

MINUTES of
AIRPORT BOARD MEETING
October 13, 2015
Alaska Room, 6:00 p.m.

I. **CALL TO ORDER:** Chair Joe Heueisen called the meeting to order at 6:00 p.m.

II. **ROLL CALL:**

Members Present:

David Epstein	Robert Mackey	Angela Rodell
Dennis Harris	Mal Menzies*	Martin Myers
Joe Heueisen		*via telephone

Staff/CBJ Present:

Patty deLaBruere, Airport Manager	Ken Nichols, Airport Engineer*
Marc Cheatham, Deputy Airport Mgr.	Debbie White, CBJ Assembly
Scott Rinkenberger, Airport M&O Sup't	Keith Walker, Fire Department
Catherine Fritz, Airport Architect	*via telephone

Public Present:

Richard Cole, Fjord Flying Service	Thom Buzard, Public
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III. **APPROVAL OF MINUTES:** *Angela Rodell moved, Robert Mackey seconded, approval of the minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Angela Rodell moved, Robert Mackey seconded, approval of the agenda. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:**

A. Chair Heueisen welcomed Rich Cole. Richard Cole, Fjord Flying, said they are excited about the new opportunity. It has been discussed with the previous owners [of Wings of Alaska] for a couple of years. They want the business model to focus around local markets and not be part of a larger business model. That works well for their ambitious growth down south but doesn't take care of the relatively specialized markets in the villages and rural communities. Mr. Cole said they intend to operate a similar schedule to what is now operated. The hope is that they will be providing more seats by the middle of winter than they are currently, although they will start out with about eight seats less. This will serve four markets with twelve flights a day, which should have no impact on passenger travel. Because of the focus on passengers and cargo (and not mail), they will probably have an improved service format. They are currently talking to the Airport about additional lease space, whether it is moving into the currently held area leased by the previous owner or what it might be. The needs are very similar to what theirs are. He has been working for an airport tenant for 11 years. He started with Alaska Airlines and then Wings of Alaska.

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B. Chair Heueisen congratulated Mr. Mackey on his recent election to the School Board. He is trying to work it out to be able to stay on the Board, but the conflicts are in question. He may be gone at the end of the month.

C. Chair Heueisen congratulated the newest member of the Board, Angela Rodell, who has been hired by the Permanent Fund Corporation as the new "Pope in Charge". He was glad to hear that she would be able to continue with the Board.

VI. **UNFINISHED BUSINESS:**

A. Airport Sustainability Master Plan - Forecast of Aviation Demand (Revisited)
(Attachment #1): Airport Manager Patty deLaBruere said this was sent to the Operations Committee. It was to review the certain section of the Forecast of Aviation Demand, Chapter 3 of the Airport Master Plan. When the draft came out, there were a couple of tenants that had concerns about the high number that was put into the forecast for on-demand carriers. This was put before AECOM, the consultant, who was asked to match the 135 and the 121 carriers' growth numbers. This (Attachment #1) was brought back before the Operations Committee and they agreed the numbers as submitted were more in line with the rest of the Forecast Demand. This is back before the Board for approval. Once the Board approves it, it will go to the FAA for their approval. *Marty Myers moved, Robert Mackey seconded, to approve the updated forecast numbers for on-demand passengers as outlined in Attachment #1 Forecast of On-Demand Passengers; and adopt the complete section of Chapter 3 Forecast of Aviation Demand of the Juneau International Airport Sustainability Master Plan, and forward the full chapter to the FAA for approval. The motion passed by unanimous consent.*

B. City Land Management Plan – Future Airport Property Acquisition Priorities
(Attachments #2 and #3): Ms. deLaBruere said that while there are changes to the mapping that shows up in the plans, the City was looking for the Board to make some suggestions as to property acquisitions for the future. This was put before the Operations Committee. The map was reviewed and four additional items were added to the one previously listed item. These five items are listed by priority and were recommended by the Operations Committee. These are the properties the Airport would like in the future if money becomes available. The priorities are:

1. Land adjacent to Airport property at the northeast quadrant (near the Mendenhall State Game Refuge and the northeast quadrant of the airport).
2. The parcel surrounded by Airport property located on Yandukin Drive near current sand/chemical building and east of terminal and car rental lot and owned by the Lokens.
3. (interchangeable priority with #4) North greenbelt east along Jordan Creek corridor.
4. (interchangeable priority with #3) North greenbelt west along Jordan Creek corridor.
5. The triangular piece abutting the northwest corner of the Airport property on La Perouse Avenue and adjacent to the tank farm/impound lot.

