

MINUTES of  
AIRPORT BOARD MEETING  
February 12, 2019  
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   |
| Al Clough      | Dennis Harris | Angela Rodell* |
| David Epstein  |               | *via phone     |

Staff/CBJ Present:

|                                    |                                   |
|------------------------------------|-----------------------------------|
| Patty Wahto, Airport Mgr.          | Scott Rinkenberger, Airport Sup't |
| John Coleman, Airport Business Mgr | Rob Edwardson, CBJ Assembly       |
| Catherine Fritz, Airport Architect | Teresa Bowen, CBJ Law             |
| Mike Greene, Airport Projects Mgr. | Mark Fuelle, Fire Department      |

Public Present:

|                                  |                                 |
|----------------------------------|---------------------------------|
| Kent Craford, Alaska Seaplanes   | Aral Loken, Channel Flying*     |
| Megan Taylor, Public/BRH         | Craig Loken, Channel Flying*    |
| Tyler Adams, USDA Wildlife Svcs. | David McDermott, TSA *via phone |

III. **APPROVAL OF MINUTES:** *Jerry Godkin moved to approve the minutes of the January 8, 2019, meeting. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Jerry Godkin moved to approve tonight's agenda as submitted. The motion passed by unanimous consent.*

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

VI. **USDA – WILDLIFE SERVICES PRESENTATION/REQUEST:** Airport Manger Patty Wahto welcomed Tyler Adams, USDA Wildlife Biologist, back. He spent time under contract with the Air Force from July through December 2018 at airports in Iraq, Jordan, Syria and Kuwait. Mr. Adams thanked everyone for their time. He went over what occurred last year and some upcoming plans that he wanted to bring to the Board's attention. His job is to sift through data of all the times that birds are seen on the airfield and try to identify trends and focus his and his team's energy on those areas. This is done on a grid base map. The JAWS equipment had spikes put on top of the cross bar, which was incredible. They couldn't land on it. Unfortunately, they moved to the next very best thing, which is the control box and panels. The tricky part was keeping birds off it without also keeping people off of it and hindering their ability to use the equipment. He had a joint effort of Scott, his crew and the FAA to come up with a three-dimensional cable grid system that was installed over it. No birds land on this area of the center field. This was

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done on the bridge that goes over the river, too. An anti-perching hydra (as it has many different heads) was installed and it keeps birds off any railings.

This year, 2019, the Airport has an eagle's nest that is being used on the west side of the airfield. This is bad for a variety of reasons; primarily, we don't want an uncoordinated awkward teen eagle trying to fly among the airplanes. Eagles will take nesting material and food across the movement area to support and maintain the eaglet. An eagle (believed to be a juvenile) strike in the past cost up to \$300,000 damage. A southeast solution is to place a buoy in the nest. Permits are in place and it will handle this solution. As this will be in the public eye, he wanted the Board to be aware of that. The eagles will build a nest somewhere else.

Mr. Adams said there is a spot in the float pond that any time birds are dispersed in the area, they have to cross a movement area in order to vacate the premises. He wants to create an escape path for them. This situation takes place every summer ... he drives in his truck, he sees a bird and he disperses it. The bird flies around because they need a runway to build up speed to bank the corner, come around and unfortunately cross a movement area every time. When they cross the movement area, they fly up high and they see nothing but concrete and buildings and realize there is nothing for them there. Then they loop back and come back to the float pond. This process has been repeated many times. A lot of waterfowl use this area.

A bird strike occurred last month involving a buffle head duck. It went through the windshield and sprayed the passenger with blood. Luckily, no one was harmed and the plane landed safely. Dabbler ducks need a runway. He proposed creating an escape path. This would allow the birds to fly over the wetlands versus doing a u-turn and coming right back to the float pond by crossing two movement areas. There are physical barriers keeping the birds in the area. The Airfield Maintenance has proposed moving the sand pile and thereby creating an escape route. Sometimes, there are accidental dispersements where the birds take flight when they see the vehicle. With the sand pile removed, they will have an escape path.

