

MINUTES of
AIRPORT BOARD MEETING
January 11, 2006
Aurora Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Ron Swanson called the meeting to order at 7:02 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson	Eric Forrer	Joe Heueisen
Gordon Evans	Fred Gaffney	Ron Swanson

Member Absent:

Tom Williams

Staff/CBJ Present:

Allan Heese, Airport Manager	Pam Chapin, Secretary
Jerry Mahle, Airport M&O Superintendent	Merrill Sanford, CBJ Assembly Liaison
John Coleman, Airport Admin. Asst.	

Public Present:

Ella Rogers, Glacier Restaurant	Susan Nix, Property Owner
Connie DePute, Hangar Owner	Melissa Taylor, Thunder Bird Ter.
Jeannie Johnson, General Aviation	Raven Stuart, Skagway Air
Virginia Tomlinson, Property Owner	Janet Thrower, Property Owner
Jo Lynn Bennett, Property Owner	Frank Thrower, Property Owner
Jean Bolton, Property Owner	Craig Farrington, Totem Park
Ron Bolton, Property Owner	Ray Culbreth, TSA
Bob Green, Property Owner	Daisy Pak, Pak's Custom
Bill Gissel, Property Owner	James Pak, Pak's Custom
Lynn Mayer, Property Owner	Mark Choate, Pak's Custom
Peter Anderegg, Property Owner	Betty Bryant, Public
Sherri Wolfe, Property Owner	Tom Hall, Public
Jeanne Josephson, Property Owner	Betty Bryant, Public
Dina Thomas, Cambridge Estate	Paul Tupou, Property Owner
Jeff Ottesen, Public	Elizabeth Villanueva, Totem Park
Cliff Johnson, Property Owner	Jim Wilson, Coastal Helicopters
Helen Unruh, Property Owner	Kierke Kussant, Public
Jessica Dean, Property Owner	Matthew Arnoldt, Public

III. **APPROVAL OF MINUTES:** *Pete Carlson moved, Fred Gaffney seconded, the adoption of the December 7, 2005, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Airport Manager Heese asked to add an item under the Finance Committee Report – the cost for Exit Lane Staffing. *Joe Heueisen moved, Gordon Evans seconded, to approve the agenda as amended. The agenda, as amended, was approved by unanimous consent.*

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V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:**

A. **Fuel Farm Brushing Project** (Attachments #1-5): Chair Swanson said that the Police Department (JPD) came to the Board about a year ago to request a place to put impounded vehicles. An area in the fuel farm was made available for this storage. The area has been broken into at least seven times in the past, which has created a security problem for both JPD and the Airport. This was discussed at the last Board meeting and an Operations Committee meeting. This concern is being raised both for the tenants, JPD, and the tank farm located in the area. JPD says they cannot see into the impound lot because the brush impedes their vision. They recommended cutting mainly the brush and they will install razor wire on the inside of the fence. JPD thought this would be a good first solution. Chair Swanson asked the public keep their comments brief as there are many people in attendance to speak.

Janet Thrower, 9416 Berners Avenue, said that whatever the Board decides would directly affect their neighborhood. She said it took a long time for the brush and trees to grow in this area. Whatever is done in this area affects property values and how they live. She is also concerned about security because if there are people who will break into the impound lot, then the neighborhood is sitting ducks.

Tom Hall, Eagle Street, said he just realized that the impound lot is located in the tank farm. A prison for cars is not attractive. He thought JPD could get out of their cars to do their job. The brush took a while to grow there and he would not like to look at that area.

Jessica Dean, 9423 Berners Avenue, said her house looks directly into the compound. The light shines into her son's bedroom. Her son has a chronic illness and the light and the back-up beepers wake him up all the time. She did not think that cutting down the brush would accomplish anything but make a negative impact on the neighborhood. She was disappointed that JPD put their impound lot in the area without notifying the neighborhood.

Susan Nix, 9433 Berners Avenue, said she wasn't aware of the impound lot until she received notification of the meeting. She had noticed a lot of strange activity and people hanging out in the neighborhood. An impound lot affects the property values. As soon as the brush is cut, the trees will grow up and the weather patterns will be changed. The visual impact and environmental impacts will be notable. She was disturbed that the impound lot was not at the new station.

