

MINUTES of  
AIRPORT BOARD MEETING  
October 10, 2012  
Alaska Room, 6:00 p.m.

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 6:04 p.m.

II. **ROLL CALL:**

Members Present:

David Epstein (by phone)	Joe Heueisen	Ron Swanson
Jerry Godkin	Butch Laughlin	Steve Zimmerman

Staff/CBJ Present:

Jeannie Johnson, Airport Manager	Marc Cheatham, Airport Special
Patty deLaBruere, Deputy Airport Manager	Projects Officer
John Coleman, Airport Business Manager	Tom Carson, Airport Engineer
Catherine Fritz, Airport Architect	

Public Present:

Irene Gallion, DOWL/LEPC	Colter Pritchard, JDHS
Jim O'Donnell, Hummingbird Hollow	Ella Rogers, Glacier Restaurant
Brad Sapp, FAA	Dale Anderson, Powell Realty
April Sapp, Airport Tenant	Honey Bee Anderson, Powell Realty
Mark Miller, Juneau Empire	

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the adoption of the September 12, 2012, regular monthly meeting minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** The agenda was approved unanimous consent.

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:** None.

VII. **NEW BUSINESS:**

A. **AIP Grant Received:** Staff has received an AIP grant (AIP56) for \$5.5 million for the Runway 08 MALSR. This is pass-through funding—a check will be issued directly to the FAA Air Traffic Organization for design, engineering, and construction associated with this approach light system. Once this is appropriated, a check will be written to ATO and they can finish the new 08 MALSR. Matching funds will come from Juneau International Airport (JNU) Dirt Royalties (\$189,247), and Alaska Department of Transportation (ADOT) (\$177,419). *David Epstein moved, Steve Zimmerman seconded, the Board approve the appropriation of AIP56, as well as JNU Dirt Royalties, and an*

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*ADOT matching grant (when received), to the RSA project. The motion passed by unanimous consent.*

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

#### **1. Update: Conversion to Airport Water Meters and Ongoing Research: Ms.**

Johnson said she and Marc Cheatham accompanied some people from the Water Department. It was found a couple of meters were being billed incorrectly. The gap is tightening and the research is continuing. The difference is approximately 76,000 gallons. Once more information is gathered, staff will come to the Board about rates. Board Member Ron Swanson said that bringing this before a Committee of the Whole meeting was discussed at the last Board meeting. He asked if this was still in the works or is more information still needed. Ms. Johnson said she would hope the information will be gathered by the end of November and then staff will bring the rate change/adjustment recommendations to the Committee of the Whole. She said it is necessary to know how much water is flowing through the meters and who is getting it before the Board decides whether the rates are good now or if the rates should be adjusted.

**2. Funding: 1% Sales Tax Extension/Proposition 1 Bond: Much to staff's surprise, the community approved the bond and staff is delighted about it. A lot of planning has not gone toward how to implement the bond money (\$6.9 million) terminal funds to move forward. A meeting will be held with the Finance Director to discuss timing on the money that would be available for the \$6.9 million bond and for the 1% sales tax. Until that meeting is held, staff does not know when the funds will be in the Airport's hands for either one of the projects. The Snow Removal Equipment Facility (SREF) is ready to bid. Board Member Joe Heueisen asked where the \$6.9 million figure came from. Ms. Johnson said the Airport asked the City for \$28 million for the terminal and the City questioned that. Then staff scaled it back to \$10 million. The \$3.1 million in sales tax is a match for the SREF and \$6.9 for the terminal equates to \$10 million.**

Mr. Swanson asked about the 15,000 square feet of administrative space in the SREF. Ms. Johnson said she had distributed a memo from Catherine Fritz (Attachment #4). She said the administrative space is 2,800 square feet. Airport Architect Catherine Fritz said that after the comment was made in the paper, she pulled the schematics out because it did not sound correct. She checked the square footage and found the administrative space would be 2,800 square feet. The overall square footage of the facility is 54,800 square feet. The largest area is the garage where the vehicles will park, with the second largest area being the mechanic space where vehicles will be repaired.

Ms. Fritz said that the other place the \$3.1 million was noted was the legislative request made and denied by the Legislature. The scope of the \$6.9 million will

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basically replace all of the 1957 portion of the building, as well as the components of the 1984 building – the elevator and the up escalator. Some conceptual design work has been done. Staff now needs to put together a full approach that shows who gets displaced, how and when. There could be a lot of costs in the project depending on how you move people around, what you tear down and what you rebuild, etc. The total cost is \$28 million (in today's dollars) to do everything else needed to be done. Any time a renovation is being done, you do the best with what you have. The \$6.9 million will be used to replace the 1957 portions, essential services (such as water and sewer to a part of the building that is incredibly deficient). The 1957 portion includes the two-story piece and includes Jeannie's [Johnson] and Patty's [deLaBruere] office, the FAA office and below that is Alaska Seaplane's counter, and half of the project office. Structurally, the building has been built in chunks and you cannot tear down part of it without some serious cost impacts of patching it back together to make it structurally workable for today's codes. The logical thing is to take out the whole piece. It will also include the existing bathrooms downstairs, the Security office, the Wildlife office (which will go into the SREF), FAA offices next to Jeannie and a computer room for FAA (concept for the FAA is to lease current square footage, but consolidated under the new tower).