He will then collect data for many months to see if this is a sufficient escape route. If it isn't, he wanted to get the Board's approval to expand that (by removing trees) and connect the two areas so they have the open avenue and the birds do not have to cross the movement area every time they are dispersed. The data will be collected over the next season. Board Member Dennis Harris said that hunters had been given permission to hunt in this side area. He knew that they were very successful in hunting in that area. He wondered if that was still allowed or would be considered an effective technique in the fall. Mrs. Wahto said the FAA closed this down because there were too many close calls; duck hunters were not in radio communication with the Tower and aircraft; and they were shooting at incredibly wrong times with too many close calls.

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The worst case scenario is if moving the sand doesn't work, the trees (once removed) would open up and connect the bridge of opening – giving them a huge window into their wetlands and habitat. Mr. Adams said that he is chain saw certified and would remove the trees under his salary. He noted that Fish and Game has authorized him to remove any trees in the wetlands that pose a threat to aviation for the next ten years.

VII. **UNFINISHED BUSINESS:** None.

VIII. **NEW BUSINESS:**

A. **FAA Financial Compliance Letter** (Attachment #1). Mrs. Wahto said this was mentioned at the last Board meeting. There were four areas that the compliance letter highlighted as non-compliance or more information was needed:

1. **Capital City Fire/Rescue (CCFR) Glacier Station.** This is co-located with the Aircraft Rescue/Fire Fighting (ARFF) station on the airport. There is one of two ways that the FAA saw this one: they would either have to pay for market value or rent for that share of property because they understood that there was a lot of reciprocity and joint use of some of the facilities, such as sleeping quarters, training room, break room, kitchen, etc., that there could be an in-kind use for those services, as long as the Airport comes up with an agreement. She believed that staff has a good Letter of Agreement (LOA) to move forward. They also supply a mechanic to work on the ARFF trucks.
2. **U.S. Fish & Wildlife Services (USFWS) Hangar.** When the Civil Aeronautics Administration (CAA) quit claimed the airport to the City in 1953, the deed provided for “free and unrestricted use” for the tract of land that has U.S. Fish & Wildlife Services on it. The FAA took a look at this and said it means that they can use the airport, that a fence can't be built around it, but they should still be paying. The Airport is going to USFWS to draft up a lease and collect payments. The FAA requires the Airport to go back six years from the time of the inspection, which is back to 2011. The impact would be a little over \$24,000 annually of additional income, if this is correct.
3. **Channel Flying.** Mrs. Wahto noted that Craig and Aral Loken were in attendance by telephone for this item. Channel Flying was found to be a through-the-fence operation by the FAA. Even though they are renting to aviation users, it is still a through-the-fence operation. It is surrounded on all sides by Airport property in this case for access to their hangar, with access to the airfield from their hangar. The FAA stated the Airport needs to look at the square footage and they are to pay the fair market value or the going rate on the property. Even though the Airport does not own the land, it is still considered the value for a through-the-fence operation. This is a major impact to the owners. More importantly, if the Airport does not correct it or do something about it, the Airport can be held in violation of the grant assurances. This one stuck out pretty loudly for the FAA as a through-the-fence operation. Mrs. Wahto suggested this go before a subcommittee meeting for further discussion.

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4. Full Cost Allocations (Interdepartmental Costs). Mrs. Wahto said the FAA had several questions that were not under the Airport's jurisdiction to answer. This has been forwarded to the Finance Director. They are currently reviewing some of their answers before they send them back.

A reply to this letter needs to be prepared by March 8. It can be talks, negotiations or an update. As long as there is some sort of movement or goals or plans in place for March 8. *Dennis Harris moved to send this to the Operations Committee.* Mrs. Wahto said this falls under both the Operations Committee and the Finance Committee. It falls under the Operations Committee because of the impact for the tenant and the grant assurances and what it does for the Airport itself. It falls under the Finance Committee for obvious reasons. *Jerry Godkin asked if the maker of the motion would be inclined to change it to a Committee of the Whole meeting.* *Mr. Harris agreed to amend the motion to send this to the Committee of the Whole.* *The motion passed by unanimous consent.* Staff will continue to work with the FAA and at least get a plan out to them by March 8.

