

MINUTES of
AIRPORT BOARD MEETING
April 11, 2017
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

Dennis Harris

Martin Myers (via phone)

Jerry Godkin

Joe Heueisen

Angela Rodell

Staff/CBJ Present:

Patty Wahto, Airport Mgr.

Scott Rinkenberger, Airport M&O Sup't

Marc Cheatham, Dep. Airport Mgr.

Loren Jones, CBJ Assembly Liaison

Ken Nichols, Airport Engineer

Public Present:

Angela Smith, PDC Engineers

Ben Ibold, RS&H

Mike Becker, RS&H

Matt Hanscom, Delta Air Lines

III. **APPROVAL OF MINUTES:** *David Epstein moved that the minutes of the March 14, 2017, meeting of the Airport Board be approved as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *David Epstein moved, Jerry Godkin seconded, that the agenda for tonight be approved as presented. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:** None.

VII. **NEW BUSINESS:**

A. **Airfield Updates – Presentations by Scott Rinkenberger, Airport Superintendent**
(tabled from March 14, 2017 Airport Board meeting)

1. **Fence Line Brushing/Tree Trimming Update.** The Airfield crew has been trimming brush/tree limbs along Berners Avenue, along the Fuel Farm and Juneau Police Department (JPD) impound lot area. The fence to the fuel farm/police impound yard has been cut two times since last summer. The fence line break-ins are occurring in the thicker brush and low tree limb area. Airfield is cleaning the area up to not only discourage camping and break-ins, but this is a Transportation Security Administration (TSA) security-mandate to maintain a six-foot clear area around the fence line.

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2. 'Eagle Sweeper' Anti-perching Device. U.S. Department of Agriculture Wildlife Services and the Airfield crew have looked at innovative ways to keep wildlife (birds) from perching on buildings, navigational aids and anything 'perchable' on the approach paths of the Airport. They have kept the Board apprised of these ideas that utilize recycled items from the airport whenever possible, which has kept costs to a minimum. The newest idea is the Eagle Sweeper to keep eagles off the 26 end approach MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) building.

3. Core Values: Mr. Rinkenberger noted the Airfield Maintenance core values are Safety, Openness, Accountability, Respect, Integrity, Nice and Growth (SOARING).

4. Winter Snow/Ice Summary. Airfield Maintenance is responsible for 47.6 miles of two-lane highway. The total snow fall for the year was 65.2 inches for the season. With that in mind, the Airfield crew plowed, swept and removed 43,717,270 cubic feet of snow during the winter season. The average weight is about 17.5 pounds per cubic foot, which equates to 386,264 tons of snow, which further equates to 772,527,876 pounds of snow over the course of the winter season. If a straight two-foot highway with four-foot shoulders was built from Juneau to Anchorage, it would equate to 574 miles. If the snow were to be put on this highway at a depth of six inches, it would equate to 517 miles, which would be about 56 miles short of Anchorage. This was done with a crew of 16 people. The crew certainly did an amazing job this winter. Board Member David Epstein said Mr. Rinkenberger posted the winter's activities on the Juneau Community Collective Face Book page and got a lot of positive feedback. Board Member Dennis Harris thought this should be shown to the Chamber of Commerce. Mr. Epstein thought this should be shown to the Assembly and let them see what they are getting for their money. Airport Manager Patty Wahto said she would make this an IOU. She noted that the crew also gets a lot done when it is not snowing or icy. She thanked Mr. Rinkenberger and the crew for the work they did.

B. De-appropriation of Grant Funds: Mrs. Wahto said this is a house-keeping item for accounting downtown. The Airport has closed out some grants, but the funding needs to be de-appropriated. This is for two older Capital Improvement Projects: the Snow Removal Equipment Facility (SREF) and Runway Safety Area (RSA) Phase I (Grants 51, 53 and 54). *Angela Rodell moved, Jerry Godkin seconded, the de-appropriation of \$591,772.91 of Federal Aviation Administration Airport Improvement Program (AIP51) unused grant funds and \$15,573.01 of Alaska Department of Transportation unused matching grant funds for the Snow Removal Equipment Facility; and de-appropriation of \$695,304.17 of FAA AIP53 and 54 unused grant funds and \$17,546.38 of Alaska Department of Transportation unused matching grant funds for the Runway Safety Area Phase 1. The motion passed by unanimous consent.* Mrs. Wahto said she had written a letter to Commission Luken regarding reconsideration of 50% of the local match portion

for the Airport projects compared to the State oil revenue tax that is collected. She has not heard back to date.

C. Maplesden Road - Access for Bicknell Property (*tabled from March 14, 2017 Airport Board meeting*) (Attachment #1): Bicknell, Inc. owns the property north of TEMSCO and east of Maplesden Road, commonly known as the 'Honsinger Pond' area. Bicknell is looking to develop the property and has recently been granted a Planning Commission rezone for 23 acres from Rural Reserve to Industrial, contingent upon them acquiring *legal* access to their property. Their current access is a driveway located on the on-ramp from Yandukin to Egan. Any changes to the rezone/use would negate the ADOT 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. Currently, Maplesden Road is Airport property for Airport use and development; not a right-of-way (ROW). The request would be to make a portion of it City ROW in exchange for alternate land.

