

MINUTES of  
AIRPORT BOARD MEETING  
October 12, 2011  
Alaska Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 7:01 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson	Jerry Godkin	Ron Swanson
Tamara Cook (via phone)	Butch Laughlin	Steve Zimmerman
David Epstein		

Staff/CBJ Present:

Jeannie Johnson, Airport Manager	Marc Cheatham, Airport Special
Patty deLaBruere, Deputy Airport Manager	Projects Officer
John Coleman, Airport Business Manager	Mark Lykins, Sr. Equipment Operator
Catherine Fritz, Airport Architect	Merrill Sanford, CBJ Assembly

Public Present:

Sarah Day, Juneau Empire	Robert Breffeilh, Hangar Owner
Irene Gallion, DOWL/LEPC	Chris Letterman, Glacier Valley Rotary

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Ron Swanson seconded, the adoption of the September 14, 2011, regular monthly meeting minutes. Ron Swanson said that Catherine Fritz gave a presentation on the bid opening for McGraw and he had asked and gotten the answer at the meeting. He asked to have this added to the minutes.*

IV. **APPROVAL OF AGENDA:** *Steve Zimmerman moved, Ron Swanson seconded, to approve the agenda. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:**

A. **Winter Meeting Times:** Proposed 6 P.M. October through March – Ron Swanson suggested this meeting time be considered as he found himself waiting for the 7:00 start time during the winter. If it is okay with other Board Members, the meeting could start earlier and finish earlier. He noted another consideration is the operating times of the air taxi operators and they would be done by this time during the winter. *Ron Swanson moved, David Epstein seconded, from October through March the meeting time starts at 6:00 p.m. until completion. The motion passed by unanimous consent.*

B. **Not for Profit Rate for Alaska Room** (Attachment #1) - Finance Committee Report and Recommendations: Airport Manager Jeannie Johnson said that the Finance

## AIRPORT BOARD MEETING

October 12, 2011

Page 2

Committee met on October 11. All members were present and four public members (members of Rotary) were present. Mark Cheatham put together a PowerPoint presentation on the rental rates on various rooms around town. The bottom line is that while ESS is catering and with the goal of getting Rotary in the room as quickly as possible, the Committee set a temporary rate of a minimum of \$75 per week, which includes a \$50 base rental rate and \$25 of concession income. This meeting will tie the room up for about three hours. Once the Airport has the concession agreements in place for other caterers to come in, the rate will go to \$100 minimum, which will be a \$50 room rental rate, plus the additional will be made up with concession fees. The reason for the difference is that the concession rate with ESS is at 4%, which is very, very low. This seemed to be something that will work for Rotary. Mr. Swanson asked why the Board is setting the concession rates. Ms. Johnson said that the concession fees are what the Airport gets from the food sales. When ESS sells a meal, they pay 4% of that price to the Airport. This is a base rental fee of \$50 and the way the Airport can get it to \$75 to cover the staff time, is to supplement the \$50 with a concession fee that the Airport gets. The Airport would get this amount from ESS anyway, but the Airport is trying to be community friendly as Rotary cannot pay more than \$50.

Tam Cook asked how the rate would compare to the cost of a regular user. That rate has not been set yet as the Finance Committee meeting was to set the not-for-profit rate simply because Rotary needs to get into the room. Ms. Cook had an objection to giving a non profit a break that is excessive as the City & Borough is a non-profit itself. When you consider the public interest, she was not sure that the Airport Board should give a very huge discount to non-profits. She felt this was putting the cart before the horse. David Epstein said the Rotary was asking for a volume discount as they meet every week. He asked if the Manager had spoken to Law. Ms. Johnson said Jane Sebens had not been available. Mr. Epstein said the 4% is status quo until such time as the contract expires and then whoever comes in afterwards will not likely have 4%. Ms. Johnson said ESS will not be the only ones catering in this room and ESS has been notified that ESS will apply the same way that another caterer will for this room. The Airport will negotiate a concession rate across the board with each one of the caterers. The rate will be set, but a 4% concession rate for food at an airport is extremely low. Ms. Johnson said that her understanding was the Board wanted to get something in the interim to get Rotary into the Alaska Room, which is what is being done. She did not feel this was a cut rate. She said both for-profit rates and not-for-profit rates have been reviewed. Mr. Swanson said Ms. Johnson has done this under the Board's direction to meet with the Finance Committee and come up with an interim plan as the Airport had a willing renter and the Airport wasn't sure if they were a willing landlord. It turns out that the Airport is in the interim and this is the interim plan to accommodate a willing renter. This will bring in income. He noted that although the City is not-for-profit, the Airport sort of is and must keep its head above water. He felt that the room should be rented, even though a permanent