**B. Aqueous Film Forming Foam (AFFF) on/for Airports (Attachment #2).** Mrs. Wahto said the Department of Environmental Conservation (DEC) sent a letter as a fact-finding gathering letter. They want to know what has happened at the airport. Staff is working with the Fire Department to get the information. The letter was addressed to the Airport and the Haglund Training Center (which is  $\frac{3}{4}$  of a mile from the airport). The City is working on the Training Center portion and she is working on the Airport portion. There are five areas where foam was dispensed. It has not been released in large quantities, but just to test the foam. Staff does not anticipate there will be problems. The facts will be given and the questions that they have outlined in the letter will be answered. The Airport may be looking at joining the City with one of their consultants that is working on this to finalize the plan and say what kind of testing of the soils will be done. After looking into this, there are not a whole lot on there that have open well test sites like those that have been done for the petroleum products. This will be brought back to the Board.

### **C. Airport Manager's Report:**

1. Guardian Air Flight. As many have heard, Guardian Air Flight lost a King Air on approach to Kake. This is a huge loss for this community and all of Southeast. Our thoughts and prayers go out to the families, friends and co-workers.

2. Airfield Crew Assistance. Assistant Chief for CCFR Ed Quinto asked Mrs. Wahto to pass along the kudos to the Airfield crew for their help in assisting a stranded person in the river on one of the islands. The Airfield crew quickly cleared the gate so that the rescue teams could launch the boat and get to the stranded person. He wished to express his kudos, let the Board know and said a big thanks to the crew.

3. Airfield Equipment and Facility Inspection. The Airfield Crew will hold their annual inspection on Wednesday, February 20<sup>th</sup> at 8:00 a.m. (weather permitting). She

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invited the Board Members to come out to look at the equipment, facilities and see what they do. This will also be posted to the public. She encouraged as many Board Members to come out and take a look at the facility. This will be postponed if it is snowing.

4. New Employee. Shannon Morgan was welcomed. She began working for the Airport on January 28. She works in the Badging Office and comes to the City from Island Air. She is very sharp and we are happy to have her.

5. TSA PreCheck Update. Mrs. Wahto said the Transportation Security Administration (TSA) is now keeping things open every day/all day and letting people go through. It is really speeding up the process.

6. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balances (Attachment #3). Attached is the monthly AFB and CIP balances. The latest balance reflects the close-out of FY18 operating budget which closed in the black by \$274,672.

7. Hot Topics.

- FAA Compliance Land Use/Financial Letter (January 2019). The Airport must address a couple of issues from that letter and formulate a plan. This stems from the August 2017 comprehensive inspection/audit. (See New Business, above).
- State of Alaska OSHA (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties has been approved by AKOSH. Staff will advise the Board as they are procured.
- Marine Engineers' Beneficial Association (MEBA) union negotiations will begin again in February 2019 (3-year contract)
- FY19/20 budget updates; Finance meeting TBD
- Joint Airport Board/Assembly Committee of the Whole (COW) Annual Briefing is scheduled for 5:30 p.m., Thursday, March 21, 2019, in the Assembly Chambers. Chair Epstein said he thought Angela and Al need to be active players as the Finance Committee Chair and Operations Committee Chair. He thought the members of the committee should also be able to speak up. He saw it as a three-part presentation: he would open it up with a higher level view and then Al would speak to the Operational aspects and Angela would speak to the Financial aspects. They would invite their Committee Members to have any thoughts they might have. In so doing, this would engage the entire Board.
- Exit Lane System funding has been approved. Staff is working on procurement/bidding of the system.
- Badging system upgrades delayed due to technical infrastructure delays with Millennium Corporation, but anticipate later in February 2019.
- Honsinger Pond/Access (work in progress) with State Department of Transportation, Bicknell, City & Borough of Juneau
- Terminal Reconstruction