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David Epstein moved, Angela Rodell seconded, to approve the Airport Operations Committee recommendations for future Airport property acquisition, as shown in Attachment #3 and as outlined in the following priority list:

- 1. Land adjacent to Airport property at the northeast quadrant (near the Mendenhall State Game Refuge).*
- 2. The parcel surrounded by Airport property; on Yandukin Drive near current sand/chemical building and east of terminal and car rental lot.*
- 3. (interchangeable priority with #4) North greenbelt east along Jordan Creek corridor.*
- 4. (interchangeable priority with #3) North greenbelt west along Jordan Creek corridor.*
- 5. The triangular parcel abutting the northwest corner of the Airport property on La Perouse Avenue; adjacent to tank farm/impound lot.*

The motion passed by unanimous consent.

VII. NEW BUSINESS:

A. Appropriation of Additional Funds to Airport Sustainability Master Plan

Project: In July of this year, staff requested approval to appropriate revenue from the sale of sand, RAP, auctioned aircraft, and the auctioned float dock, to the Master Plan CIP to account for minor overages and continuing administrative costs. The original amount appropriated (\$9,000) has been expended, and there is still engineering consultant work, as well as administrative staff time associated with the Master Plan. Master Plans are a set project/grant cost and may not be amended for additional federal funding like other grants; that is, the Airport is responsible for these extra costs. Staff would like approval to appropriate an additional \$28,789.73 that the Airport has received so far from these revenue sources and appropriate to the overhead costs for the Airport Master Plan. Board Member Dennis Harris asked if there was an end number to the additional costs. He did not want to keep throwing money at the project. Ms. deLaBruere believed that this amount should be enough to cover costs. She said any money not used will be deappropriated. *Angela Rodell moved, Robert Mackey seconded, to approve additional appropriation of non-operational revenues from the sale of sand, RAP, auctioned aircraft and auctioned float dock, in the amount of \$28,789.73, to the Sustainable Master Plan CIP for staff and engineering consultant costs. The motion passed by unanimous consent.*

B. Float Pond Erosion and Repairs: Airport Maintenance and Operations

Superintendent Scott Rinkenberger said that on September 29 and 30, there were reported rains in excess of seven inches over both days. Additionally, there were higher than normal tides (up to 22 feet). The wind event started on the 29th and had sustained winds in the 30s and upper 40s. Subsequently, Airfield staff were called in because of some loose aircraft. The float pond was checked that evening and everything seemed fine at 9:00 p.m. The following morning, staff found that the south shore was completely eroded away. Several of the gangways are secured in the bank with a concrete pad. As the waves ate away at the shore, the concrete pads fell into the float pond. These have been fixed in a temporary manner. The erosion occurred above where the fabric barrier

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under the rocks ended. Typically, the fabric should have gone all the way up to the road surface and anchored to keep the rock and sand from eroding away.

The wave action was aggravated on the south side because of the big open water, the prevailing winds and the Ramp 114 at the bend of the west finger kind of funnels the wave action between the shore line and the float dock. Subsequently, the water goes around any type of obstruction. As the water goes around the dock, it starts to swirl behind it and the wave action between the dock and the shore drives that twirling action in like a rotor-mill into the shoreline. There are two problems: 1) the shoreline needs to be repaired once the Engineer has a chance to look at it and 2) some sort of a barrier, such as a floating barrier or seawall to break the wave action before it comes in contact with docks. Staff has a couple of ideas of using barriers strung between the docks that are buoyant and full of water to absorb the wave energy. Additionally, another barrier needs to be installed in front of Dock 114 to break the wave action as it comes across the open water.