## AIRPORT BOARD MEETING

October 12, 2011

Page 3

plan is not in place. Ms. Cook asked how long this will be an interim plan. Ms. Johnson said her goal is by the end of the year staff will have the concession contracts ready to go through law and whoever is interested in dealing with those has the ability to sign up. She said that Ms. Cook had suggested whatever is done for a not-for-profit organization should be a percentage of what we do for a for-profit business. *Ron Swanson moved, Steve Zimmerman seconded, to approve the interim plan as presented by Ms. Johnson until February 2012, which is Rotary specific. By February, the permanent plan for the room should be at least started. The motion passed by unanimous consent.*

### VII. NEW BUSINESS:

A. **AIP Grant:** The Airport has received FAA grant AIP54 in the amount \$6,301,428 for the Runway Safety Area (RSA) project, and a State of Alaska DOT matching grant in the amount \$161,575. Ms. Johnson said this is what you call running an airport on the installment plan. Because Congress only gives the authorization for FAA to operate in little bits and spurts, that is how the Airport gets its money. Although \$6.3 million is not a little money, it makes FAA staff and City staff work harder to put the grants together for installments. This will go toward paying for Runway Safety Area construction. *David Epstein moved, Pete Carlson seconded, that the Airport Board approve the appropriation of AIP54, \$6,301,428, as well as the State of Alaska matching grant in the amount \$161,575. The motion passed by unanimous consent.*

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

1. Condolences: Ms. Johnson extended the condolence of the entire Airport staff to Mr. Godkin for the loss of his father.
2. Field Maintenance Staffing: Jerry Mahle is home and doing better. Mark Lykins is now the Acting Airport Maintenance & Operations Superintendent and was in attendance at the meeting. He is doing an excellent job. Bob Simpson retired from the Airfield crew. Lamar Riddle moved into Mr. Simpson's position. Everyone is getting ready for winter and working very hard as they are short-handed.
3. Sand Shed Paint Update: Ms. Johnson reported Aral Loken said they paid \$13,800 to have the Coastal Helicopters building painted. This compares to the one quote for the same work at \$32,500. The Loken contractor was not licensed and bonded. Through Purchasing rules, an RFP will have to go out for this work. Another piece is that the Airport does not have money in the budget. She asked for direction from the Board. Mr. Swanson asked when the eye-sore will be torn down. Ms. Johnson said that it will be torn down when the money is received to build the new chemical storage building in approximately three years or maybe longer. Mr. Swanson reiterated that the Loken contractor cannot be hired and

## AIRPORT BOARD MEETING

October 12, 2011

Page 4

must be licensed and bonded. Ms. Johnson said it must go out on an RFP. When researching painting the building, one person quoted \$16,785 to paint over rust. Pressure washing and primer would be additional costs. Mr. Swanson said a lot of money has been spent making the Airport pretty and the sand shed is not. A discussion was held on the contents of the sand shed. Ms. Fritz said that replacing the sand and chemical storage shed is a critical part of the snow removal equipment facilities project. Unfortunately, this project had to be broken into two pieces. Replacing this building will be in Phase II. It is on the AIP plan for about three years out. It is essential that the sand be in an enclosed environment. It is currently marginally acceptable, but is better than nothing or multiple containers. Trying to maintain the building in a safe condition to store things is important and the Airfield crew does what it can to make sure that the building is safe. She strongly recommended against tearing it down now. Realistically it will be three to four years before it can be torn down. Mr. Lykins said the last time the building was painted was during Paul Bowers' time. It was sand blasted and painted by the Airfield crew and took about four days total. A boom truck was used from the City. Ms. Johnson said the Airport should shoot for that. The cost of the paint will be needed for the budget. The Board members were in agreement.