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- The Airport is a non-hub. What does that do for JNU: Staff has been talking with the FAA and trying to figure out if some discretionary funds can be used for the Terminal Reconstruction, instead of using all Passenger Facility Charges (PFC) (which would take a lot of years to collect for the match, as well as the eligible portions). No hope is being held, but the FAA would look to see if these lower priority terminals for non-hubs could possibly get discretionary funds. This would mean that the PFC's would stop a little earlier and collect for other projects. It also means a lot for the revenue bonds, which would be a shorter term if at all. The revenue bonds are PFC eligible for interest so that could be increased. This will be brought up in the Finance Committee meeting.
- Design consultant is under contract to begin Leadership in Energy and Environmental Design (LEED) process. Also a schedule that evaluates the impact to the project should LEED certification be required. In discussing LEED, Assembly Member Rob Edwardson said that a question he would have would be why this wasn't addressed earlier in the project. He said that costs for LEED would not be the only factor used in the Assembly's determination. Mrs. Wahto said that because of funding, the Terminal Project was put into several phases. The LEED Ordinance was not in affect at the beginning of the project. This is a continuation of the project and with that understanding, staff was taken back when the LEED process was discussed. To do some of the measures, such as metering everything, this is a show stopper.

Airport Architect Catherine Fritz said several memos have been written and given to the Juneau Commission on Sustainability (JCOS) that addressed the questions Mr. Edwardson had. There have been three meetings with JCOS. At the end of the third meeting, JCOS asked the Airport to start the LEED certification process. A contract was signed with the consultants for \$37,000 to start this process; \$11,000 has been authorized to take a look at the schematic design and assess what would be required to meet LEED certification. These consultants do LEED a lot for other companies. They are glad to do the work. They didn't necessarily raise an opinion one way or another, but they are willing to do it. They did not seem enthusiastic to the project because the goals have already been set that are meeting the intent of LEED. Based on evidence of the project that was completed in 2010 and 2012 and the performance of the geothermal field, the envelope performance of the building, and this project will enhance those by fundamentally getting off of diesel. Getting off of diesel does not give you any points for LEED. There will be an excellent building that is high performing, meet the Assembly's goals of a good energy performing building with a very low carbon footprint.

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The Airport is doing the right thing regardless of whether LEED certification is done or not. There is a cost to LEED certification in time and money. The Ordinance has some challenges and staff is addressing the challenges in the best way they can. The first assessment will be in hand at the end of the month and it can be decided whether to go forward with the rest of the \$37,000 or not. Mr. Edwardson said he did not want to give an impression that anyone has made up their mind. He said Assembly Members are reviewing the project and there will be questions. With this project because of all the meetings with committees and other departments there is a lot of interest in the LEED program.

- Staff working with Community Development Department (CDD) on their project review and Conditional Use permit requirements
- Art Committee held its first meeting February 5.
- Terminal Design in progress
- FAA equipment relocation
- U.S. Customs space requirements
- FAA office space requirements
- Temporary relocation and phasing
- Review of leases and contracts affected by construction
- Reconfiguration of lobby space/check-in kiosks for Alaska Airlines
- Bond package for total project with CBJ Finance Director
- PFC9 Amendment for Bond interest
- CBJ Title 49 (Jordan Creek Greenbelt) allowance to limb/clean-up around the creek. This goes hand-in-hand with the restoration grant project with Southeast Alaska Watershed Coalition. Dennis Harris suggested this be brought forward to the Joint Assembly COW/Airport Board meeting.
- Tenant Insurance reminders are being sent out. Several certificates have lapsed in our records.
- Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting discussions with FAA. Staff submitted permit continuance requests to State and Corps of Engineers to keep current.
- Snow Removal Equipment Acquisition is on-going.
- Elevator contingency protocol
- Maintenance programs refinement (roofs, heat pump equipment, etc.)
- Staff Training Programs (safety and health) for AKOSH

8. Airport Architect Report (Attachment #2): Airport Architect Catherine Fritz reported Dawson was able to pour their first footings on the Sand/Chemical Building on January 31. The schematic design review meeting was held on January 23/24. All aspects of the Terminal Reconstruction Project were reviewed. The FAA is a critical player in this project because they have equipment in the old portion of the building that is scheduled to be torn down. The equipment has to do with Air Traffic Control Tower