No meetings have occurred with the architect to begin strategizing how the pieces can work to keep the operations going, keep food service offerings in the terminal and deal with impacts like where will Alaska Seaplanes be placed. Board Member Butch Laughlin said three designs had been brought before the Board for their choice. The choice had been a design that moved the restaurant back over to the runway side, with the administration offices where the restaurant is. Ms. Fritz said this was an interim concept. Board Member Joe Heueisen asked if a new tower in another location was still planned. Ms. Johnson said she had heard about it once, but she did not think there was a huge movement afoot to move the tower.

3. Update: TSA Checkpoint Operating Hours (Attachment #1): A letter from Ray Culbreth, Federal Security Director for TSA, was included. This was written because of staff's attempt to keep the checkpoint open so that hopefully a food service or coffee vendor could be placed in the departure lounge. Ms. Johnson had a conversation with Grady Saunders with Heritage Coffee. He was delighted to hear the checkpoint would be open, but because of the time of the year, he felt that traffic was slowing down and it would not be to his benefit to go into the departure lounge during the winter. He is very interested in the spring if the TSA gate can be open.

Deputy Airport Manager Patricia deLaBruere said Alaska Airlines shuts down between 2:30 p.m. and 5:00 p.m. TSA said because no one is checking in, there was no reason to keep TSA staff on because there is no one to put through the checkpoint. There is no baggage to check. It has been confirmed that Alaska Airlines is closing down. During that time, there are a few people milling around. She did not see a

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problem with what Mr. Culbreth has proposed. It will be revisited when Alaska Airlines changes (by late spring and early summer, when they are open during that period of time). Alaska Airlines is currently staying open from their early morning opening through 2:30 p.m., so it is not opening and closing like it had been for the last two years. This is a big improvement and she thought it was reasonable.

4. Airport Engineer Report (Attachment #2): Airport Engineer Tom Cason reported there were basically three contractors on the field during the month of September – Phase 2A contractor, Secon; the FAA's 26 MALSR contractor, DEG; and FAA's 08 MALSR Phase I contractor, COR. This was the first opportunity to see how to handle the coordination. There is a lot of coordination required for this project to move forward successfully. The first opportunity was in shifting the existing threshold to the relocated threshold position, which required that the REILS also be moved. This was for the 26 MALSR contractor and had to be done by a particular day. Mr. Carson was impressed on everyone's participation and it happened quickly.

On September 4, Secon began their survey work and filed their notice of intent. The storm water infrastructure things were done to control storm water impacts. They did their staging area development, a temporary gate, setting up scales, the screening plant, trailers, etc., so they could get going. Before the threshold could be relocated, staff worked with them so Channel (Secon's subcontractor) could start the excavation on the east end. A fair amount of material had to be moved so that Secon could come back in and build the structural section. Their goal is to pave in late October. All of the excavated materials were stockpiled at the east end of the pond. During September, Secon excavated 35,000 cubic yards of material. It went quickly and continuously and was impressive.

Ever Electric got temporary runway lighting set in preparation for the threshold shift. On September 19, the threshold shifted 600 feet to the west which allowed the contractor to excavate the entire area from the east end of the existing runway eastward. This was completed during the month of September. In addition to that, Secon did their night work – wherein they ground out 7 to 8 foot wide strips two inches deep along the two longitudinal joints that had the worst problem and then they placed new asphalt. There were a lot of coordination efforts for this work. By the end of September, they finished 75% of the work and it was complete by the Board meeting. Secon and Channel have been impressive to watch work.

As they excavated all the structural section at the east end, the FAA had to get in there to do all of their concrete work that was within the footprint of the planned new paving. There is a good cooperative spirit among the contractors and good cooperation. By the end of September, Secon had finished their excavation for the structural section, not only the east end, along the south side, and they began doing this structural section at the east end, again, with the eyeball toward a late-October

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paving operation. The 08 contractor is working west of the river now where it impacts the RSA project, building an access road that will be in place for the new MALSR system when it is complete. It will also be an important element for our Phase 2A RSA contractor because one of the things that will be happening in November is moving the thumb on the west side of the Mendenhall River. It needs to be moved during the winter in order for the river to remain navigable after the 1,000 foot light bar is shifted to the east side of the river, where it will stand partially in the river. The thumb is the area the 1,000 foot light bar is currently located. It will be removed so the river maintains the minimum width.

By the end of September, Secon had earned almost \$1.5 million, which is 11.5% of the contract. Board Member Steve Zimmerman asked why the dredged material, placed by AIC had been removed. Mr. Carson said if all the funding had come at one time, it would have been one project in which they would have placed fill from the float pond as needed, then built the structural section on top of that and then paved it. Phase 1 was done not knowing exactly what was coming down the road in terms of subsequent projects. The decision was to move the material and have it flush with the existing runway on both ends so that it could act like an RSA. There will be approximately 50,000 yards of material removed and stored.