4. Gift Shop RFP Status: Staff is developing the RFP as the gift shop's contract has expired. It is an opportune time to do this because the construction that will be occurring will impact the space. The present concessionaire needs to know if they are going to have the contract. The goal is to have it out within a month and on the street. The other goal is to have quality merchandise, which the present gift shop operator certainly has. The current concessionaire is interested and Laurie Berg has noted that another person is also interested. Ron Swanson asked if this is put up for an RFP (he noted an operator that is in every airport (Hudson News) and they might be cheaper or more expensive and better to the Airport), does the Airport have any discretion? Ms. Johnson stated that it is all in how the RFP is written.
5. Food and Beverage RFP #1 and #2 No Bidder Report: Late this afternoon, staff learned that there were no bidders to the RFP. This was surprising and disappointing. There were good folks at the pre-proposal pre-bid conference. The question was asked why no bids were received in the first RFP, and both large corporations said that the contract time was too short to recover what they needed for the up-front investment. Another item is the restriction on the operating hours. On the second round, the interested parties included Vintage Fare, Abby's Kitchen and Julie Black (provides coffee at Eaglecrest). Vintage Fare said it was too much investment for a short period of time and too erratic hours. Abby's Kitchen said they are in the process of opening a bakery and would be stretched too thin, but are still interested in the future. Julie Black does

## AIRPORT BOARD MEETING

October 12, 2011

Page 5

not have a commercial kitchen. The options are to find an entity to negotiate with one on one that would exactly meet the terms of the RFP. Ms. Johnson thought this was unrealistic. The second option is to loosen the terms of the RFP and go out again. If the Airport wants to pursue real food and beverage, this is one of the options. She planned to meet with staff to determine the options. She noted that the interesting part about too much money for build out is the Airport never told anyone what they had to build. They were asked to be creative and to think about a minimum to get by for two years. Staff hoped someone would have a creative idea. The one term that needs to be kept in place is the December 31, 2013, because all of the concessions will come available at that time. Mr. Swanson said he was very disappointed again. It seems that someone without a commercial kitchen could go in and have a cart that they make sandwiches on. The Breeze In makes hundreds of sandwiches a day. Put them in a cart, with some Pepsi and potato chips.

Ms. Cook suggested making this an entirely separate contract that does not have to expire at the same time as an RFP is out for the restaurant. Ms. Johnson said from a real estate background, she believed the restaurant is an opportunity to make a lot of money. If someone has a kitchen across the way because they have a restaurant there, they have the ability to cook the food or do the grab and go that needs to go into the departure lounge. If you look for a house to buy and you find one that you really like and you could buy it but you couldn't move in for a whole year, you probably wouldn't be too interested in buying the house. She thought if a five-year lease was given for the departure lounge, it could be worked around, but it will not be as attractive to some. When discussing the length of the new restaurant contract, Ms. Johnson said it will probably be for five years, but it will depend on the build-out costs. Mr. Epstein suggested talking to Breeze In and not specifying that they have to build something grand. There is a demand for grab and go stuff and they would be qualified to provide that service without a lot of brick and mortar. Ms. Johnson said she would be happy to contact the Breeze In, but it will have to be under the terms of the current RFP. Chair Godkin said the will of the Board is to have some income coming in.