There are several approvals required for this to move forward. The Board must approve the concept of a land 'swap', the City would need to approve the 'swap' and accept ownership/maintenance of a new ROW; and the FAA would need to approve the swap. The Airport must follow FAA requirements since the land that Maplesden Road is located on was acquired and developed through Federal means and funding. The FAA will have the final decision/approval once the Airport, City and Bicknell choose a path. As a side note, the ADOT has resurrected the 2003 West Egan Drive Corridor (WEDCOR) study which could further impact Bicknell's property based on the *preferred alternative* for the Yandukin/Glacier Highway/Egan link.

On March 13, 2017, the Airport Board Operations Committee heard Bicknell's request and discussed options for a ROW. In order to make a portion of Maplesden Road a ROW, approximately 0.8 acre would be required to provide the access at the requested point (approximately 200 feet south of Yandukin, see Attachment #1). The Operations Committee discussed a land exchange for ROW purposes rather than land disposal (sale) as this was thought to be a more palatable option for the Airport and the FAA. If a ROW is granted, the City would need to be involved. Any decision to grant a ROW by the Board will require FAA final decision/approval, as well. FAA review and approval can also take a bit of time.

The Operations Committee recommended that all three land exchange options be sent to the Board, but listed their preferred option as the 'L-shaped' portion that borders Maplesden and the frontage road for TEMSCO (see Attachment #1).

Option 1 (Operations Committee Preferred Option): The 'L-shaped' parcel east of Maplesden and north of the TEMSCO frontage road

Option 2: The rectangular parcel east of Maplesden

Option 3: The rectangular parcel north of the TEMSCO frontage road

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Additionally, the FAA will want to see a fair value for land exchange; developed property (filled/paved) for developed property (filled/paved) of equal size, or additional undeveloped property for developed property. If the Board approves the concept and general location of a land exchange for the Maplesden ROW, these specifics (as well as ROW ownership and maintenance) can be worked out later. *David Epstein moved, Marty Myers seconded, that the Board approve a portion of Maplesden Road (approximately 0.8 acre) for use as a City and Borough of Juneau right-of-way in exchange for a parcel of property of equal fair value, as shown in Attachment #1, the preferred Option 1: 'L-shaped'. Furthermore, direct staff to: work with the City on the ownership and maintenance of the ROW, and the fair value land exchange, then forward to the Federal Aviation Administration for approval. The motion passed by unanimous consent.*

D. Airport Manager's Report:

1. Airport Budget Presentation to the Assembly. The Airport is scheduled to present their update to the FY17/18 Budgets to the Assembly on Wednesday, April 12, 2017. The Assembly Finance Committee meeting begins at 5:30 p.m. Supplemental spending authority will be sought for FY17 in the amount of \$43,900.
2. Marijuana through the Juneau International Airport (JNU). JNU has been questioned by the Alaska Marijuana Industry Association (AMIA) and commercial marijuana sellers (in State) who state that JNU is prohibiting folks from traveling with their 'legal' marijuana within the state (specifically, to Anchorage for testing).

As it stands today: marijuana is legal in the state, but illegal to travel by air, mail, ferry, etc. (federal regulation and oversight). Some State airports are allowing people through the screening checkpoint with paperwork Marijuana Enforcement Tracking Reporting & Compliance (which is not a federal form). JNU maintains that this is still illegal on a federal level. If someone discloses that they have marijuana or TSA finds marijuana during screening, the JPD officer advises the traveler that it is federally illegal to travel with and that they can take it out to their vehicle, give it to a person not traveling (over age 21) or they can dispose of outside of security screening. If the person continues on, we have a federal obligation to alert the air carrier (the air carrier by law cannot knowingly allow the transport) and the Federal Air Marshal. It is then out of our court and we have done our job. Mrs. Wahto said this needs to be cleaned up on the Federal level. This was left where everyone will stay tuned. At this point in time, per Federal regulation, if it is found, it will not be allowed through or let the airline know.

Chair Heueisen said that Mr. Jones is a member of the Marijuana Control Board and was in attendance. Loren Jones, City Assembly Member, said he had a conversation with the City Attorney and he was very confused. He said they have dealt with regulations on transportation, which they have developed; they have a few problems and they are dealing with them. The Assistant Attorney General (AG) Harriet Milks,

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who is the Assistant Attorney General for both the Alcohol Beverage Control Board and Marijuana Control Board said the idea that State employees at State run airports are facilitating the transportation of marijuana is wrong. They have all been informed by the Attorney General that they are to follow the State and Federal law. He said the Attorney denied this was taking place. In addition, a private session was held afterwards. He said there is a group of people out of the AG's office, the Federal Aviation Administration, Airport Police, and Troopers that have been trying to figure this out with the Federal attorney. It stands that at least the Attorney General in an open, public Marijuana Control Board meeting said that it is not happening. They have a hearing on Thursday with some Notices of Violations and this may come up at that meeting on Thursday. The last meeting on April 4 and 5, he was told this was not happening. He said the Airport should continue to do what they are doing.

