

MINUTES of
AIRPORT BOARD MEETING
April 11, 2012
Alaska Room, 7:00 p.m.

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

II. **ROLL CALL:**

Members Present:

Pete Carlson
Tamara Cook

David Epstein
Jerry Godkin

Butch Laughlin
Steve Zimmerman

Staff/CBJ Present:

Jeannie Johnson, Airport Manager
Patty deLaBruere, Deputy Airport Manager
Catherine Fritz, Airport Architect
Jerry Mahle, Airport M&O Superintendent
John Coleman, Airport Business Manager

Marc Cheatham, Airport Special
Projects Officer
Tom Carson, Airport Engineer
Keith Walker, CCF/R

Public Present:

Irene Gallion, DOWL HKM
Brian Hanson, DOWL HKM
Stewart Osgood, DOWL HKM

Ella Rogers, Glacier Restaurant
Kent Craford, Alaska Seaplanes

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the approval of the minutes of March 14, 2012. The motion passed by unanimous consent.*

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

V. **PUBLIC COMMENTS:** None.

VI. **SPECIAL PRESENTATION:** By Brian Hanson, Manager, Aviation Engineering, DOWL HKM, Regarding 2012 and 2013 Juneau Runway Safety Area (RSA) Construction Brief: Airport Manager Jeannie Johnson said Phase 2 is planned to cost \$32 million. The FAA cannot fund this project all at once, but will fund \$20 million for Phase 2A. Phase 2B will be \$12 to \$13 million. The criteria for Phase 2A is to make certain that the threshold shift occurs and is certified by the end of 2013. She introduced Stewart Osgood as the President of DOWL HKM and Brian Hanson as the Manager of Aviation Engineering. Mr. Hanson said the funding has been finalized and the scope has been narrowed. The work includes a lot of RSA-related improvements, which include extending and shifting the runway on both ends, coordination with FAA on the Medium Intensity Lighting Approach System (MALSR) for both ends, and realigning taxiways B, E and G to accommodate the runway shifts. Some of the impacts along the north seaplane base road that occurred during Phase 1 construction will be addressed/repaved. Two-inch

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crushed rock will be installed on the safety areas for dust control and stability for aircraft. Additive alternates will be in the bid in case the bids are lower than expected. Runway 26 will be extended 500 feet to the east. Taxiway A and G will be relocated as well as the compass calibration pad. Some markings and lighting will be done with a piece of JAWS relocated. Some FAA utilities and other sensors will be installed. A temporary threshold will be installed on Runway 26 to keep a 600-foot separation between construction and aircraft. This is expected for late July through the Fall. Many things need to be done before the threshold is moved.

One of the requirements of the contractor will be that no other work may be done on the runway while Runway 26 end is being worked on. Some temporary closures of Taxiway G will occur when construction equipment is needed in there. No full closure of the runway is anticipated. Runway 08 will be shifted 120 feet to the east to meet the runway safety area requirements. A lot of electrical, utility, and FAA work needs to happen in this area. A new MALSR system needs to be installed and fully operational before the threshold can be moved. The MALSR control building will need to be relocated. Taxiway B is going to shift to the east to make it a standard configuration and come in at the new threshold location. The new Taxiway B will keep the instrument approaches and the MALSR in tact so if there are any problems developing the new approaches or getting the new MALSR system up and running, there is an approach system at this airport.

The switch will happen over a period of a week with the lights being switched out, new paint on the runway, the runway centerline lights will be changed, and all distance remaining signs will be on with the new distances. The new approach procedures will go into effect. This must happen within one week or so of the supplement being published. It is planned to occur August 23, 2013.

The seaplane base road will be paved and new culverts will be installed. The northwest development area will be graded to the final grade and a cap of two inch crushed rock will be placed for dust control.

Additive alternates will include:

- A. A crushed surface on the seaplane base road that is currently sand.
- B. A pavement sensor system that can tell the temperature of the asphalt as well as the chemical content on the runway.
- C. Wigwags and RGLs, which are the yellow flashing lights you see on the sides of the taxiways as well as in pavement lighting will be installed at every taxiway that intersects the runway.

Phase 2B will include:

- A. EVAR Extension
- B. Fencing and Gates in the Northwest Development Area

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C. A Culvert under the runway and taxiway to direct drainage from the airport into the pond, rather than further along. This would require regrading at Block O with a gravel surface.