6. Security Contractor RFP Status Update: Deputy Airport Manager Patty deLaBruere said the RFP went on the streets today. There will be a pre-proposal conference toward the end of the month. The RFP will close toward the first week of November. There are some interested parties. The idea is to have the new contract in place on January 1, 2012.
7. Illegal Hunters: Ms. Johnson reported there were some illegal hunters on the airport that caused quite an uproar. Ms. deLaBruere said on October 1, a couple of duck hunters were out in the slough between TEMSCO and Alpha Taxiway and most definitely on Airport property. They were actually shooting toward the

## AIRPORT BOARD MEETING

October 12, 2011

Page 6

airfield. Some of the plastic plugs were picked up off the taxiway. Although there are pictures, the two have not been identified. Notifications were made due to trespassing, illegal hunting, etc., to FAA, TSA, Troopers and Fish & Game. Mark Lykins and she went to the Troopers to hold a meeting with the Troopers, Fish & Game and JPD (although JPD was delayed). Fish & Game came up with a press release that summed up illegal hunting and a reminder of where hunters can and cannot hunt on the refuge – a quarter mile away from roads and don't shoot toward anything – and making sure that people on the refuge are not shooting at an inappropriate time and not shooting or doing depredation or hazing when aircraft are taking off or on approach. All agencies took this very seriously. Ms. Johnson said Ralph Sanford asked the hunters to leave, they refused, then Security got involved in it and it went on from there. She thought it was scary because they were shooting toward the runway and construction crews.

It was reported that Ralph Sanford was communicating with the hunters via a bullhorn. He said he would call Security and they said that they would call Security. The hunters called Security on a land line, but where they told Security they were is not in fact where they were. They made it sound like they were far out on the other side of the float pond in the refuge and this person on the runway was harassing them. By the time Security talked to Mr. Sanford, the hunters were long gone. Decoys were used as well. Troopers will be called immediately in the future.

8. Visitors: Christa Fornarotto, FAA Associate Administrator for Airports, Byron Huffman, FAA Alaska Region Airports Division Manager, and John Lovett, FAA Alaska Region Airports Division Lead Civil Engineer, will be in Juneau October 27<sup>th</sup> to tour the Runway Safety Area Project.
9. Airport Engineer Report (Attachment #2): Ms. Johnson reported that Mr. Carson is in Anchorage taking an Airport practicum course. It will be very beneficial for him. This afternoon, Mr. Carson met with DOWL and David Yee with the FAA who is doing part of the design on RSA Phase II. The meeting was about coordinating the different entities. She said AIC is moving right along. The new float pond road is paved and finished. It looks very nice. A settlement was negotiated because the first batch of asphalt was not dense enough. There was originally a 1.75" lift, with an additional 1.75" lift on top. Ms. Johnson gave them the option of ripping it out or \$20,000 would be paid for the first lift (which was worth \$75,000). In the end it was the very same price to rip it out or put the lift on top. It did not cost the Airport any more money and AIC chose to put the additional lift on it. It is a nice job.

Chair Godkin asked about the large bill received from AIC several months ago and asked if it had been put to rest. Ms. Johnson said she formally denied their

## AIRPORT BOARD MEETING

October 12, 2011

Page 7

request today. A meeting was held with AIC in September and PND had requested some additional information – a geotechnical report from Shannon and Wilson that AIC had had done but did not submit the information with their letter of request. PND reviewed the Shannon and Wilson report and Ms. Johnson received the PND report on Monday. She transmitted her denial today. AIC's option is to ask to go to the DRB (Dispute Resolution Board) if they deem that they need to go there. There was previous testimony that it was not submitted in a timely manner, which is a piece of the denial.

10. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz reported that she reached agreement on the final change order. Approximately 99% of the contract has been paid out. A balance of \$100,000 will not be paid out until all of the punch list items are complete. The contractor is continuing to work at the punch list items. One of the nice things about the contractor still being here is that they can take care of warranty items as they arise. The warranty period will continue until about February 4, 2012. Most of the subcontractors will be the same for the new entry, with a couple of new ones. Most of the players will remain the same (including the same superintendent Glen Pollow) for the majority of the renovation work. They will start doing a modest amount of work starting as soon as December, but will not actually open anything up until early February as required by the contract.

An energy audit was done by a team of people who looked at all the pre-1984 construction. This report has not yet been received. Some valuable information will come from this report that will help the Airport make some short-term repairs, save some energy and keep some operating costs down until the north wing can be totally replaced or it will help build a case for why the Airport needs to move aggressively on replacing the north wing.