Staff released water over the course of two days. The flood gate is elementary and there is no way to manually control it, especially if there is the possibility of a dike break. Staff is looking at irrigation gates that can be controlled with a hand wheel or something like that. Mr. Rinkenberger suggested installing two gates: one that will lock out the rising tide on the river and still let the float pond drain, or vice versa, the tide can be let into the float pond.

Ms. deLaBruere said dealing with the water in the pond has occurred every fall and winter as the high tides occur. This is difficult to control. She said this is something that needs to be taken care of.

Board Member Mackey said he found a website on tides where you put in your zip code and you can see what the projected sea levels are going to look like in 20, 30, 50 years. The most conservative of those projections has the float pond not existing in 30 years. He said the conditions will worsen and worsen as the glacier keeps melting and rising tides. He wondered if they needed to think larger and more long term and also, if this is anything that can be fixed or just abating until it can't be used any more. Board Member Mal Menzies said the land mass in Juneau is rising at a very high rate. The tidal influence to the float pond would be really surprising that it would go dry. He said it was hard to visualize what Mr. Mackey has stated. He thought things were going good for the airport and good procedures put forth by Maintenance. He thought everything was reasonably well in hand. Mr. Mackey said the projection in 30 years is that the pond will not go dry, but there is a possibility of the pond being overly wet. He hated to see everyone back at the table in five or ten years. Mr. Menzies said the Airport has gotten quite a bit of land with the isostatic rebound over the years and it will continue to gain land.

C. Airport Manager's Report:

1. JNU enplanements are increasing again. Enplanements for 2014 came in at 375,828, which brings the Airport back to a small hub status. This is in line with where enplanements were expected to rebound.

2. Alaska Community Awards of Excellence 2015. The Airport submitted the runway rehabilitation project as a candidate for Alaska Municipal League's Alaska Community Awards of Excellence - Infrastructure Improvements. The awards will be named in November, at which time the Airport will see if the runway rehabilitation project qualified.

3. Scenic JNU Airport. JNU Airport has been named as one of the top seven airports in the world with a *breathhtaking view* by travel based company CheapTickets.com. The following link gives a quick blip on the seven airports (with pictures) and promotes routing through the airports on a layover.

<http://www.cheaptickets.com/blog/2015/09/setting-the-scene-7-airports-with-breathhtaking-views/>

4. Airport Engineer Report (Attachment #2): Airport Engineer Ken Nichols reported the Master Plan public meeting will be a different format than at the previous meeting. A portion will be open house, with a presentation after the open house and then allow for questions. Hopefully good input will be received. The turnout for the prior meetings has been dismal. This time flyers have been distributed around town, as well as flyers to people who get e-mail announcements. Mr. Harris suggested that the Airport Manager and the consultants spend a little time on the radio. The storm water changes in operations will be discussed, as well as some things that need to be done for aircraft and vehicle wash operations at the next Operations Committee meeting.

5. Airport Architect Report (Attachment #3): Ms. deLaBruere said staff has been reworking the numbers and square footage in response to not only the committee meeting that addressed what can the Airport get the most bang for their buck with the Snow Removal Equipment Facility (SREF) money and also a few conversations with the FAA, which prompted the next series of diagrams and a rehash of the numbers of what is eligible. The FAA referred staff back to the new circulars that have come out with regard to what is allowable with the SREF, as well as the size of the bays that has changed and the number of equipment that JNU is allowed based on the size of the airfield. When those calculations are taken into it, JNU is actually allowed and can plan for more equipment. Staff was not planning for the size of airport that it is and a few hundred feet have been added with the runway safety area. Ms. Fritz did the measurements and fine-tuned the equipment that the Airport currently has and for planning purposes and then staged down to just the basic needs – snow removal equipment, not maintenance equipment and what is needed to serve the circulation areas and a maintenance bay that is allowed. This allowed for a larger snow removal

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building, but the maintenance portion was eliminated for now as it is not 100% eligible, as a matter of fact, they are not eligible at all within the facility. Ms. Fritz finalized the figures and they will be submitted to the FAA.