Mr. Zimmerman asked about the value of the fill. Mr. Carson said the issue is still unresolved. The survey was done and PND is evaluating the data and going back to AIC. It is hoped to have something by the next meeting. Ms. Johnson said that PND has the preliminary results and are preparing a letter for review before it is sent to AIC. AIC said they excavated 100,000 cubic yards more than the plan called for but that has been pared down to 45,000 cubic yards. Mr. Carson said the Airport intends to pay AIC for the amount of material excavated from the pond and staff wants that number to be accurate. The dirt stockpile belongs to the Airport.

Ms. Johnson noted a reference in Mr. Carson's report talking about a 26 MALSR stations 200 and 400 lights. When she was interviewed for this job, she had been asked what she knew about MALSRs. When she went out recently and saw footings for two of the lights for 26 MALSR, she thought the Airport is really making progress. This will go to station 800, which will be four lights. This will really help Alaska Airlines.

5. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz reported the project is really close to wrapping up the main entry renovation. The outside electrical is the main piece to be done. There was an error in some of the siding order, which is holding up the siding. It is currently on the barge and the siding installation should hopefully be done by the end of next week. Other little detail work is being done. The last remaining piece that will affect any tenant is the ceiling work in the gift shop. This work is being closely scheduled to begin in late

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October. She is making sure all of the subcontractors can work during the time allotted and that all of the materials are in town so that the start time and stop time can be very clear. That is expected to be done before the end of October.

The new heat pumps were started up recently. Ms. Fritz said the Airport definitely wants to replace the diesel heating/ventilating system with the heat pump system. The geo thermal field is large enough to be expanded and take on more heat pumps. This was built larger on purpose. The piece that just got bond funds will be heated with the heat pumps, too. She said staff is optimistic that the \$80,000 savings in the first year will increase as more areas are converted. There are many operational measures being done. It makes the building more comfortable and saves money.

The roadway for the SREF is being constructed. It is approximately 70% complete and includes important infrastructure of water, sewer, electrical service, the roadway and getting things ready for the mobilization of the project. The contract is scheduled to be done by the end of October.

6. Special Assembly Meeting: There will be a special Assembly Meeting on Monday at 7:00 p.m. to swear in the new Assembly Members and the new Mayor. Ms. Johnson noted she will be attending and invited the Board Members.

VIII. CORRESPONDENCE: None.

IX. COMMITTEE REPORTS:

- A. **Wildlife Hazards Working Group**: None.
- B. **Finance Committee**: None.
- C. **Operations Committee**: None.

X. ASSEMBLY LIAISON COMMENTS: None.

XI. PUBLIC COMMENTS: Dale Anderson, 11595 Mendenhall Loop Road, Juneau, Alaska, spoke on behalf of their company, Powell Realty. He requested a clarification on the request they received to remove their ad from the airport. Several years ago, they spent a great deal of money for production costs for the piece located at the top of the stairs. It has turned out to be absolutely the best advertising piece they have ever put together. They have been asked to leave at the end of October. Ms. Johnson didn't think anyone asked them to leave. She said there was a two-year contract. Mr. Anderson said they tried to renew the contract, but have been told they cannot. Ms. Johnson believed another location was possible. Mr. Swanson encouraged the Board to act promptly when a citizen comes forward and has a concern. He said this had never been before the Board and should be resolved in a timely fashion. Chair Godkin referred this to the Finance Committee. Mr. Anderson said he appreciated the opportunity to participate with Mr. Heuelsen to come to a resolution.

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XII. **BOARD MEMBER COMMENTS:**

A. Ron Swanson said that if he receives a complaint, it is about the badging process, not the individual, but the hours that the office is open. He asked the Airport Manager to work out a badging schedule a little more amenable to the big rush that happens in the spring time with everybody wanting to badge their employees. Ms. Johnson said she will work with John, Marc and Christine on that. She said that a large number of badges have been done for Secon, Channel Construction, DEG, COR as they could not work on site without them. Staff has been working very hard and doing an excellent job on that. She will look forward to see how a better job can be done. Mr. Swanson said the complaints come from the air taxi people with the influx of new people. He commended staff for all of the badges and thought that it may be carried forward into April to get the air taxi and other people badged.

B. David Epstein asked if there was an update on the vandalism event on the EVAR. Ms. deLaBruere reported that JPD looked into it one more time and a lot more information was presented to them. They were going to put this on Crime Line as they did not know how much money the vandalism had actually cost. JPD's estimate was \$150, but there was \$30,000 in damage as the rope was specially made and would have to be rethreaded. The true cost of the damage is hard to estimate. The time and rope is in the estimate total. The estimate of the rope alone is \$5,000 to \$10,000.

XIII. **ANNOUNCEMENTS:** Nothing has been received from the Human Resources Committee yet regarding the additional Airport Board Member. When something comes out, it will be distributed to all Board Members.

XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on November 14, 2012, at 6:00 p.m. in the Alaska Room.

XV. **EXECUTIVE SESSION:** None.

XVI. **ADJOURN:** *Steve Zimmerman moved, Butch Laughlin seconded, to adjourn. The meeting adjourned by unanimous consent at 6:57p.m.*