The door specialist, Dave Trotter, is in Juneau to rebuild all of the door assemblies – motors, gears and everything – on Gate 1 and he will move on to the other two vestibule doors tomorrow. It was interesting to see some corroded and dry parts. He was able to use parts from the doors removed during the terminal expansion. The parts are available, but it is much easier to rebuild a motor from parts and pieces on hand. This will be done incrementally. If it ends up that the doors in the north wing do need to be totally replaced, the Airport will do so. But it was thought it was worth while to try to do some significant restoration of them and try to get by with them for a few years.

At the last meeting, Mr. Swanson asked about an idea of the costs associated with the fact that the Airport bid the work that McGraw got for the front entry rather than adding a change order. Ms. Fritz said she gave a very ballpark, vague response. She wanted a clarification if that worked or did he want a more

## AIRPORT BOARD MEETING

October 12, 2011

Page 8

thoughtful response of what those costs would have been should it have not been bid. Mr. Swanson said it was curious that it had been left out of the minutes. In June or July, she had made a quite impassioned plea for a supplemental to the McGraw contract. At that time, Ms. Fritz made a presentation about how much it would cost. He thought the Board was in agreement to go for a supplemental. In the August meeting, Mr. Godkin reported there was no political support downtown for that particular endeavor, so it would go out to bid. Mr. Swanson asked Ms. Fritz to pursue that to see how much more it did cost. Maybe it cost less. He thought the number was quite a bit higher than the \$20,000 reported to the Board last month. Ms. Fritz said she was talking about the cost of bidding – what it cost to advertise and print off documents. There are a lot of costs in the bid process that would not necessarily have been required to the degree that it did had it been a supplemental agreement. She will provide clarity on this at the next Board meeting.

She presented a study model on the new “Welcome to Juneau” sign. A lot of work has been done on the exterior and interior signage. The new sign will now read “Welcome to Juneau, Alaska’s Capital City.” It will be slightly taller. It will incorporate masses that will reflect the glacier and terrain, with McGinnis and the Towers on each side of it. The planter bed will be built of degradation resistant wood and will still have flowers and the greens. This is expected to be built out of metal. Bringing lighting to this area will cost \$10,000 to \$15,000, but the sign will then be visible at night. A planter box will replace the current columns in the front of the terminal. This is in a study mode, but with a strong concept. Ms. Fritz said this is the time to note any objections.

Chair Godkin said he liked the concept, but staff needs to make sure you can read the words either day or night. Mr. Swanson said he thought this was a great looking sign and has disliked the current sign for many years. The Rotary was going to contribute to the sign and replace the current one. He said that if \$16,000 could be found for electricity, he thought that enough money could be found to hire a couple of guys to paint the eyesore across the street. Ms. Fritz said that Rotary has shown interest in the past. Once there is a strong estimate, Jeannie Johnson can go talk to the groups. Ms. Johnson said what Rotary had said was that they wanted a “Welcome to Juneau” sign but they wanted it down more by TEMSCO to catch the traffic going by. They asked if they could bring electricity to the area. She had not thought that was a problem. That is where Rotary had decided to put their money.

Staff is actively moving ahead on the Snow Removal Equipment Facility (SREF). A design meeting is scheduled for Monday. The architects will be here from Anchorage and other engineers will be out as well to go through the documents and to look at the specific scope of the bid packages as staff moves into



## AIRPORT BOARD MEETING

October 12, 2011

Page 9

construction documents for the building. Staff is working hard to push the completion of the documents so that if federal funding comes through, the documents will be ready to bid. Mr. Swanson thanked Ms. Fritz. He had two compliments – one from a lady that cut his hair, who had been talking about traveling and said how great it was to come from Boston, which is a dirty airport, to come back to this nice facility that we have here now. He said people are noticing it. Chair Godkin said he had the pleasure of picking someone up at the airport and by the time they came downstairs, the bags were coming out. It was impressive.