D. If any of the additive alternates are not awarded, they would also be included.

Airport Manager Jeannie Johnson said funding for Phase 2B will not occur prior to October 2013. Mr. Hanson said the plan is to have the packet ready to submit to CBJ, which will give the CBJ two weeks to put the packet together and to begin bidding on June 5 and close on July 9. This will allow the award to go before the Assembly in July. Stuart Osgood said installation of an access road and a bridge that crosses Duck Creek will provide controlled access to the tank farm. This will be done under Phase 2B. The FAA asked that the first phase include everything as close to the runway as possible, with the idea that subsequent funding will be used for the other projects that are related to the airport development but less intricately involved with the runway safety area project. He said DOWL began the design on the project on September 20 and it has been a tremendous team effort between Jeannie Johnson and her staff and the FAA to get the project where it is today. He thanked staff for working with them.

VII. UNFINISHED BUSINESS:

A. **Rates and Fees Regulation** (Attachment #1): Deputy Airport Manager Patty deLaBruere said at the March 14, 2012, Airport Board meeting, the Board accepted the recommendation from the Finance Committee to forward the proposed Rates and Fees Regulation through the public process. The regulation was advertised from March 16, 2012, through April 6, 2012. The updated Rates and Fees Regulation would increase large aircraft Fuel Flowage Fees and large aircraft Landing Fees. The Airport received no public comments. *David Epstein moved, Pete Carlson seconded, to continue with the regulation process and forward the proposed Airport Rates and Fees Regulation, attached, to the Assembly for consideration at their April 23, 2012, Assembly meeting, for an effective date of July 1, 2012. The motion passed by unanimous consent.*

VIII. NEW BUSINESS:

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

1. Brief Results of Manager's March Trip to Washington, D.C. (Attachments #2 and #3): Ms. Johnson said she met with Lisa Murkowski and her staff, Katie Katchel (the City's lobbyist, who went everywhere with Ms. Johnson), Don Young's transportation staffer, and Mark Begich's transportation staffer. The issues discussed were EPA and the use of E36 (not only at Juneau International Airport, but at State airports also). A meeting with the Governor's staff was also held about this issue. Although EPA is about to publish the rule, staff has been able to get Don Young to put them on the hot seat. EPA said they did a survey of all Alaskan airports to see what the change would do. In trying to find out if that occurred, 11 airports were listed (including Juneau International Airport) and the contact occurred in 2004. The bottom line is it would be about a \$700,000 increase per year for this different chemical. It sounds as if the rule will go into effect and JNU will have to say Alaska

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does business differently. At JNU, the requirements can be met simply because of the float pond with the addition of one sampling station. Katie Katchel in D.C. is working very hard on this, as is Alaska Airlines as the increase would more than likely transfer almost directly to them and to the passengers.

Another item was a reimbursement contract with TSA for reimbursement for law enforcement officers at the checkpoint while the checkpoint is open. This was a five-year contract set to expire September 2012. The last payment that was made was in 2011. Mark Begich wrote a letter and, probably as a result of that letter, some activity has been seen. No payment has been received nor has the issue been resolved. The Federal Security Director (FSD) in Juneau has been made aware of staff pursuing a resolution to this and he is fine with it as he has no control over whether TSA pays their bills or not.

A meeting was held with Christa Fornarotto, the Associate Administrator for Airports, who is a very vocal supporter of the new Snow Removal Equipment Facility (SREF). It is believed that the initial funding of \$10 million is almost in writing. This will be for FY13, which will be October of this year.

Ms. Johnson said it is incredibly important to knock on doors and talk to those people face-to-face as things move. A very brief meeting was held with Beth Kertulla regarding the \$3.1 million from the State, who was not confident about the funding. Ms. Johnson said she knew the Senate had passed the capital budget earlier in the day, but did not know if it was in there. She will call Dennis Egan tomorrow to follow-up. She suggested any Board Members that have any contacts, please call them.

2. Food and Beverage in Departure Lounge: ESS has declined the offer to do business in the departure lounge. They figured they would lose \$60,000 a year by doing business in the departure lounge. The only way they would consider it is if the Airport hired ESS to manage it and paid 10%. The Airport would buy all of the product, pay all of the labor costs and packaged overhead costs that ESS has, plus 10% of gross. If the Airport made money, it would get what was left over. If money is not made, ESS is paid for operating it for the Airport. If the \$60,000 a year number is taken, she guessed the Board would not want to pay \$5,000 a month to provide food and beverage for people in the departure lounge. One other company is very interested. She thought that there may be an answer next week. There is a good chance that a simplified RFP may need to go out that simply says the cabinetry and espresso machine will be provided and the vendor will come in and operate with a percentage to the Airport.

