

MINUTES of  
AIRPORT BOARD MEETING  
October 9, 2018  
Alaska Room, 6:00 p.m.

I. **CALL TO ORDER:** Chair David Epstein called the meeting to order at 6:00 p.m.

II. **ROLL CALL:**

Members Present:

Dennis Bedford	Jerry Godkin	Chris Peloso
David Epstein	Dennis Harris	Angela Rodell

Member Absent:

Al Clough

Staff/CBJ Present:

Patty Wahto, Airport Mgr.	Teresa Bowen, CBJ Law
Marc Cheatham, Dep. Airport Mgr.	Mark Fuelle, Fire Department
Catherine Fritz, Airport Architect	Mary Becker, CBJ Assembly
Scott Rinkenberger, Airport Sup't	

Public Present:

Evenlyn Rousso, McCool	Jodi Garza, Alaska Seaplanes
Carlson Green	Mike Wilson, Coastal Helicopters
Mike Carlson, McCool Carlson	Alex McCumbers, KINY
Green	

III. **APPROVAL OF MINUTES:** *Jerry Godkin moved approval of the minutes as printed of the September 11, 2018, meeting. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Angela Rodell moved approval of the agenda. The motion passed by unanimous consent.*

V. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

VI. **UNFINISHED BUSINESS:**

A. **Terminal Reconstruction:** Airport Manager Patty Wahto said that McCool Carlson Green had held several meetings over the last two days. Airport Architect Catherine Fritz said the PowerPoint Mrs. Wahto gave to the Assembly Committee of the Whole in August describes what staff is doing with the project. Please see <https://beta.juneau.org/index.php?gf-download=2018%2F10%2FAssembly-COW-Terminal-Reconstruction-Project-Presentation-August-29-2018.pdf&form-id=91&field-id=3&hash=6f7520b1b724f6e4081708852ab87aa729672b638c22be5fa05ea7ade1c37ddc>

## AIRPORT BOARD MEETING

October 9, 2018

Page 2

Mike Carlson, with McCool, Carlson, Green, said meetings were held with all of the users (except the Gift Shop). All meetings were very congenial and helpful. Information from the FAA (Federal Aviation Administration) and Customs and Border Patrol will be forthcoming. It appears that the second floor will be configured more efficiently than it was before, and include some gate expansion around Gate 2, which will be pretty congested with the new gate. Discussions will be held with Alaska Airlines on their operations during the demolition and building of the new stairs/elevator. This meeting will be held on Thursday. Board Member Dennis Harris asked if the emergency power system will be accommodated before the building is demolished. He also wondered if there would be any meeting rooms or rooms on that end of the building that could be used for private meetings and tenant training and briefings for the Pack Creek folks. Mrs. Wahto said the emergency generator has been discussed for the last two days and is a top priority. As far as an additional meeting room – it is not in the budget in that area. It is wondered if the Alaska Room will be needed during the demolishing of the other areas. As this is developed, notice will need to go out on a timely basis. A smaller conference room is planned in the Manager's Office, and the FAA has asked for a training room for the Tower training.

Ms. Fritz said the process will be a mess. She thought this project will have less mess because there is not as much interface between the secure side and non-secure side for passengers. Work will occur on both secure and non-secure sides, but the 135 operations are not secure in the same way. Staff is in the process of deciding who will go where and what pieces should go first and when demo will occur in one place so that construction can happen in another. All of those moving parts are getting put together and hopefully by January, there will be a plan that everyone can react to.

Because all of the old building is being torn down, staff knows that spaces like the Alaska Room will need to be used. The former dining area will be raised so that it is at the same level as the second floor. That area will initially be used as the transition flex space. Over the long-term, it will offer more lobby space where people can meet informally. Part 135 operators now use the tables downstairs for job interviews and gather for meetings as they need to. A lot of it will have to do with furniture and making an environment that is nice. In terms of having segregated separate space, it will be a difficult thing to oversee. The lobby spaces and open areas are part of the general circulation space and are eligible for funding.

Jodi Garza, Alaska Seaplanes, said they were pleasantly surprised with how the design ended up. They are happy that the project is moving forward and the general consensus of the 135 operators who are in general agreement with the project.

**B. Exit Lane Replacement** (Attachment #1): Mrs. Wahto reported that the exit lane from the departure lounge was relocated from its old spot. It is starting to have failures and a lot of false alarms. The Board was briefed about this in June 2016 in looking for options and possible grants. The Department of Homeland Security grant was denied.