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operations and it is essential for the Airport. An important planning report that identifies the scope and budget, personnel, all the agencies involved, exactly who owns what equipment and who is responsible for moving it from Location A to Location B was delayed due to the Federal government shut down. It has not been received yet. Without the FAA process clearly defined, the equipment cannot be touched nor can the building be torn down. This is something that is being monitored closely. A meeting will be held with lead FAA personnel in a couple of weeks. It is hoped this will be back on track soon.

Staff is looking at the LEED requirements. LEED version 4 has significant and substantial differences from the original LEED program that was in effect when the Ordinance was first passed. There are a lot of complex issues. The land survey work/field work is occurring. The survey is not in hand of all the building points, but they are getting the field work done. They want to do some deep borings to look at soil issues related to seismic.

The Project Review Process has been started with the Planning Commission, but that had to be suspended. A meeting will happen sometime in March on the conditional use requirements and the City project review. Airport staff wants to work closely with CDD (Community Development Department) staff, with some help from the Law Department, to be clear about where the responsibilities lie and what needs to be done as part of the project.

The Art Panel was selected. There was really good first meeting. There is a question of whether the cost is 1% of all appropriated funds into the project (including FAA funds) or whether it is defined as 1% of construction costs of the funds that are eligible because the FAA funds cannot pay for art. There is a significant cost difference: \$40,000 (if the FAA funds are excluded) versus \$150,000 (if the FAA funds are included). This is being discussed with the Law Department, the Finance Department, and the City Manager.

There is a lease lot development that has been provided to Alaska Seaplanes (attached) and other parties. The bulleted items in her report are important aspects as the leases are developed. There is a plan that is attached, too. This does not have to be recorded. It will allow the Manager some flexibility within the framework of people who come to lease with the Airport if something needs to be shifted or changed or modified. It gives a guideline of how those lots will be developed moving forward. The Design Review Policy adopted a couple of month ago will also help staff make sure that they are developing the front of Shell Simmons over time in the ways that are thought to be important.

Projects closeouts are under way. There is some warranty work. The ARFF slab repairs were sealed with epoxy. The contractor offered to epoxy the whole floor, but the floor was super wet. The cracks are now filled and sealed with epoxy. The slab will be back



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to the non-slippery surface it was before the repairs were started. The structural engineer thought the slab problem was probably the curing process. The weather and the speed at which it cured was probably too fast. There is nothing structural.

9. Airport Engineering Projects Report (Attachment #1): Airport Project Manager Mike Greene reported the RSA (Runway Safety Area) Phase IIC Project is still in winter shutdown. It is expected that it will restart in mid-March. Staff is working on a couple of RFPs (Request for Proposals) for loose ends that did not get addressed properly in the project. The Block M hangars have a water infiltration issue that has been going on for quite some time. The RSA IIC introduced some French drains that aren't going to resolve the problem. Staff has been working with the FAA to make sure that an extension of the French drains is acceptable to them. Staff is also looking at doing some asphalt removal and replacement to improve the grades to get water away from the hangar. Work is being done with Haight & Associates to bring conduits into the Northwest development area in advance of the development of new lease lots for hangar space. The layout was finalized and it will be a RFP that will be issued to Secon.

The Float Pond Project contractor is working on forming and pouring the walls for the valve vault tomorrow. The concern was the water infiltration through the EVAR (Emergency Vehicle Access Road) on a 20' tide condition that caused a temporary closure. The area was excavated and the 40" culvert was plugged. When the high tide came in the water came around the culvert and washed out portions of the EVAR. At a low tide condition, the area around the culvert was plugged and the time was stemmed. At the next high tide, less infiltration was seen. After more rock and filter placement, the infiltration was stopped.

The Taxiway A Rehab, Taxiway E Realignment and Taxiway D-1 Relocation Project has a 65% submittal. Some time was lost due to the government shutdown. There are some FAA coordination issues that need to be completed. A questionnaire and assignments were sent to the FAA.