VIII. **CORRESPONDENCE** – Thank you from Brent Fisher, Director CBJ Parks and Recreation (Attachment #4): Ms. Johnson said this was a thank you to Field Maintenance. Mark Lykins said they took some of their snow removal equipment over to Dimond Park to let the kids crawl through it. It was a fun afternoon. Ms. Johnson thanked him for doing that because it show cases the Airport to the community. It gives kids an opportunity to get on a piece of equipment that some day they may want to drive or work on or work at the airport. Chair Godkin noted Airport staff also attended this event and he thanked staff for being there.

### IX. **COMMITTEE REPORTS:**

A. **Wildlife Hazards Working Group:** Committee Chair Steve Zimmerman said a meeting was held on September 22. Eric Eriksen could not be there, but all other members were in attendance. At that meeting, Nick Borchert indicated that the additional staff time on weekends had been implemented and it was going well. Mr. Borchert had stated that his Mondays were a lot quieter than they were before because the birds had not had Saturday and Sunday getting used to sitting on one place at the airport. Mr. Borchert also reported that he has had several months to look at what happened after the eagle nest was removed and reported that the area that the nest used to inhabit was having less activity than it had when the eagle nest was there. The male eagle hung around for a while and the female eagle left and went down to Taku Inlet and was maybe last seen in Haines. The male eagle may have taken up with a new female but they had not nested because of the harassment going on. In terms of eagle concerns, it is now on the east end of the runway because of the Fred Meyer eagles that fly across the east end of the runway. He reported that four discussion areas for the meeting were:

1. Dogs on the Airport: This came out because of the incident of two dogs on the runway and an approaching plane had to abort its landing until the dogs were run off the runway. Bob Armstrong pointed out that this is only one issue of dogs on the airport that the group needed to be aware of. He felt that one of the issues he has seen was dogs chasing birds on the wetlands. As more and more people are using the EVAR trail, people are walking their dogs further and further out on the wetlands to avoid dog to dog conflicts. He was concerned that there is a fair amount of dogs running loose on the wetlands and putting up a lot of birds. Whether they are a threat to aircraft or not has not been necessarily proven. It is just a fact that they are putting more birds in the air that creates a potential hazard. The Group felt that it would be good to get more information

## AIRPORT BOARD MEETING

October 12, 2011

Page 10

on this. Mr. Borchert had said that he could keep an eye on the west end. Laurie Craig said she would talk to folks at ADF&G regarding perhaps increasing the signage along the trail and where people would walk out on the wetlands and leave the trail. Also discussed was the fact that public service announcements in the spring would be a good idea. Bob Armstrong, however, thought that would be good, but better enforcement of the regulation is what is needed. At that point, Ms. Johnson had pointed out the Airport has no authority outside of the Airport property and if that type of enforcement is wanted, they would probably have to go to ADF&G or the Assembly to make better enforcement of the regulations happen. Public service announcements may be done. Laurie Craig was going to talk about more signage and Nick was going to keep an eye on what he saw going on out there.

2. Duck Creek Revegetation: There is no vegetation around Duck Creek. Bob Armstrong thought that in the past and in the future that there would be numbers of stray fish from DIPAC that will try to come up Duck Creek. Without any canopy cover, the area could become an important attractant for great blue herons. Although Mr. Borchert will keep an eye on it during the day, great blue herons also feed at night. He noted that when the trees were cut down by the Fire Hall around Jordan Creek, there was more use of the area by great blue herons. Tom Carson indicated that there are a large number of willow and dog wood trees that were planted, along with live alder stakes and spruce stakes. The area will eventually grow a canopy there. There was some discussion that if it is a continuing problem, the Airport might talk to ADF&G about putting a weir in to keep the problem from exacerbating.

3. Discussion on How to Make the Group More Effective: One concern that one of the group members had is the group talks about a lot of things but does not have much impact. Discussion then centered on the number of things the group has accomplished: the structure the float plane fingers now have and the island in the middle, the study that is going on in the eagle nest removal issue, the revegetation talked about in the past. The group has had some impact. If nothing else, it gives an opportunity for people really knowledgeable about wildlife issues on the wetlands to work together and perhaps lay the seed that will lead to a solution to problems in the future. Mr. Zimmerman suggested as a Board Member, he probably needs to work more closely with Airport staff to stay ahead of and abreast of issues that might be of interest to the WHWG.