Bill Gissel, 9414 Berners Avenue, said he had lived in the area before the fence had been installed. He had noted that clearing an additional 1.5 acres for an additional fuel tank farm tenant has been discussed in the past. This area was part of an agreement that the big trees in the area would be left as a natural area as part of the buffer with the trees and the berm. Even if the brush is cut along Berners Avenue, the Police will not be able to see over the berm unless they get out and walk over there. He noted there are no security cameras in the area and suggested this be added for extra security without cutting the trees. No one dislikes the airport, but there are better places for the impound lot and the fuel farm. This area is part of the flood

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plane. He suggested developing the area as mitigation. He also turned in a letter from Mark Smith (Attachment #5) who was not able to attend the meeting.

Peter Anderegg, 2212 Radcliffe, said his family has lived in this house since the 1970's and he thought the Airport had been a great neighbor. He makes use of the Airport dike trail and appreciates it. He has watched the area become an industrial area and this has been discouraging. He said it is great to turn onto Berners Avenue to be surrounded by trees and kind of an enclave separate from the hustle and bustle that takes place closer to the McNugget intersection. He said the impound lot is an attractive nuisance that has caused the problem. He thought this was not a great location for an impound lot in the first place. If the lot is to stay, he would like the Board to consider other alternatives for better security – cameras, Police going into the lot to take a look, etc.

Craig Farrington, 9471 Norris Place, agreed that the Airport has been a good neighbor. The green belt has worked out pretty well for the neighborhood. He said that the impound lot causes a potential danger. The Police cannot see into the impound lot because of the berm. The berm is there as a measure of containment and protection from the fuel tank farm. In an event of a catastrophe, the people of Thunderbird Terrace would be in imminent danger. With the break-ins to the impound lot, it is a matter of time before someone breaks into the tank farm area. He thought the impound lot belongs at the Police Station.

Betty Bryant, Eagle Street, said she had lived there for 20 years. She said the quality of life is going down because of things like the impound lot. They are used to the airport noise, but she is hearing noises all night long that were heretofore unknown. She can now identify them. This occurs every night. A lot of the brush has already been cleared and it has taken away a sound barrier that protected the residents from the sound. She said the impound lot has made the area an eyesore.

Jeannie Josephson, 2210 Muir, said the entrance on Berners Avenue is the entrance to the whole neighborhood. It is very important that when someone is looking to buy property that they come into a neighborhood that has a good feeling about it. This is one of the reasons to keep the present trees and not remove another single tree. The bright lights are constant. The neighborhood has been barraged with old growth removal. She understood the revenue side of it for the Airport, but still felt the impound lot should not be located on the airport. She felt that everyone could have everything they want and still have the trees.

Liz Villanueva, 9473 Norris Place, agreed with the previous speakers. She was not aware that the impound lot had moved into the area. She thought that making the impound lot more visible would make it more tempting to the vandals. She also enjoys the bats that live in the trees in the area.

Jeff Ottoson representing a friend, Dana Thomas who is a condominium owner, noted this is an industrial use that has been placed in a residential neighborhood that has been there for 30 to 40 years, which is incompatible. He asked the Board members how they would feel if it was next to their house. The Board represents the City and it is the City's job to plan for zoning and

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development and to avoid this kind of problem. If the impound lot needs to remain, he suggested placing cameras in the area. They could be very cheap, set up on a motion sensor system and controlled by someone in the Police dispatch center.

Frank Thrower, 9416 Berners Avenue, said they have lived at this address since 1990. It is a very good neighborhood. He did not think the Airport is a good neighbor. Many things have been done in the neighborhood with little or no notification. He hoped that the Board would listen to the good neighbors.

Virginia Tomlinson, Norris Place, thought that clearing brush would be a detriment to the neighborhood. Any cutting of underbrush makes a big difference. She is opposed to any cutting in the area as this will open up other areas to the same cutting. She did not feel the impound lot and the tank farm were compatible businesses and the oldest business should be left in place.

Cliff Johnson, a condo owner in the area, felt that the impound lot brought a real problem to the neighborhood. He would rather hear about beautifying the property rather than making it worse. Vandals are not only operating in the lot, but are probably cruising the neighborhood. He felt the impound lot was put in the wrong place.

Paul Tupou, a neighbor for seven years, noted that many people have lived in the area for 20 to 30 years. He was not aware the impound lot until he received the letter. He did not think anyone would want the impound lot or the tank farm in their neighborhood. He knew the Airport needs the money. If this is a short-term lease, why cut the trees?