3. Staffing: Steve Ayers has been hired as the new Airport Maintenance & Operations Superintendent. He currently works for AIC as their Project

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Superintendent and has been at the airport since 2009. He will be taking Jerry Mahle's place and will begin on April 25.

Jerry Mahle's last day of work will be April 30. There will be a BBQ on April 27 at the shop at 11:30 a.m.

Walter Sinclair who has been a Custodian at the Airport for a long time has been promoted to the position of Building Maintenance Technician. He will start April 23 and he replaces Al Evans who is retiring on May 3.

4. Airport Engineer Report (Attachment #4): Airport Engineer Tom Carson said work continued on the Jordan Creek area during March. The pond was frozen all month. Installation of the infield portion of the Jordan Creek culvert was finished and they started the extended outflow on the south side, completing the concrete work and much of the back fill. As of April 11, the outfall at the south end is installed, the culvert is replaced and it is 95% backfilled and Jordan Creek is discharging out in the normal location it has for years. Aside from cleaning up, Jordan Creek is once again flowing out to the south side. The deadline for this is April 15. A March 31 deadline was met for the north half of the northeast development area to clear the way for the infrastructure project. The next deadline is the end of the month and is to have the northeast development area complete. All stockpiled material has been spread out, with an additional 9,000 to 10,000 yards needed and this is in the south end of the west finger. They will be backfilling in the Jordan Creek outfall area primarily with the material that was used to build a diversion dam. Two to three thousand yards of the material will be needed to finish the lateral RSA at the east end of the pond. The material will pretty much be gone when AIC is done. The deadline is May 31.

Work for the next month will be closing the last portion of Alpha so AIC can move the trucks around again. Once the haul starts, it is anticipated that it will occur for two weeks. During the haul, AIC will also be attacking punch list items.

5. Airport Architect Report (Attachment #5): Airport Architect Catherine Fritz reported the construction in front of the terminal is going well. Most of the demolition has been done in the new entry. Steel has been tied into the structure. Now it is a matter of filling out the structure and getting all of the parts and pieces together. The substantial completion date is the end of May, which means the area is useable for the intended purpose. Final completion will not be done for four weeks after that. The front entry, coffee shop and gift shop will be ready to be occupied and operate in a normal mode again at the end of May.

Many little projects are ongoing in the terminal: The gift shop construction started this week and is being done in parts and pieces to keep the gift shop in operation. One of the vestibules is 99% complete. The vestibules were made longer, which

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allows the doors to open one at a time and cut down on the air infiltration by having both doors wide open at the same time. The far north vestibule will be finished. Some modifications will be made to Gate 1, which are aesthetic only.

Both the operational side and the design/construction side of the coffee shop in the departure lounge have been done to make it work for a variety of people who might use the facility. The idea is that the Airport is paying for the cabinets, the plumbing, electrical and the basic service very similar to Cup 'O Joe's downstairs. It will include a cold case, a few grab and go type food items. Progress is being made and staff is very committed to having something in there as the tourist season gets going this summer.

The display cases, which are clear glass boxes, have been installed in the departure lounge. The first show will be University of Alaska Southeast art to begin next week. The UAS artwork will be there for several months. The goal is to change the exhibits a couple of times a year. The Forest Service will be constructing some banners that will be an artistic display of the Tongass Forest and will go on the cross bracing where the furniture is located next to the temporary coffee shop. It is hoped that this area will become part of the advertising program. This banner exhibit is being allowed as a trial basis to see if the fabric and the aesthetic staff is looking for and will be helpful in terms of making sure people do not walk into the diagonal braces. The Forest Service will start with Summer banners and then change to Winter banners. At the end of the next year's tourist season, the Tongass banners will be taken down and there will be an opportunity for this area to be part of the advertising.

The 2012 wearable art exhibit done by Larry DePute is located in the baggage claim area. This is a fabulous piece of aviation sculpture that is on exhibit for the summer. Staff is trying to bring arts, performing arts and bring the community into the facility, get their support, hear what they have to say and listen to their needs.

The advertising digital displays include a "Welcome to Juneau" message from the Juneau Airport for various events. It is planned to try to run this once a month. It is currently welcoming people for the folk festival. In May, it will welcome people for the Juneau Jazz & Classics festival. It is planned to do a different event every month. This will tie the advertising to the community.

Another tour of the geothermal facility was hosted. Calls continue to come in for information, inquiries and tours. The Business of Clean Energy in Alaska Conference is kicking off next week in Anchorage and they asked to have a poster put together to showcase any kind of clean energy development that has been done in the community. It will be done in fabric and will be available to be posted at events.

