

MINUTES of
AIRPORT BOARD MEETING
January 10, 2007
Aurora Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Ron Swanson called the meeting to order at 7:00 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson	Fred Gaffney	Joe Heueisen
Gordon Evans	Jerry Godkin	Ron Swanson

Member Absent:

Eric Forrer

Staff/CBJ Present:

Dave Palmer, Airport Manager	Jonathan Anderson, CBJ Assy. Liaison
Ben Mello, Airport Planner	Catherine Fritz, CBJ Engineering
Pam Chapin, Secretary	

Public Present:

Larry DePute, Hangar Owner	Jon Ahlgren, General Aviation
Jeremy Millsaps, Wingnut Aviation	Barbara Sheinberg, Sheinberg Associates
Jim Vuille, FAA FSDO	Allan Heese, Public
Jim Wilson, Coastal Helicopters	Mike Storey, R&M Engineering
Tom Williams, Ward Air	

III. **APPROVAL OF MINUTES:** *Pete Carlson moved, Gordon Evans seconded, the adoption of the December 13, 2006, minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Gordon Evans moved, Pete Carlson seconded, to approve the agenda. The agenda was approved by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:** None.

VII. **NEW BUSINESS:**

A. **Certification Inspection:** Airport Manager Dave Palmer reported that two items were noted during the certification inspection:

1. Wildlife Management Plan compliance requires that the airport hire or contract a full-time wildlife management specialist. A proposal has been received from USDA at a cost of approximately \$75,000, which may be reduced by providing a vehicle. Alaska Airlines has been notified that this may require an increase in landing fees of up to \$.10 per 1,000 lbs. (current rate is \$1.41). This increase will raise money to apply toward the project, which is primarily directed at keeping birds away from jet aircraft. This would be done on a contractual basis and reviewed each year. USDA personnel have said that if they have an aggressive campaign for a couple of years, it will really make a

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difference. This contract will include hazing of wildlife, maintenance of records, applications for permits, etc.

2. Options to fill or regrade the area off the south side of Runway 26 are being investigated where a drainage swale is out of compliance with the runway safety area regulation. This is a temporary fix until the full runway safety area project is underway.

B. Executive Hangar Lot Lease: Airport Manager Palmer was discussing leasing lots for additional executive hangars. He has since been convinced that trying to do anything ahead of the EIS is not advisable. It makes sense to try to meet the demand for hangars with available property that is outside the scope of the EIS, but other areas are included in the EIS for aircraft storage and he has decided to await the finalization of the EIS. It is now expected that the EIS will be published at the end of March. Fred Gaffney was glad to see this issue brought to the forefront and wished to have not only executive hangars, but hangars for the common folk, too. Chair Swanson said that the number of people for executive hangars far outweighs the list for T-hangars.

C. Travel Authorization: Approval is requested for travel and registration costs for an AAAE Symposium on Airport Planning, Design, and Construction, February 28-March 2 in Reno, Nevada, for Ron Swanson, Catherine Fritz, Dave Palmer, and Ben Mello. The source of funding will be the Airport Terminal Expansion Project. The meeting includes business meetings with our Airport Terminal architects, Tony Yorba and Joe Barden of San Diego, and Alaska Airlines representatives. The cost is expected to be approximately \$1,300 per person. *Joe Heuelsen moved, Pete Carlson seconded, to approve this travel. The motion passed by unanimous consent.*

D. Quarterly Report to Assembly: Chair Swanson asked everyone to think about what should be told to the Assembly in the quarterly report to be given on January 29 and let him know. He also asked all Board members to attend the meeting. Assembly Liaison Jonathan Anderson suggested an item about the Air Canada proposal. Ben Mello asked that the report include a request for volunteers for the upcoming disaster drill on April 28.

E. Sheinberg Associates: Barbara Sheinberg introduced herself and Mike Storey, R&M Engineering, and noted other team members. She thought the Board would be most interested in two alternatives: one that runs under the runway (Yandukin Drive Corridor B) and the other located at the end of the standard runway object free zone (Yandukin Drive Corridor A). By 2030, there will be approximately 40,000 people in Juneau. The City senses that West Douglas will be a major place for future growth. The second crossing will allow more direct access between West Douglas Island and the rest of Juneau, especially the population center in the Valley. The second objective is to improve emergency response and transportation safety. The third objective is to improve access and travel efficiency between Douglas and the mainland. This has become particularly important with the congestion at rush hour on both sides of the bridge. The Community Development Department has had concerns raised about any increase

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in density or subdivisions of any kind on Douglas Island because it will exacerbate an already congested situation. Therefore, the City has made this a high priority.

In 2003, the State had HDR start an EIS process. The funding ran out, funding priorities shifted and HDR prepared a report in 2005. The report is close to a NEPA scoping document as it was almost completed through the NEPA scoping. The conclusion of the process showed 15 crossing alternatives. The CBJ Assembly recommended that the City focus its review because west of the airport has a lot of environmental hot spots. The traffic modeling and cost caused the Assembly to focus the scope of the project (to decide Juneau's preferred crossing) on four crossings east of the airport, which seem to best meet the City's objectives and adhere to environmental constraints.

In reviewing the project, Sheinberg Associates understood that two important items were noted: airport operations cannot be impacted and the footprint would need to be minimized on the refuge on the wetlands. The bridges could either be all structure or fill and bridge. All bridges cross the navigable channel through the Mendenhall bar. Because the need to maintain the navigable channel, any of the crossings would have to be a Douglas-bridge type structure, but much smaller. The other option is a bridge with a moveable span, which costs a lot more for operation and maintenance.