Melissa Taylor, 9463 Berners Avenue, has lived in the area for 11 years. If the tree and brush cutting is done, the noise in the area will increase. This area also does wind control during high winds. She noted there has been more rifling through the vehicles and wondered if it had anything to do with the impound lot. The wooded area is a beautiful place. She did not want to see much change.

Max Niz, Thunderbird Terrace Condos, said they walk their dogs in the area two times a day. He would like to see no further cutting and for the impound lot to be moved. If cutting is done, the noise and wind levels will rise.

Jerry Mahle, Airport Maintenance & Operations Superintendent, said that there has been no brush cutting in the area for years. He would like to see the community and the Airport come together to make that area workable. The area on Berners Avenue goes in almost 250 feet to the fence. The agreement during the last Airport Manager's time was a 50-foot green belt. He noted that all the trees on Ladd Street have been planted by the Airport.

Captain Tom Porter, JPD, said he appreciates the attendance and hearing what everyone has to say. The letter was distributed to the neighborhood because it was the responsible and right thing to do. This was to notify the neighborhood before anything was done so that the Board and JPD had an opportunity to hear from them. He will take this back to the Chief of Police

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for further discussion. Other alternatives are being discussed. The trees in discussion are those on Ladd and LaPerouse, not on Berners. More often than not, when vehicles are delivered to the lot, they are accompanied by Police Officers. JPD wants to be a good neighbor. Patrols are done in this area as often as possible in both marked and unmarked vehicles. This is a short-term lease and they are looking at doing as little as possible while still making it work.

He noted that the current location of the Police Station does not have space available for the impound lot. The fenced area in the back is not large enough for the lot, nor does the City own enough property in the area to store these vehicles. They are looking in this area and other areas. Ideally they would like to have a lot that will not be adjacent to neighborhoods.

Someone noted that it would have been better stewardship if they had been notified before the impound lot was put in place. Chair Swanson said it was the Board's responsibility and that JPD had come to them with the request for the impound lot. No one on the Board ever imagined that this would be target for break-ins. With all the available vehicles in other lots, he was amazed that people will cut through a fence to reach the impound lot. The Airport had vacant land and because it is an Enterprise Fund (which means it must operate financially independent from the City), it seemed like a good way to make money with little impact to the neighborhood.

Airport Manager Allan Heese said he appreciated the comments from the neighborhood. He went through this same exercise ten years earlier when the former Airport Manager said he would not take any action at that time, but he made it known that at some time in the future there would be a need to do further development in the area. There is a desire to develop land in this area. The Airport is working with a different tenant than JPD to try to develop some land with minimum impact to vegetation and keeping it as far away from the street as possible. They are trying to fit into the available space.

He noted that the Airport and fuel tank farm have been in existence since at least World War II. If it was not zoned industrial then, it was probably because the City did not have zoning. This has been zoned an industrial area for longer than he has been at the Airport. The Airport must generate money to help pay the bills and this area is part of its resources to be used. It is up to the Airport Board to direct how the resources get used – whether it is retained as an unused area to protect vegetation or if it is used to enhance the revenues and the business of the Airport.

Subsequent to the meetings ten years earlier, the area was platted with the idea of a 50-foot zone around the outer edge to be used as a green belt. The vegetation that is currently there does not lend itself to a good green belt without some fairly significant modification. If every tree was cut up to the 50-foot green belt, there may be one large Spruce tree within the 50' green belt. The Airport has been in existence for a long time, zoned industrial for a long time, and it needs to use the resources at the airport to maintain the business of the Airport.

Gordon Evans noted that cars in his area in the downtown area are being rifled, too. He felt this was a growing problem in Juneau. He liked the idea of security cameras working off of a

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motion sensor. He suggested that the officers go into the lot to do their surveillance, which might catch thieves. He asked what it would take to get out of the five-year lease. Airport Manager Heese replied that the Airport would have to buy JPD out of the lot, which would mean relocating the tenant at the Airport's cost.

Joe Heueisen agreed with Mr. Evans about not wanting the impound lot in his backyard. He lives in the area of the new high school and said they have very bright lights. There is no green belt in this area as was promised earlier. The City said their consultants said that they should install a seven-foot fence with a green belt area. By definition, a green belt is not a green barrier, but something that can be seen through. It makes it a little more attractive, but not somewhere for people to hide in. If this can be done in this area, that was the original plan.