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The site infrastructure has changed again for the Snow Removal Equipment Facility (SREF) and it is for the better. It has taken a lot of tweaking to figure out exactly what would be bid this summer without being in the way of the building project. The scope has been pulled back to be a street and utility project. It will be the extension of Livingston Way in front of the SREF site and will be out to bid soon. It is estimated to cost \$.5 million, with funding in place. The SREF design is 99.9% complete. There are a few modifications being done to the site work itself to make sure everything can be incorporated correctly between the infrastructure project and the work that has already been done by AIC. This is at the cost estimators' office now to run final cost estimates. This has been designed in two bid packages: Bid Package A and Bid Package B. It has been designed in a way so if FAA came through with full funding, staff could say bid everything. The documents will be sitting on the shelf waiting for funding within a couple of weeks.

Chair Godkin asked if the recovery of the heat that was pulled out of the ground for the geothermal heating is everything that was hoped for and did not have to be augmented? Ms. Fritz said there was excellent recovery. Part of it was because of the type of building and that some rooms are constantly in a cooling mode and others need heat. With that combination of spaces that call for heat and others that need cooling, the building is able to balance itself through a large majority of the year (nearly seven months), where it does not have to go out to the loop field to capture heat from the earth. The high demand energy piece is the front sidewalk ice melt system. There are sensors that have been tweaked this past winter to help staff know what is best for air temperature, concrete temperature and subgrade temperature to determine when the heat pumps should be kicking on and sending more heat to the system. There have been no problems with the field itself or the recharge. Staff is optimistic that the existing field will be totally adequate for the replacement of the north wing. No additions to the geofield are expected to cover the terminal needs. The 31 heat pumps (soon to be 32 with the new front entry) are running on the geothermal with electric heat pump only. The old part of the building still operates on boilers. The geothermal heat source has saved the Airport \$115,000 in the first year even with the additional space. The savings will only increase if the funding can be found to replace the old portion of the terminal.

The interior signage is being prepared by a new vendor as there was so much trouble with the last one. The last vendor sent two shipments of signs that were both wrong. As soon as the pieces are replaced and staff is confident in the new vendor's ability, the rest of the signage will be ordered.

Ms. Johnson said the \$29.9 million request for sales tax was scoffed at. Full funding will not be received from sales tax. For about \$40 million in sales tax, the City has \$100 million in requests. She asked Ms. Fritz to see what could be done for under \$10 million. This would replace the "knuckle" which includes the Airport Manager's

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Office and that area. This area would be the first piece to be torn down. This will be brought back to the Assembly in June as they are busy working on the budget. Once the Board looks at it and says it is the way they want it to go, it will be taken to Public Works to go forward. Ms. Fritz said that the overview of this project would be brought to the Board at their next meeting. The project is about \$9.5 million in construction and the funds currently remaining in the CIP would be used for the design. The total scope of the project would be about \$12 million, of which the Airport would request sales tax between \$9 and \$10 million.

IX. **CORRESPONDENCE:** A note was received from Ruth Danner that apologized for not being able to be at the meetings because the Assembly Finance Committee meets on Wednesday nights. Until the budget is approved, Ms. Danner will not be able to attend. The Airport is scheduled to make its presentation to the Assembly Finance Committee on May 16 at 5:00 p.m. A reminder e-mail will be sent to Board Members.

X. **COMMITTEE REPORTS:**

A. **Wildlife Hazards Working Group:** Group Chair Steve Zimmerman said the group is overdue for a meeting. He will get with the Airport Manager to schedule a meeting.

B. **Finance Committee:** None.

C. **Operations Committee:** None.

XI. **ASSEMBLY LIAISON COMMENTS:** None.

XII. **PUBLIC COMMENTS:** Ella Rogers, Glacier Restaurant, said it was nice to have the sun shining during construction as they have not had to use additional heaters in the restaurant.

XIII. **BOARD MEMBER COMMENTS:** Butch Laughlin asked when the Honey Bee sign can go away or be modified. Ms. Johnson said she attempted to cancel the contract and she got an awful lot of push back. She decided the two-year contract will run until it expires. Notification has been sent that this contract will not be renewed.

XIV. **ANNOUNCEMENTS:** An e-mail will be sent to Board Members in May for a presentation to the Assembly Finance Committee.

XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on May 9, 2012, at 7:00 p.m. in the Alaska Room.

XVI. **ADJOURN:** *Steve Zimmerman moved, Butch Laughlin seconded, to adjourn. The meeting adjourned by unanimous consent at 8:05 p.m.*