The corridor that goes under the runway, would leave Egan Expressway, go underneath the runway and would daylight outside the runway and then shoot up to meet the height needed and come down by Fish Creek (the lowest value of the high value wetlands). This option will not be affected by whatever goes on on top of it. It reduces the footprint across the channel. Even though it would be extremely challenging to current operations, the team felt strongly that this option needs to be represented to the public.

Gordon Evans said that he liked Yandukin Corridor B, and thought both Yandukin Corridor A and Sunny Point would both be too close to the Airport and reminded him of the bridge near Washington National. He liked where Corridor B came out – Fish Creek Road, which is near the Eaglecrest road. Airport Planner Ben Mello cautioned the consultants to make sure their plans meet FAA standards before proceeding with the project. Fred Gaffney said he was warming up to Corridor B because of the ongoing operations at the airport. This corridor would satisfy more of the need to develop West Douglas because it is closer to the north end of the island.

Dave Palmer was concerned about jurisdiction if any problems occurred with the runway or the road. The Airport would have to deal with at least one or more jurisdictions. Corridor B creates more issues than if it was not there. He thought a bridge further from the airport would be better placed. Jerry Godkin said that as a former emergency services person, the farther the bridge is pushed away from the west end of Douglas, the farther it will push away service from North Douglas. If it is pushed to the Vanderbilt Hill Corridor, it minimizes the ability for the Glacier Fire Station to be able to provide service. Some of the other corridors could help concerns of accessing the wetlands in an aircraft emergency.

Chair Swanson said the least favorite for him was Yandukin Drive Corridor A, followed by Yandukin Drive Corridor B. Sunny Point and Vanderbilt were his personal choices. Ms. Sheinberg said that comments are being accepted through the end of February.

F. **Recap of Meeting with Washington, D.C., Lobbyist:** Chair Swanson said that most members were in attendance. No decisions were made. Some possible policy changes were noted with the change in leadership in Washington, D.C. Funding requests may need to be made through the agencies. Before this, requests were made through the Congressional offices. The Lobbyist did not see a problem with this change other than it would be one more layer in the process. Discussions were held about getting some Terminal money.

G. **Construction Report:**

1. **Delta-1 Ramp Construction:** No Change: In early spring, (as soon as the weather permits), we will be repaving in the East Hangar area where some hangar flooding has been occurring.

2. **Main Ramp Improvements:** The low bid of \$1,288,472 was submitted by Miller Construction, which was \$700,000 under budget, with construction management yet to be determined. Work is scheduled to start March 1, 2007, to enlarge all the concrete hard stands at Gates 2, 3, 4, and 5. Soil testing will occur in late February to assure that the base material under the new concrete has thawed. A work schedule was established that will minimize adverse impacts to operations. If frozen base and sub-base prohibit construction in March, some concrete hardstand work may need to be postponed. We will work with Alaska Airlines to revise the schedule if necessary. The drainage swale located directly in front of the Alaska Airline Cargo building will also be repaved to reduce the depth and provide a smoother transition for equipment loading and unloading freight. Replacement of thirty-year-old drainage structures will also occur. As part of this project the existing drainage pipes were flushed and the CBJ Sewer Department ran cameras through the pipe in the main ramp area to determine if repairs needed to be made; one repair was made, no other pipe needed to be replaced.

3. **Float Pond Dredging Survey:** Engineers from DOWL Engineering, some dredging engineers from Seattle, and Toner Nordling were in town looking at the airport. They are working on obtaining enough information to go into the EIS to satisfy issues related to dredging, erosion, and the water situation. They are confident that there is enough material in the pond to satisfy the development needs that are outlined in the EIS. They will do further testing to confirm the quality and they are still working on the methodology. An EIS-related report should be out by mid-February. A meeting was held with commercial operators wherein they discussed scheduling and methods of how to run the dredge and land float planes on the pond at the same time. Hours of open operation were established – 6:00 a.m. to 9:00 p.m. daily during the summer and more hours of closure in the winter. This would begin early next year. Chair Swanson noted a concern about dredging during the night and complaints from Douglas residents. He suggested writing the need for mufflers into the contract.

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- VIII. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Jonathan Anderson said the CBJ is beginning to develop a substantive noise ordinance.

He said that while there may be less juice with the change of administration in Congress, the State level is in a much better situation with Senator Elton being in the majority coalition and on Senate Finance.

There is an FAA beacon on top of Eaglecrest and Eaglecrest is providing the power up to the top. They are going to make a road up there. He thought it would be good for the Airport Board to express their appreciation to Eaglecrest for taking that on. The agreement for the power will be up in another year and will be renegotiated.

- IX. **PUBLIC COMMENTS:** None.

- X. **BOARD MEMBER COMMENTS:** Gordon Evans noted that Ben Mello was in attendance at this meeting. He had not seen staff at meetings for quite some time. Some time ago, a Board policy or motion was passed that staff attend Board meetings. He thought staff attendance serves a good purpose. Chair Swanson agreed and said the attendance is not mandatory if there is a sick child or someone is out of town, but he would like to see staff in attendance. Joe Heueisen agreed and thought staff is a good resource.

Mr. Evans noted that he will be in Hawaii for the February meeting.

- XI. **ANNOUNCEMENTS:** None.

- XII. **TIME AND PLACE OF NEXT MEETING:**

A. Airport Board Finance Committee will meet on Thursday, January 11, 2007, at 9:00 a.m. in the Aurora Room.

B. The next regular Airport Board meeting will be held on February 14, 2007, at 7:00 p.m. in the Aurora Room.

- XIII. **ADJOURN:** *Gordon Evans moved, Pete Carlson seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 8:25 p.m.*