Fred Gaffney appreciated the comments. This is the largest turnout during his time on the Board. He said that the neighborhood's concerns should be taken into account and ask the Police Department to redouble their efforts to find another location for their impound lot. Although this is a revenue producer, the Board is charged by the City to manage the Airport for the citizens. When a problem is noted by the neighbors, the Board needs to react very positively.

Eric Forrer said that he lives near the high school and there was a speeding problem in the area. JPD installed a sign that would tell people how fast they were going. It turned out that the speeders were the local citizens. He asked how much of the activity noted by the neighbors is impound lot activity and how much is private activity. He noted there is a private industrial operation of some sort in this area, as well. He thinks that area should be brushed to maintain Airport property. He did not feel that everything should be cut to the street and, thereby, eliminate the green belt. He thinks the green belt serves both parties.

Mr. Forrer said the City adopted cost accounting some years back, wherein the City charges an hourly rate for operations. The City found it too expensive to send its vehicles to its own shop so it sends the vehicles to private shops because it is too expensive for itself. This results from cost accounting. The Airport receives money from the City for the impound lot and turns around and pays the City to cut the lawn, etc. He appreciated Mr. Mahle's comments because this is how to make it work. He also appreciated the public comments as they were coherent and polite. It has registered with him and he will help to work to address the concerns and maintain a decent relationship between the Airport and the community but also the green belt itself.

Chair Swanson said he got a sense from the Board that it will not act to cut trees or brush tonight. He said that the Airport runs pretty close to the edge on the budget, cost accounting aside, so he would hate to lose the \$15,000. He asked the Police Department to come up with a way that would not adversely impact the neighborhood, that squares away the security issues, which is the goal. The result should not impact the neighborhood adversely and the security issues are taken care of, with the long-term goal that the impound lot be in someone else's backyard.

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Gordon Evans asked about the lights and if they needed to be as tall. Chair Swanson suggested that JPD work on it and the Board will work on it. If the Board plans to do anything that will impact the neighborhood, they will let them know.

Airport Manager Heese said the question before the Board was to allow the Police Department to move forward with brush cutting. That is clearly not what will be heard tonight. But the Airport still has the requirement to maintain the fence line and that will have to continue. Mr. Mahle said he is willing to sit down with the homeowners association. He works for the City and he worries about the money put into a fence line that is not maintained because it cannot be cleared. There is a real problem around the fence line where the trees are growing into the fence and they cannot be maintained. He would like to see a four to six-foot right-of-way for the fence line. Mr. Heese said the requirement is six feet on either side of the fence and no overhanging brush that would allow someone to climb a tree and jump a fence. *Eric Forrer moved, Joe Heuelsen seconded, to direct the staff to continue to maintain the fence lines according to their specifications as they currently exist and that the Board directs staff and asks the Police Department to continue working on a plan to develop this area to resolve the issues raised here tonight. The motion passed by unanimous consent.*

Captain Porter asked the Board's opinion about razor wire and asked if there was opposition to running razor wire inside the fence line. The Board concurred with this request. Airport Manager Heese said that staff will need to work with JPD on the placement of the wire in order to continue to maintain the fence line.

A recess was held from 8:34 p.m. to 8:45 p.m.

B. **Committee Reports:**

1. Finance Committee:

a. Parking Lot Rates: At the November Airport Board meeting, the Board considered the Finance Committee's recommendation for increased rates for the public parking lot (including the elimination of "free" parking in the short term lot). The Board was presented with historical rates and valuable input and accounting for the past two years by Pak's Custom. The Board's concern with the rates was the impact on functions in the Aurora room and the negative impact on restaurant revenues if an agreement for special parking rates during these function was not in place. The Board requested that the Finance Committee take a look at this issue and bring it back to the Board. The Finance Committee met with Pak's and Glacier Restaurant (ESS) and concluded that groups booking the Aurora room could park for up to two hours for \$1.00. The restaurant manager controls the parking stamp and it would have to be through a booked event. After two hours, the patron would pay anything in excess of the \$1.00.