Once the FAA buys in, the committee will be reconvened to discuss the plans. The other component is when this was sent to the City for their federal participation, they want to make sure that they have the whole picture and they want staff to come before the Assembly Finance Committee. One question was specific to the sales tax and the special Legislative grant of \$3 million and \$3.1 million and making sure that the \$1.9 million repayment is approved by the Assembly. Architect Catherine Fritz said this is considered a new project by the FAA, which is a good thing. Because of the extended period of time that it has taken to pull together funding for this project, she thought it was warranted to begin the project again. A lot of engineered drawings will be able to be reused but will need to be updated.

The previous product was a 73%/27% arrangement with the FAA. There were some items that do not exist in the new handbook. Staff is scoping the project for everything the Airport is eligible for at the maximum eligibility, which is believed to be very close to a 100% Airport Improvement Program (AIP) project, which still means that the project will be funded at 93.75% by the FAA and then 3.125% by the local and the State, which is the 100% project. There will still be things outside of that funding that will be wanted (i.e., the FAA does not approve of a wash bay and it makes very little sense to have the equipment in storage if it is not properly cleaned).

The bottom line is that the crew will be operating out of two facilities as this will be phase one of the facility. The future phase, which will not be funded through AIP dollars, will be the maintenance portions of the needs for the airfield and the equipment. Ms. Fritz said she hoped to have the funding for the SREF in about ten months, with the bid out and ready to award the minute that the FAA gives us the grant. The local funding is not a problem, but the Airport needs the FAA's assurance they will give the Airport the money. Once the construction starts it should be a maximum of two years before occupancy.

Ms. deLaBruere said that the \$30 million that was presented to the Assembly as the money needed for the phase, also included the geothermal system for the northwest site. The FAA has asked the Airport to back that into a separate project. It will now be two projects – the SREF phase one and the geothermal loop field for the SREF. Because it was not on the original request, there may be some questions. It was built into the original \$30 million and now backed out per the FAA.

Ms. Fritz said the Airport Rescue/Fire Fighting (ARFF) building modifications project contract is with the City Engineering Department. This project will be started.

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The ARFF truck requisition has been forwarded to Rosenbauer as they are under contract with the City. Their technical representative tried to arrive on Sunday night and was told the weather was preventing any planes from getting into Juneau. The representative is again scheduled to be here on October 28th for a preconstruction meeting. This will go through all of the technical details of the contract and the ARFF vehicle. The truck is expected in mid-summer to fall. The representative said Gustavus' Rosenbauer is here, which is very similar to JNU's. It is at the DOT yard getting ready to go to Gustavus. They were able to take a peek at the vehicle.

More details are being worked out with the concessionaire (Jacobsen/Daniels Associates (JDA)). They are providing food service to Delta, which takes a lot of infrastructure to do the concessionaire work for an airline. The office will be done soon, which will be more convenient than the old office. The Airport continues to clear out the old kitchen with two successful surplus lot sales. This will bring \$1,100 back into the Terminal fund. The asbestos sampling has been done, but no results have been received. Staff is working on clearing out the space and preparing for possible new tenant alternative use than the storage of the kitchen.

There are many small projects that are being taken on recognizing that the knuckle renovation is quite a few years off. Some projects are being worked with Maintenance to decide what needs to be upgraded before the next decade. For example the stair materials, the lighting around the stairs is not good or safe to change lamps, cleaning surfaces, and safety-related items in various areas around the terminal.

VIII. **CORRESPONDENCE:** None.

IX. **COMMITTEE REPORTS:**

A. **Finance Committee:** None.

B. **Operations Committee:** Committee Chair Mal Menzies said the Operations Committee met on September 25 to take up the Airport land acquisition wish list (draft land management plan) and an update to the Forecast of Aviation Demand portion of the Airport Master Plan. Both of these items are before the Board as action items under Unfinished Business. The next scheduled Operations Committee meeting is October 27 at 9:00 a.m. to discuss airport signage and the Storm Water Pollution Prevention Plan (SWPPP) compliance and operations.

X. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Debbie White said some changes will occur when the election is certified, with Greg Fisk as the new Mayor. She said one of the things that happen after the election is the Mayor assigns committee assignments. She said she had not met with Mr. Fisk, but she hoped that her committee assignments reflect things she knows more about. The fact is that lands, resources and things that have to do with real estate are more suited to her knowledge base. She said she

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would be out of the country for the next Board meeting. She said it had been very interesting to learn about how everything works. She said that after sitting through the meetings, she started paying attention to other little things that are happening as a passenger. Chair Heueisen thanked Ms. White for her participation. He said she had been one of the better liaisons the Airport has had.

- XI. **PUBLIC COMMENTS:** Tom Buzard, a local Juneau citizen, asked if the pieces of land for acquisition were privately held. Ms. deLaBruere said they were privately held and that the list is a wish list. Mr. Harris said the two exceptions are the Jordan Creek parcels, which are City properties. Mr. Buzard asked if the current owners who own the pieces of land choose not to sell them to the City, would the Board then look at an eminent domain situation? Ms. deLaBruere said no. There had to be a lot of reasons why the City would go through eminent domain. A good example is when the Airport was looking at the decibel noise level, there was a parcel of property that fell on the approach end of Runway 8 and the FAA said this property cannot have a private residence on it. As part of the runway safety area, the FAA stepped in with the money and said the property had to be purchased. She had not seen eminent domain or condemnation as there has to be a good reason for either.

Mr. Buzard said the airport has a significant imprint. He asked what would happen when the wish listed properties were purchased, will properties on the border of the airport again be looked at as a wish list to increase the size of the airport some more? He asked when is the airport going to be large enough? Ms. deLaBruere said there has been one parcel of property that has been on the wish list for 20-some years. It was expanded to other areas. There would have to be a use for it. The only thing she could see would be expanding into wetlands, which would take many years and a lot of money. She said the Airport is not just accumulating property to accumulate property. It has to be managed, used and maintained. Mr. Buzard said with the isogeologic rebound that is taking place in this region, which is significant, it is estimated that in the next 7 to 14 years will no longer be classified as an island and the wetlands issue may not be an issue by that time.

- XII. **BOARD MEMBER COMMENTS:**

A. David Epstein said he had been advised that Alaska Airlines is going to add an early morning non-stop to Seattle in January. It will depart at 5:25 in the morning. They are also adding another Anchorage to Juneau flight late night. It leaves Anchorage at 10:45 p.m. and arrives at 12:30 a.m.

B. Robert Mackey said as noted, he won a School Board position. He said it was his will to stay on the Board; however, there is a conflict in meeting times. It is his intent to resign as soon as the Board can find a suitable replacement. He will get the resignation in pending, of course, that there is not a rescheduled time. He will get that in so that the Board is not stuck with a vacant seat in the meantime. If the meetings get rescheduled around and there is no longer a conflict, he would certainly love to rejoin the Board. He

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has enjoyed it and he will probably be back for the next meeting. Chair Heueisen thanked him and said the Board appreciates his consideration.

C. Dennis Harris said he did not know whether to congratulate Mr. Mackey or sympathize with him because he knows from a number of people serving on the School Board, it is a very time consuming and sometimes very thankless thing to do. He was sure the community will thank him for his service for both the School Board and the Airport Board. Mr. Harris will be out of town on November 3 and will return on Delta on November 10 at 6:45 pm. He will try to call in from the plane, but will not land in Juneau until 6:45 p.m.

XIII. **ANNOUNCEMENTS:** None.

XIV. **TIME AND PLACE OF NEXT MEETING:**

A. The Operations Committee will be meeting on October 27, 2015, at 9:00 a.m. in the Alaska Room.

B. The next regular Airport Board meeting will be held on November 10, 2015, at 6:00 p.m. in the Alaska Room.

XV. **EXECUTIVE SESSION:** None.

XVI. **ADJOURN:** *Robert Mackey moved, Angela Rodell seconded, to adjourn. The meeting adjourned by unanimous consent at 7:13 p.m.*