

AIRPORT BOARD OPERATIONS COMMITTEE
AGENDA
10:30 A.M., MONDAY, MARCH 13, 2017
ALASKA ROOM

I. CALL TO ORDER

II. ROLL CALL

III. NEW BUSINESS:

A. Maplesden Road - Access for Bicknell Property (Attachments #1 and #2).

Bicknell, Inc. owns the property north of TEMSCO and east of Maplesden Road, commonly known as 'Honsinger Pond' area. Bicknell is looking to develop the property and has recently been granted a rezone for 23 acres from Rural Reserve to Industrial, contingent upon them acquiring legal access to their property. Their current access is a drive way located on the on-ramp from Yandukin to Egan. Any changes to the rezone/use would negate the State of Alaska Department of Transportation (DOT) permit for the driveway since they cannot have legal public access on an acceleration ramp. Bicknell has been working with the Airport to gain public access off of Airport property on Maplesden Road (which is currently not a right-of-way). Since Federal (Federal Aviation Administration (FAA)) funding and acquisition is involved with this property, FAA protocol for right-of-way (non-aviation) use, or disposal of this property must be followed. Land disposal could mean sale of property or land swap, but still has strict Federal guidelines due to grant assurances. Regardless, the FAA will have the final decision/approval once the Airport and Bicknell choose a path. Either way, the sale/swap of land can be a lengthy process with the FAA.

Additionally, the State of Alaska DOT has resurrected the 2003 West Egan Drive Corridor (WEDCOR) study. The preferred alternative (Attachment #1) shows Yandukin extending east through private property and connecting with Glacier Hwy by going underneath Egan. A Request for Proposals (RFP) is out for solicitation to update the WEDCOR recommendations and traffic figures. The DOT project seems to be well-timed with the Bicknell access discussions. It may be that consideration of an alternate access point or State involvement with possible land acquisition will need further discussion/planning.

Regardless, the Airport and Bicknell will continue discussions for access to Bicknell's property off of Maplesden Road in case the State decides on a different alternative for the WEDCOR.

For the Airport discussions: Approximately 0.8 acre of Maplesden Road is required to provide Bicknell's requested access point (approximately 200 feet south of Yandukin, see Attachment #2). To continue moving forward on this, staff would like the Operations Committee to give guidance to either a) pursue land disposal; or b) pursue a land exchange (in the area) with Bicknell, Inc. Either direction would require the City to be involved to turn it into a right-of-way, and then the FAA process for land release. Due to the length of time this may take, the process to provide access off Maplesden can proceed

concurrently with Bicknell's discussion with State DOT. Further discussions and possible motion at the meeting.

B. Smoking Areas Signage. Discussion of 'No Smoking' signage in front of the terminal, per Committee member request.

IV. UNFINISHED BUSINESS:

A. Water/Sewer/Utilities in Northwest Development Area: As discussed at the February 13, 2017, Operations Committee meeting, water, sewer, and 3-phase power are currently being extended to the Snow Removal Equipment Building (SREB) in the Northwest Development Area (NWDA) and will be funded by the FAA. There will also be an opportunity to provide stub-outs for future hangar sites and some existing hangars that do not currently have water and sewer. These stub-outs are not FAA eligible, so FAA will not participate. They are also not eligible for Passenger Facility Charge (PFC) funding. Staff recommended the use of local funds for the capital investment, which could then be recovered through a hookup fee. The hookup fee could be paid by existing lessees now, and could be recovered later as lots are leased.

Staff was asked to explore further extension of the water/sewer to the hangars located south of this area. Staff was asked to poll the tenants to see if tenants were interested, how much more the 'up front' costs would be, and present the full picture to the Operations Committee at a subsequent meeting.

Staff will provide an update at the time of the meeting and suggestions (if any) for action. Since the contract work for this area is time critical, any additional (private hangar) water/sewer extension funding would need to be approved by the March 14, 2017 Airport Board meeting.

V. TIME AND PLACE OF NEXT MEETING: TBD

VI. ADJOURN