The Board also concurred with the Finance Committee that an aggressive campaign to notify the public be launched well ahead of the change, as well as signs be well-posted at the entrance to the lots. Based on allowing enough public notification, signage,

software changes and media ads, staff proposed that the rate change could take place February 15, 2006. The proposed rates are as follows:

Short-Term Lot

0-30 minutes	\$1.00
Next 30 minutes	\$1.50 (30 - 60 min. would total \$2.50)
Each Add. Hour	\$1.50
Daily Maximum	None (hourly rate only)
Lost Ticket	\$35.00 (per day)

Long-Term Lot

0-120 minutes	\$3.00
Each Add. Hour	\$1.00
Daily Maximum	\$12.00
Weekly	\$75.00
Lost Ticket	\$25.00 (per day)

Maximum long-term stay is 30 days unless special long-term arrangements have been made

Gordon Evans moved, Fred Gaffney seconded, to adopt the parking lot rates as presented, with the following amendments:

*Delete doing away with the free parking;
Delete the language that says 30-60 min. \$2.50.*

He said he had told the Board he is opposed to eliminating free parking. He does not believe it is as large a problem as presented. He also believed it is bad public relations to remove the free parking. The Airport is asking the public to support them on many things, bond issues, etc., and this is a slap in the face. He noted there are other airports in the country that give free parking.

Eric Forrer spoke against the motion. He said that in some places when you are dropping someone off, you have to go into the parking lot and pay to get out. He thought this was reality coming to Juneau.

Jeannie Johnson, 1621 Second Street, former Airport Board Member and former Assembly Member, thought that this is at least the fourth time that the issue has come before the Board as far as free parking is concerned. She thought it was a bad idea to remove the free parking. The Airport will be asking the community again in the future for funding. Every time someone has to pay \$1.00, they will be angry. It is the most expensive dollar the Airport will ever collect.

Mark Choate said Pak's did not ask for the removal of free parking, but they have been pulling numbers together to discuss the profitability of the Airport parking lot. The concession barely breaks even and that is with the Paks doing a lot of unpaid labor. Equipment at a cost of \$235,000 was put in when the contract was signed. They will do

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the contract whether or not it is profitable. People do abuse the free half hour by leaving the lot at 25 minutes, go out and circle then re-enter the lot. Every time the turn style goes up and a ticket is issued, there is a cost. Every time someone hands a card to someone at the booth, there is a labor charge. With the current usage and free half hour parking, this contract is literally breaking even. The same security issues discussed earlier, plus the increased security from 9/11, support upgrading the services and upgrading the lot at the airport. Juneau is one of the few places in the state that acknowledges that for good government and good public services, citizens have to spend money. It is done with the sales taxes and property taxes and this is something that should ultimately happen at the airport. Mr. Choate suggested taking the free parking back to 15 minutes because it would make it inconvenient to move the vehicle.

Airport Manager Heese said that the general philosophy for financing airports is that revenues from concessions (such as the parking lot, restaurant, rental cars) are maximized so that aviation user rates can be subsidized or maintained at a lower level. If aviation users are charged for the full cost of running the airport, there would be a rebellion from that side.

Pete Carlson said he is in favor of the motion after receiving calls and comments from members of the community. This may not be the right time to do away with free parking. Joe Heueisen suggested a friendly amendment to change the first rate to \$2.00 and continue the free. This amendment was not accepted; however, *Mr. Evans suggested changing the additional hours in the short-term lot to \$2.00 per hour. This was accepted by Mr. Gaffney.*

Ron Swanson said that the Airport does not give the first month free to hangar owners or anything else free. He wondered why the users of the airport should get free parking when no other tenants receive anything free. According to the largest tenant on field, the minute the gate goes up in Seattle, the charge is \$7.50. By giving away parking, revenue is being lost that ultimately has to be made up by the air-side tenants. He noted that this has been put off in the past due to the vote for the sales tax. The Airport will not get on the ballot for the next sales tax, so it will be at least two years before the Airport can request sales tax. He said that public memory is 90 days. If sales tax money is requested in two years, this change will have been forgotten.

Fred Gaffney suggested kicking this item back to the Finance Committee to further discuss the idea of dropping the free parking to 15 minutes rather than ad hoc something at the meeting. There is no rush to do this. He wanted to get it right. Pete Carlson agreed with this idea. He suggested tabling the motion and kicking it back to the Finance Committee.

Gordon Evans said he had no problem holding off. He would like more evidence that this abuse happens. If people come out of the long-term lot with a ticket showing very limited time, this may show evidence of wrong doing going on. He had a problem believing people would run out to circle the lot and continue to receive free parking.