## AIRPORT BOARD MEETING

October 9, 2018

Page 3

This was also explored through the FAA Airport Improvement Project, and it is not eligible. It is looking at imminent failure. The Airport would like to incorporate it as a part of a separate unit to do it sooner than later and use terminal funds to replace the exit lane. Staff has looked at a two-exit lane system, at a cost of \$360,000. This allows quick travel. As this hasn't been discussed in months, it needed to be brought back to the Board as a terminal expense and would have to come out of local funds. Attachment #1 talks about the unit being discussed. *Jerry Godkin moved to approve the replacement of the Departure Lounge Exit Lane system to be funded through the Terminal Reconstruction Project local funding. Dennis Harris moved to add the word "in the amount of \$360,000" after "Departure Lounge Exit Lane system".*

Dennis Harris said he was reluctant to approve the replacement of something without a number on it. He felt blindsided because it was brought before the Board over two years ago and nothing has been said since then. He said he did not want to micromanage, but when there are problems with something that is mission critical for the airport, he thought it should be in the Manager's report. He thought it was the Board's role to decide how much to spend as well as approve the spending. Mrs. Wahto said this was brought up this spring about alarms, but the replacement had not been discussed as staff was looking for grants.

Staff is reasonably comfortable with the number. The systems have an identifiable cost with them. Staff hopes to use a cooperative buying strategy as was done with the wash equipment for the wash bay. A contractor would be needed to install it, but the equipment would be purchased directly. Most of the design has been done in-house to make sure that the equipment would fit in the existing passage way. A few contract documents will be needed to hire a contractor and electrical engineer. Ms. Rodell said she would vote against the motion as a whole as the terminal reconstruction has a really tight budget and things cannot be moved around. She was very disappointed to see this come in. Mrs. Wahto said she could go back to the 121 carriers and make this a part of the maintenance and doing business with 121 operators. It may take a little longer and some sort of fee would need to be implemented, which may cost a few months. But it is another option. Nothing specific has been discussed with the 121 operators. *The amendment passed by unanimous consent. The amended motion failed by unanimous consent.*

*Angela Rodell moved to approve the replacement of the Departure Lounge Exit Lane system to be funded through the Terminal Reconstruction Project local funding. The motion failed by unanimous consent.*

Mr. Harris said that it is the nature of every bureaucracy for the staff to tell their governing body what they want them to know, not what they need to know. He said sometimes there are things they need to know. If there are issues with things at the Airport, he did not want to micromanage, but he did not want to be blindsided.

**C. Berners Avenue Fuel Farm/Impound Lot Fence Extension:** As this item was being written, another break-in occurred. Cars were rifled and this is an on-going problem. Scott Rinkenberger, Airport Superintendent, reported that last spring the Airport Board gave staff permission to clean up the area on Ladd/Berners Avenue. There is an embankment with an existing fence line behind the embankment. There had not been a problem with this fence-line until the Juneau Police (JPD) put the vehicles that they have seized/confiscated into this back lot area. The fence has been patched over many times from people breaking into the impound area. The break ins are done so that the cars in the lot can be rifled and anything of value removed. Vehicle components, radios, and air bags are removed. He proposed adding a fence on the outside of the embankment and at street level. This will give more visibility of the fence line. He proposed the Airport pay for this fence addition. Mrs. Wahto said there is no written lease but a lease that is on again, off again. Chair Epstein said it seems that JPD's activity is creating this situation. He felt that there needed to be dialog with JPD as to cost sharing. Mrs. Wahto said she would discuss this with JPD. Board Member Chris Peloso said that a contract needs to be in place stating JPD needs to pay for whatever security is needed. Mrs. Wahto agreed. She knew there was an agreement at one time. JPD has made improvements to the lot, including lights in the area and changed out the gate at their cost.

VII. **NEW BUSINESS:**

**A. Airport Manager's Report:**

1. Special Supplemental AIP Appropriations: Snow Removal Equipment Facility Sand/Chemical/Fueling Station Award Attachment #2: Mrs. Wahto said the special supplemental funding for the Snow Removal Equipment Sand/Chemical and Fueling Station came through in the amount of almost \$10M. The grant was received two weeks ago. It is in front of the Assembly for appropriation and bid award on the 15<sup>th</sup>. She said that of the \$1.2B, this first round represented \$205M. There was originally \$1.3B requested, and was whittled down to half of that because they did not make the cut. She thought the Regional folks in the FAA needed to be thanked – Christie Warden, Mike Edelman and company, who argued very strongly in support of this project on a national scale.

2. Washington DC Trip: While in Washington, D.C. for the above grant, staff met with the Congressional delegation – staffers with Congressman Young's office and Senator Sullivan's office and met with Senator Murkowski and her staffer the day before the event. There were some good discussions on a lot of topics. A meeting was also held with Katie Kachel, who paved the way to getting into all of the Congressional offices. Chair Epstein thanked staff for a job well done. It was one of those imminent failures that staff did its homework on and brought the bacon back for Juneau Airport. *Jerry Godkin moved to have Chair Epstein, on behalf of the Airport Board, send a letter to the people listed in the Washington, D.C. trip giving them the Airport Board's thanks. The motion passed by unanimous consent.*

## AIRPORT BOARD MEETING

October 9, 2018

Page 5

3. Title 49 Jordan Creek Update: Mrs. Wahto said Marc Cheatham attended the last meeting on October 1 and the next meeting was cancelled. Deputy Airport Manager Marc Cheatham said the group went over verbiage at the October 1 meeting. An item came up about the green belt and the Airport. They added some language directly for the Airport. They stated there is a problem, but they were concerned about where it would be limited. They wanted to narrow it down to who would be the responsible person and how wide of a range of public safety. They were going to get the language ironed out and bring it back to their next meeting. Mr. Harris requested a copy of the last version of the draft be sent to the Airport Board Members.

