approve the fuel flow rate of \$.05/gallon for all fuel delivered to the CTE bulk fuel facility. Vice Chairperson Puliz entertained additional discussion. Member Hutter noted the absence of minimum liability insurance being mentioned in the compliance conditions. **Vice Chairperson Puliz amended his motion to include:**

5. Proof of coverage of liability insurance for covering the fuel operation at an amount determined by Airport Counsel’s approval based on research on what is required for the fuel facility.

RESULT:	APPROVED (5-0-1)
MOVER:	Puliz
SECONDER:	Norvell
AYES:	Puliz, Horton, Hamilton, Hutter, Norvell
NAYS:	None
ABSTENTIONS	Golden
ABSENT:	Rogers

(7:18:15) – MOTION: Member Norvell moved to approve the proposal for the truck-to-truck transfers and the use of a fuel tanker as a temporary fuel facility. If the proposal for the truck-to-truck operation is approved, it should be approved subject to the following conditions:

- 1. Copies of all permits from other agencies be provided to the Airport Manager prior to initiating the operation.**
- 2. That approvals from the relevant fire officials be obtained and provided to the Airport Manager prior to initiating the operation.**
- 3. That environmental approvals from the relevant agencies be provided to the Airport Manager prior to initiating the operation.**
- 4. Operations will not begin until after submission for a building permit for the construction of the permanent fuel facility with Carson City.**
- 5. Only for the duration of the construction of the permanent fuel facility.**
- 6. If construction of the permanent fuel facility ceases for any reason, the approval for the temporary truck-to-truck operation is immediately revoked.**
- 7. Execution of a lease amendment to accommodate the truck-to-truck operation if required.**
- 8. The completed truck-to-truck operations manual is submitted and approved by the Airport Manager.**
- 9. Subject to any noise abatement requirements established by the Airport Manager at any time.**
- 10. CTE must improve any areas the fuel trucks will be operating at their own expense and any improvements will be subject to CCAA approval.**

RESULT:	APPROVED (5-0-1)
MOVER:	Norvell
SECONDER:	Hutter
AYES:	Puliz, Horton, Hamilton, Hutter, Norvell
NAYS:	None
ABSTENTIONS	Golden
ABSENT:	Rogers

(7:23:27) – Vice Chairperson Puliz recessed the meeting, and Chairperson Golden reconvened the meeting at 7:33 p.m.

2. FOR DISCUSSION AND POSSIBLE ACTION: REVIEW AND APPROVE FY 23/24 PRELIMINARY BUDGET FOR SUBMISSION TO THE NEVADA DEPARTMENT OF TAXATION.

(5:36:41) – Chairperson Golden introduced the item. Mr. Jenkins referenced the Preliminary Budget Worksheet for fiscal year (FY) 2023/2024, which is incorporated into the record. When no Member questions or input were forthcoming, Chairperson Golden entertained a motion.

(5:40:22) – MOTION: Member Norvell moved to approve the FY 2023/2024 Preliminary Budget and direct Staff to submit to the Nevada Department of Taxation.

RESULT:	APPROVED (5-0-0)
MOVER:	Norvell
SECONDER:	Horton
AYES:	Golden, Puliz, Horton, Hamilton, Norvell
NAYS:	None
ABSTENTIONS	None
ABSENT:	Rogers, Hutter

I. AIRPORT MANAGER’S REPORT

(7:33:31) – Chairperson Golden introduced the item. Mr. Jenkins presented his report, which is incorporated into the record, and responded to clarifying questions.

J. LEGAL COUNSEL’S REPORT

(7:39:25) – Mr. Tackes did not have any additional items to report.

K. TREASURER’S REPORT

(7:39:30) – Chairperson Golden noted that Treasurer Rogers was not present to report on the agenda materials.

L. REPORT FROM AUTHORITY MEMBERS

- 1. STATUS REVIEW OF PROJECTS**
- 2. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS**
- 3. CORRESPONDENCE TO THE AUTHORITY**
- 4. STATUS REPORTS AND COMMENTS FROM THE MEMBERS OF THE AUTHORITY**

(7:39:36) – Chairperson Golden informed the Members that he volunteered at the Airport by operating one of the snowplows for several hours to remove the snow, and he commented that he had “great admiration” for Mr. Jenkins and Airport Maintenance and Operations Technician Rick Lee for the time and effort contributed toward the snow removal operation. He also commended Member Hamilton and Vice Chairperson Puliz for volunteering their time to the snow removal process. Chairperson Golden indicated that he, Member Hamilton, and Vice

Chairperson Puliz now had “a great understanding of what needs to be done out here in a snow event and what it takes to get that job done.”

(7:40:46) – Chairperson Golden entertained additional Member reports. Member Norvell mentioned that this would be the final year for parking at the Airport for the National Championship Reno Air Races.

M. PUBLIC COMMENT.

(7:41:08) – Chairperson Golden entertained public comments. Mayor Lori Bagwell informed the Authority about how much she appreciated its service to the City and stated that she understood how difficult doing so was. She noted that there was “no big pay attached to your hard work.” She enjoyed attending the CCAA meeting and thanked the Authority for “doing what you think is right.” She also hoped that all those involved with the CCAA believed the action taken for item H-1 was “a great decision, and that Carson City will be fortunate to maybe have some large investments at the Airport.”

N. AGENDA ITEMS FOR NEXT REGULAR MEETING

(7:42:57) – Chairperson Golden entertained requests for agenda items for the next CCAA meeting. Mr. Jenkins indicated that there may be an opportunity for a lease amendment to clarify language.

O. ACTION ON ADJOURNMENT.

(7:43:27) – Chairperson Golden adjourned the meeting at 7:43 p.m.

The Minutes of the March 15, 2023 Carson City Airport Authority meeting are so approved on this 19th day of April 2023.