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Joe Heueisen moved, Fred Gaffney seconded, to table the motion, turn over the parking plan to the Finance Committee to be brought back to the February meeting. Gordon Evans objected to the motion. The motion carried.

b. Exit Lane Staffing: Ray Culbreth, TSA Federal Security Director, said that on October 18, 2005, TSA sent direction that TSA would not man the exit lanes within a 90-day period, at which time the airport and air carriers were advised. The 90-day window is approaching and the AAAE has asked the TSA Administrator to reconsider the mandate of the 90 days and asked for an extension. He has not received any further direction. With that in mind, the exit lanes will not be staffed by TSA if it is not co-located with the Security Check Point and will fall to the Airport's responsibility. This equates to approximately four individuals to man the exit lane in a 24-hour period. Staffing levels for TSA Juneau is currently down 30%. The continued use of TSA to staff the exit lanes places a further burden on an already short staff. He has said that TSA will work with the Airport as much as possible. He is realistically planning for this change to occur in the middle of February.

Airport Manager Heese said that when the notification was received in mid-October, several different options were explored, which included creating positions on the Airport staff that could potentially be used to fulfill other duties when the exit lanes are not monitored. When talking about four FTE positions, it would be unreasonable to expect a person to sit at the exit lanes for eight hours at a time. Therefore, there needs to be enough people to give people a chance to have a break, etc.

Staff has also looked into contracting this out. When that idea was taken to the Finance Committee, someone suggested asking Alaska Airlines if they wanted to do the staffing. They came back a week ago and said they were ready to go. The local manager then said that corporate had said they would not do the staffing. This placed it back in our lap and in the interest of time, the Airport is going out for a bid. Although this can be done fairly quickly, we will still be unable to meet the deadline. There has been interest in bidding from three different entities.

Staff has calculated the hours that the checkpoint would be open and what a typical cost for the contract would be. The cost is approximately \$80,000, which actual cost will not be known until the bids are back. This cost will then be charged to Alaska Airlines. Mr. Heese requested approval from the Board to spend the money. This may have to go before the Assembly and he also requested that approval. *Pete Carlson moved, Fred Gaffney seconded, to spend \$100,000 to go through the process necessary for exit lane staffing. The motion passed by unanimous consent.*

c. CIP (Attachment #6, approved CIP): Airport Manager Heese said the cost of the Snow Removal Equipment Building is now estimated at \$20.5 million. When this discussion first began, the discussion was about a building, with a lot of unknowns. The facility is a seven-acre site with an access road, taxiway to and from it and a large building – 40,000 square feet, with a second facility for sand storage. The lobbyist in

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DC has been trying to get \$7.5 million thinking that this would be half of the cost and that the rest was already covered. When it was discussed recently, a request of \$15 million was made. These are preliminary numbers until the design of the facility and the bidding for the contract. As the design is done and it is determined that the Airport may not want to spend that much money, the design will be something to ensure costs fall within the range.

Chair Swanson said that when this number was discussed with the lobbyist, he did not seem to be too shocked. When discussion of this building began, it was known that heavy Congressional support would be needed to make it go. In further discussions with the FAA, they also took this cost increase well. Although there was a pause, they did not think they could give the money all in one year but could be given in two years. They are supportive of the project and have been all along.

Mr. Heese said that the lobbyist had asked why the Airport did not ask for all of the money needed to do all of the EIS projects, as opposed to only focusing on the SRE Building. Staff has determined that the additional amount is \$33 million over the SRE Building. The lobbyist's suggestion would be to come to Congress and ask for all of the money, except for the Runway Safety Area (RSA). The RSA would not be included because the FAA sees this project as such a high priority that the FAA will fund it. This will be presented to the lobbyist, which will certainly affect the CIP. *Gordon Evans moved, Pete Carlson seconded, to approve the CIP as amended at the December 15, 2005, Finance Committee meeting. The motion passed by unanimous consent.*

Some CIP questions remain for the Board to consider: How does the Board want staff to proceed with Terminal Improvement planning (2007) with regard to the \$1.2 million earmark? Does the Board want to continue with one or two smaller projects or wait to see what the Terminal Enhancement Committee wants to do with it? Chair Swanson said the next Terminal Enhancement Committee meeting is scheduled for January 19 and suggested this topic wait for their guidelines. Can the Helicopter Master Plan and the Master Plan Update be combined in 2008? Mr. Heese noted this item can wait until the next go around, so no action was taken on this item.

VIII. PUBLIC COMMENTS: Laurie Craig said she had called some Board members and Airport staff about cutting the trees around the dike trail. She thought that more tree cutting had been done than she thought was necessary. She hoped that everyone could continue to work together to do what is necessary, but not more than what is necessary. She said that her group is willing to do some of the brush cutting outside the fence if requested.