4. Airport Engineer Report (Attachment #3): Mrs. Wahto reported that the Master Plan is final. It is up on the website. The Airport Layout Plan has been signed and forwarded to the FAA for their signature.

Things are moving along on the Wash Bay. Final completion is expected by the end of the month. Final documentation is expected for the original Runway Safety Area (RSA) Phase 2B and then the project will be closed out soon. The area known as the Northeast Development Area (RSA Phase 2C) has Secon working on drainage and some sub-work. This project should be substantially completed by July 2019.

The post-accident runway repair has been completed. Staff is checking the grooving to see if that needs any additional changes. Painting will be done on the areas that were repaired.

5. Airport Architect Report (Attachment #4): Airport Architect Catherine Fritz reported there has been good progress made on the Wash Bay project. It is scheduled to be done in late October. Staff is moving toward more completion of the SREB (Snow Removal Equipment Building) but it cannot be closed until the Wash Bay is done because they are connected through a change order. All claims have been settled. One major claim was settled at no cost. The second claim was a less costly claim that settled for half of the price with the contractor at a cost of about \$5,000. The Dispute Resolution Board was not called as everyone worked toward a feeling of being fair and leaving the project on good terms. She commended the contractor and the subs for that.

The Terminal Reconstruction Project AIP grant will be appropriated on Monday night. The schematic design process has begun by using other funds already in the project fund. Another milestone will be in January, when the schematic design is done. The consultants will be in town the last week of November with more meetings and planning going on. She thanked Mr. Bedford for attending meetings the last two days.

The PBB (Passenger Boarding Bridge) arrived and got connected. It is nearly complete with some inside/indoor area things like the new podium, counters and some of the finishes in the departure lounge area, but it is very close to having the Passenger

## AIRPORT BOARD MEETING

October 9, 2018

Page 6

Boarding Bridge rolling. The completion date is in November, but the contractor is a little bit ahead of the schedule.

Four bids were received for the Sand/Chemical Building, but she thought the Board might be interested in seeing the numbers, so she included them in her report. Staff is starting to work with Dawson Construction already.

She noted the bulleted items in her report. She noted that the Exit Lane has been mentioned in prior reports stating they were looking for funding and different solutions to try to resolve the exit lane problems. While staff has not brought it before the Board like they did tonight, it is something that has been problematic. Staff will work hard on an alternative funding source.

Mrs. Wahto noted that the elevator is broken. Some parts were special ordered.

VIII. **CORRESPONDENCE**: None.

IX. **COMMITTEE REPORTS**:

A. **Finance Committee**: None.

B. **Operations Committee**: None.

X. **ASSEMBLY LIAISON COMMENTS**: Assembly Liaison Mary Becker reported that Beth Weldon was elected as Mayor. She will be installed on October 15, at which time the Assembly Members that were elected will also be installed. Mayor Koelsch will be saying goodbye at that meeting. Jesse Kiehl is running for a Senate seat. If he wins, then someone will have to be appointed to take his place. If he does not win, he will return to his seat. Very few meetings have been held while waiting for the election to occur. A lot of things will come up once the new Assembly is seated.

XI. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**: None.

XII. **BOARD MEMBER COMMENTS**:

A. Angela Rodell commended staff for getting the grant for the Sand/Chemical Building. Regarding the Exit Lane, she apologized for not having the CIP (Capital Improvement Project) list. If it is not already on it, it would be really helpful to have it on there as they rely on the list for priority projects. She noted she will be traveling on Permanent Fund business on November 13 so she will not be in attendance nor will she be able to call in. She apologized.

B. Dennis Harris said this was the second month that an Airport Engineer was not in attendance at the meetings. He wondered if this was a problem for him. He presumed that when he was hired he was told that part of his duties were to come to Airport Board meetings. Mrs. Wahto said he has been to one meeting. He has parental conflicts at home

## AIRPORT BOARD MEETING

October 9, 2018

Page 7

on Tuesday nights. If he is needed, he can call in. Mr. Harris felt it was very important that he be in attendance to answer any questions just as Ken was, even if Ken had to call in. He appreciated the fact that the Airport has a local engineer and probably a pretty competent person. He thought it was important that he be able to attend these meetings somehow.

C. Chair Epstein followed up on Ms. Rodell's comments and noted that Item #7 is Terminal East End Door/Vestibule. Mrs. Wahto said this was a downstairs issue that was leaking water.

XIII. **ANNOUNCEMENTS**: None.

XIV. **TIME AND PLACE OF NEXT MEETING**: The next regular Airport Board meeting will be held on November 13, 2018, at 6:00 p.m. in the Alaska Room.

XV. **EXECUTIVE SESSION**: None.

XVI. **ADJOURN**: *Dennis Harris moved to adjourn. The meeting adjourned by unanimous consent at 7:12 p.m.*