4. Discussion on How Frequently the WHWG Meetings Should be Held: Previously, the Board passed a resolution describing the functions and activities to be carried out by the WHWG. Section 3 stipulated that the WHWG would meet at least quarterly. Ms. Johnson indicated it takes a lot of work for her and her staff to get ready for the WHWG meetings. Mr. Borchert also said he spends a lot of time getting ready for these meetings. After some discussion a motion was proposed that the WHWG meet two times a year or more frequently as needed. Four voting members were present. There were two in favor and one opposed, with one abstention. Tam Cook felt that this was not a recommendation from the Working Group that has been sent to the Board yet. Mr. Swanson said the Working Group works at the pleasure of the Board. If the Board decides it should meet two times a year as necessary, that's when it should meet. There is no attendance or frequency of meetings requirement on any other committee on the Board. He supported

## AIRPORT BOARD MEETING

October 12, 2011

Page 11

putting this item on the next Board agenda. Chair Godkin said that if the WHWG wished to testify on the motion, they can come to the meeting to provide testimony on either way of the issue. Ms. Johnson said the resolution says the WHWG will meet quarterly. If they do not have any business to conduct, they still meet quarterly. The staff is happy to do the work. She thought Mr. Zimmerman works very hard to drum up the business and get the agenda prepared. She said everyone's time is valuable. If there is an issue, that's great; but as the resolution reads now, they still have to meet quarterly.

**B. Finance Committee:** Committee Chair Pete Carlson reported a meeting was held last night.

**C. Operations Committee:** Ron Swanson said a meeting will be held in November. Ms. Johnson said the primary purpose of the meeting will be to determine whether the method used for assignment of spots in the west finger was the appropriate method or if staff needs to back up and regroup.

**X. ASSEMBLY LIAISON COMMENTS:** Chair Godkin said as the Board Chair and on behalf of the Board, he thanked Merrill Sanford for his service to the community of Juneau. He also thanked him for the service he provided to the Board. He said Mr. Sanford has set a pretty high bar to any other Assembly Member that may serve in the same capacity. Other members have not attended the meetings as much as Mr. Sanford, which is appreciated and helped with communication between the Assembly and the Board. The passion Mr. Sanford had made the Airport a lot better. If in the future he decided to run for office again, Mr. Godkin would support it. Merrill Sanford asked if the power for the sign would be coming from the sand shed. Ms. Fritz replied that it would be coming from that area. Mr. Sanford said the Board is really doing a great job at the airport. The Airport has infused in the next couple of years \$100 million for the community. This is a good thing during the time of low employment and low job projects that the city has. It has helped the economy overall and has made the Airport much, much better.

The Board also needs to pay attention to the 1% sales tax that is coming up next year. The other departments and divisions are lining up for that in great numbers. In 2013, the 1% will come outdated and next year, the City will be voting on 1% for probably a specific amount of projects. He suggested looking at anywhere from \$10 to \$15million out of that 1% to do whatever is needed to be done on our terminal building. He said to make sure you use "ours" not the Airport's or the City & Borough's but ours as for the whole city. They sometimes lose perspective that the Airport is a big part of our city. He said he had already told Rorie Watt to stick \$10 million in for the Airport. The 1% could include sewer, Parks & Recreation, Library system, etc. For five years, 1% collects between \$7 and \$8 million a year. This will be for \$30 to \$40 million for the next five years. He said it had been fun working with everyone.

**XI. PUBLIC COMMENTS:** None.

AIRPORT BOARD MEETING

October 12, 2011

Page 12

XII. **BOARD MEMBER COMMENTS:** None.

XIII. **ANNOUNCEMENTS:** None.

XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on November 9, 2011, at 6:00 p.m. in the Alaska Room.

XV. **ADJOURN:** *David Epstein moved, Steve Zimmerman seconded, to adjourn. The meeting adjourned by unanimous consent at 8:40 p.m.*