VI. **UNFINISHED BUSINESS** (Cont'd):

C. **Rates and Charges Regulation** (Attachment #7): At the November 10, 2005, Airport Board Meeting, the Board approved the addition of three items to the Airport Rates and Fees Regulation, Title 07, Chapter 10. The first was the addition of a tiered use fee for occasional, non-signatory air carrier use of the terminal. The other two items, badging and fingerprinting fees, had already been established and in-use under agreements, but had not been through a

formal regulation process. The amended Rates and Fees Regulation completed the public comment period on January 4, 2006, without comment. *Gordon Evans moved, Pete Carlson seconded, to approve the amended Rates and Fees Regulation, Title 07, Chapter 10, as attached, and to forward on to the Assembly for the January 30, 2006, Assembly meeting, to become effective February 6, 2006. The motion passed by unanimous consent.*

B. Committee Reports (Cont'd):

2. Terminal Enhancement Committee: Airport Manager Heese said the make-up of the committee has not been finalized. This needs to be done in order to ascertain quorums. In discussing this, Chair Swanson appointed the following people to the committee: Bob Jacobsen, Craig Loken, Ella Rogers, Eric Forrer, George Davidson, Jeannie Johnson, Jim Wilson, Joe Heueisen, Karen Hansen, Kathy Smith, Ken Koelsch, Lorene Palmer, Merrill Sanford, Richard Rountree, Ron Swanson, Rosemary Hagevig, and Win Gruening. The Board concurred.

D. EIS Update: Airport Manager Heese said the latest time line for the Final EIS and Record of Decision is now slated for August. A new contract amendment with the prime consultant for the EIS has been finalized. This new amendment is slated to complete the Final EIS and assist the FAA in the preparation of their Record of Decision. The guidance the FAA has given the contractor on refuge land and the Runway Safety Area alternatives is to consider the de minimus guidance that has been provided that will take a look at the Airport's alternative and determine if it meets de minimus guidance or not. He was not sure even if the alternative met the de minimus guidance, that the FAA would accept it, but that is what they are using to evaluate the alternative.

A meeting was held earlier in the day regarding the mitigation plan, which remains at a \$6.2 million cost. However, the idea of CBJ lands in lieu of the fee was noted as a difficult and time-consuming task. In the interest of moving the projects forward, the collective group said that the fee in lieu of makes the most sense and that is how the mitigation plan is being prepared. Hopefully this will be sent back to the collective agencies by the middle of February and get their blessing on the concept and amount. Until the Record of Decision and Corps Permits, nothing is final, but most people are in agreement with the process.

VII. NEW BUSINESS:

A. Wildlife Hazard Assessment: Chair Swanson said that mainly has to do with the dump. The USDA folks are going to be out at the dump to count the birds, see their flight patterns, and see if they create a hazard to air navigation. The Southeast Conference is trying to come up with a plan to consolidate a dump somewhere and barge it there. He noted that if the birds at the dump are declared a hazard to air navigation, the FAA has some ability to talk to whoever permits the dump and have the permit pulled.

Airport Manager Heese said that this is brought before the Board to get them mobilized in whatever way it thinks appropriate to put pressure on the City to support the Airport in this regard – whether it is the idea of an incinerator or shutting down the landfill. The Board needs to become activists in this area. He noted that the FAA Certification Inspector wrote up the

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Airport because of increased bird activity at the Airport, very likely because of the activities at the landfill. The FAA is concerned that the Airport is not doing a good enough job of chasing birds away from the airport. This is a short duration assessment to try to look at the connection between the landfill and the airport, as well as the flight tracks in which the aircraft fly in the local area.

A meeting will be held later in the week with representatives from several State agencies, the landfill, the Airport and the City Manager to vent a lot of the concerns and talk about the options. A big part of it is for the City to impress upon the landfill that they have a responsibility to manage the wildlife activity that they are allowing to happen that could create a hazard and affect their permits. USDA is trying to get a contract with the landfill to determine what activity USDA may take in this, but it is the landfill's responsibility. The landfill's idea was for the fork lift operator and front end loader operators to have a few paint guns and scare the birds away occasionally. Everyone knows that this will not be sufficient and cannot be their only bird control activity.