Staff is working with Ward Air on their hangar expansion. The FedEx expansion has been surveyed and a new plat should be available tomorrow.

IX. **CORRESPONDENCE:** Chair Epstein noted that the Board sent a letter of condolence to Guardian Air.

X. **COMMITTEE REPORTS:**

A. **Committee of the Whole:** A meeting will be scheduled at a to-be-determined date.

B. **Finance Committee:** A meeting will be scheduled at a to-be-determined date in the near future.

C. **Operations Committee:** None.

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- XI. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Rob Edwardson said the joint Assembly meeting with the Airport Board will be held March 21<sup>st</sup>. This meeting will be more conversational. He recommended Chair Epstein contact Mayor Weldon to discuss the flow of this meeting. He said the joint meetings so far have been mostly conversational and not all that formal. This will be a good opportunity for the Board and Assembly Members to meet.

He noted that most of the Assembly Members and everyone is waiting for 10:30 tomorrow morning, when the Governor's budget will come out. He heard they are cutting \$1.6 billion or one-third of the State budget. In the beginning of the Legislative Session there were hearings how they would save by transferring certain costs and responsibilities to municipalities. Since the last election, it has been hard for him to approve a project not knowing what pressures will be on the municipal financial future.

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

- XIII. **BOARD MEMBER COMMENTS:**

A. Dennis Harris noted that the Art Committee met and had a very good session. There will now be less of a budget than formerly expected. They have not arrived at any specifics other than to go over some draft documents. They are hopeful that they will get some good proposals. They are going with three options: The Artist proposes work. The Committee could select a specific artist. They could have artists propose projects. The third alternative was chosen. As the process that was used in the past worked well, they will be using that process. The whole selection process will probably take until May. It is hoped that Request for Proposals will go out early next month. The next meeting is scheduled for the last Thursday of the month.

He noted that the Coast Guard (or someone) announced that they have been able to ping the Guardian Flight cockpit flight recorder. It looks like they will locate the aircraft and recover it when the weather allows. He appreciated the letter that was sent.

- XIV. **ANNOUNCEMENTS:** Scott Rinkenberger, Airport Superintendent, announced that Tyler Adams has just returned from the Middle East and while he was there, he was awarded the Air Force Medal of Civilian Achievement for his efforts over there. He read the award: "The Air Force presents the award for Civilian Achievement to Tyler Adams in recognition of his distinguished performance as a Wildlife Biologist for the United States Department of Agriculture, assigned to the 386<sup>th</sup> Air Expeditionary Wing from 28 July 2018 to 18 December 2018. During this period, the outstanding competence and ceaseless efforts of Mr. Adams resulted in the successful execution of 12,989 flight hours in support of operations Inherent Resolve (the military's intervention against ISIS) and Freedom Sentinel (which is the follow-up to the global work on terrorism after Enduring Freedom). He completed 1,475 hours of field work, removed 615 birds and mammal strike threats to wildlife depredation efforts and provided expertise to seven undisclosed

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locations resulting in zero bird strike incidents. Mr. Adams was also recognized by the Air Force Central Commands Director of Safety as an outstanding performer in his efforts with coalition, joint and host nation partners on habitat modification projects that contributed to the safe operation of 2,615 combat missions. The distinctive accomplishments of Mr. Adams reflects great credit upon himself and the United States Air Force.” It was signed by Joseph T. Costella, Jr., Lt. Gen. United States Air Force Commander for the United States Air Forces Central Command. In recognition of that, Mr. Rinkenberger said it is incredible to have the opportunity to have Mr. Adams work for the Airport on the Wildlife Program. Chair Epstein congratulated Mr. Adams.

- XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on March 12, 2019, at 6:00 p.m. in the Alaska Room.
- XVI. **EXECUTIVE SESSION:** None.
- XVII. **ADJOURN:** *Dennis Harris moved to adjourn. The meeting adjourned by unanimous consent at 7:33 p.m.*