Alaska Airlines has said that they will avoid the landfill on departures and arrivals to the extent that they can when there is an alert issued about high bird activity at the landfill. It is affecting flight patterns already.

B. Airport Manager's Report: Airport Manager Heese reviewed the Airport Manager's Report (Attachment #8).

8. Chair Swanson asked about speeding on the ramp and not stopping at the stop signs. One of the suggestions was that prior to the next busy season, the stop lines get clarified. He suggested placing either a sign or the word "Stop" in the area. Richard Rountree asked if the annual meeting would be held this year with operators? Airport M&O Superintendent Mahle said it was the responsibility of the operators to ensure their people are knowledgeable with the signage on field. It was suggested this meeting invite all tenants on field so everyone could participate.

VIII. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Merrill Sanford said that a \$20 million request from the State and a \$20 million request from the Federal governments have been requested for the terminal building.

IX. **PUBLIC COMMENTS:** None.

X. **BOARD MEMBER COMMENTS:** None.

XI. **ANNOUNCEMENTS:** None.

XII. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on February 8, 2006, at 7:00 p.m. in the Aurora Room.

XIII. **ADJOURN:** *Joe Heuelsen moved, Fred Gaffney seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 10:25 p.m.*

ATTACHMENT #8

JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

January 11, 2006

1. Mr. David Wahto, FAA Certification Inspector, visited JNU in early December for our annual inspection. We received the following two major discrepancies resulting in a letter of correction:
 - A. Mr. Wahto observed increased bird activity near JNU flight corridors. His recommendation was for us to conduct a follow-on wildlife assessment to look specifically at:
 - i. Source of bird movements;
 - ii. Methods to accomplish dramatic drops in bird activity around flight corridors; and
 - iii. Evaluate what possible effect the landfill has on hazards.
 - B. Ineffective application of glass beads to required markings. This has been an ongoing problem to which we don't have an immediate solution. We think that our aggressive plowing and brooming operation to remove ice and snow from airfield surfaces removes beads, and Wahto's inspections come at a time of year that follows the onset of our snow removal operations. We will be looking into other airports' painting and plowing/brooming operations to see if they have similar problems or have been able to solve the problem. From FAA perspective, the net result currently is insufficient visibility for accurate night references for pilots and vehicle operators.
2. A new plaque to honor members of the military currently involved in the war on terrorism was dedicated in the Terminal on December 15, 2005. The ceremony was well attended by dignitaries and the public, with a story in the Empire and on the radio the day following the event. The plaque is constructed in such a way that additional names can be added with little effort. Those who wish to have a name added should contact Airport staff with the pertinent information.
3. We typically see cracks in our asphalt during winter months that we would not see during warmer weather, and although the weather has not been extremely cold this winter, this winter is no exception on finding new cracks. Several new cracks across and lengthwise to the runway have developed. The runway was last resurfaced in 1997. We will be undertaking a major crack sealing effort this spring to control and maintain the existing runway surface.
4. The warm weather this winter without much snow has helped our operating budget through reduced use of sand and chemicals and little overtime. This has helped offset the extreme rise in fuel costs which were not anticipated when the budget was approved. The net result is we are about half way through the season having spent about half of our snow/ice budget. We anticipate, however, we should finish the year with a larger inventory of materials which could equate into some savings next year.
5. I am planning some personal leave at the end of January and beginning of February. This will take me away from the office for a couple of weeks, and as a result, I will be absent during next

month's regularly scheduled Board meeting. Mr. Mahle will be Acting Manager and Ms. deLaBruere will be filling in at the Board meeting in my absence.

6. I recently had the pleasure of making awards to several Airport employees who have passed milestones in their time of service in CBJ employment. CBJ typically recognizes employees when passing a 5, 10, 15, etc., year point. Those given awards this past month (for all of the year 2005) were:

Clesson Napiha'a	5 years
Hermie Ramiriz	5 years
J. Norman Hales	5 years
Bruce Morley	5 years
Allan Heese	10 years
Pam Chapin	15 years
Al Evans	15 years
Bob Simpson	20 years
Jerry Mahle	25 years

7. Alaska Airlines Enplanements. When the December enplanements were noted down 6.79% from 2004, staff did further follow-up with Alaska Airlines. Alaska Airlines reported an error in their numbers. Enplanements were down by .2% from 2004. Year-to-date from 2004 to 2005, enplanements are up 3.2%. Enplanements are up roughly 6,000 over the year 2001 compared to 2005.