3. Airport Engineer Report (Attachment #2, #4, and #5): Airport Engineer Ken Nichols noted he had distributed a copy of the bid results from the Cargo Hard Stand Project (Attachment #4). Even though the Airport added quite a bit of work to the project, they came in much less than the bids from the last go around. The budget is good to go and it is with a contractor who is already out here doing work at another location. The Project Foreman has indicated they will use the same crew, but will shift their work schedule on the other project. He said a series of meetings have been held over the last week. The consultants have facilitated meetings with the stakeholder group and a Safety Risk Management workshop. The outcome of the workshop is that all of the risks associated with the taxiway geometry change are in the low category.

He showed a slide show (Attachment #5). Both Air Traffic Control Tower and the airlines do not want to change until they have to introduce additional turns; additional geometry would create additional instructions and steps for pilots to get in and out from the runway. That transitional period is going to be tough. At some point, there will be a trigger with this project unless Taxiway Charlie is triggered into the National Runway Incursion Mitigation list, which means two more runway incursions would have to happen. Another trigger is that the pavement needs to be replaced. Because the pavement does not meet the current geometric standards of design, the Airports Division Office has indicated they would not provide funding to replace the pavement at a non-standard design. There are several other standard design solutions, but this was a very good solution by the consultant team to take care of the operational issues that we have at this airport. This should be done some time after the runway renumbering and safety area grading in 2020 (perhaps 2022).

4. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz was out of the country. Mrs. Wahto reported that things are moving along on the Aircraft Rescue and Fire Fighting (ARFF) station. The project is now 70% complete. The Snow Removal Equipment Building (SREB) has had some concrete pours. There

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have been some unforeseen soil conditions of rap and organics. In this case, the FAA has said that this item is eligible.

Burns McDonnell has been chosen by the RFP Evaluation Committee. Ms. Fritz is working with them to develop some contract language. They hope to get some things moving by mid-April and get ready to go out to bid in late May or so. Bids were opened for the electrical panel upgrades. This is the pre-work for the passenger boarding bridge. The Alaska Electric bid came in lower than estimated at \$68,860 (estimate was \$90,919). The first construction meeting is scheduled for April 17. Board Member Jerry Godkin asked about concerns with the bid being 40% under engineer's estimate. Mrs. Wahto said she had asked Ms. Fritz about that. She was told that Alaska Electric is very familiar with this building and that area. There were other contractors from out of town that had a lot of questions, but Alaska Electric knows the building well.

The hot water supply for the restrooms has been added and is working as of April 10. Work with the signage company has resulted in a mini-sample of six inches. It will have an opaque back so the lighting will be good. Chair Heueisen asked about the timing of the installation of the signage. Ms. Wahto said she would bring that back to the Board.

Board Member David Epstein said he had taken a tour of the first floor restroom and he was quite favorably impressed.

VIII. **CORRESPONDENCE:** None.

IX. **COMMITTEE REPORTS:**

A. **Finance Committee:** There was no report.

B. **Operations Committee:** Committee Chair Marty Myers said there is no further report other than the earlier discussed

X. **ASSEMBLY LIAISON COMMENTS:** Mr. Jones said the deadline for applications for the Board vacancies is April 12. There are two vacancies and currently one applicant. If Mr. Harris applies, there will be a total of two applicants. The Assembly acting as the Human Resources Committee will act on that on April 24. The budget process will be completed by the end of May. The last meeting is June 7, but they may be done sooner. He said they will be looking at the capital budget and all of the Airport projects and the side that indicates whether there is any money for them. He wanted to compare that to the list the Engineer put out in terms of the projects to see if there is anything there or not there. Chair Heueisen said Loren and the Assembly has asked the Board's input and from all boards in the CBJ for what they think qualifications should be for new members in hopes of getting more applicants. He asked Jerry Godkin to coordinate that. He asked the

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members get their thoughts as far as the qualifications for new board members in to Jerry so the Board can come across as a unified body in what to look for.

XI. **PUBLIC COMMENTS:** None.

XII. **BOARD MEMBER COMMENTS:**

A. Board Member Dennis Harris asked the status of the Engineer and the Architect. The last he heard was the Airport was in limbo. Mrs. Wahto said Catherine Fritz was brought in as a 50-week employee. She could be brought on for training if someone were hired. The Architect position is still out for recruitment. Ken Nichols will begin as an employee on next Monday.

B. David Epstein is pleased to hear Mr. Nichols is staying. Mr. Nichols said he will be working remotely. The salary parameters he requested were not reached, but there are other family factors as to the insurance coverage and the timing of this that made his decision for him. Mrs. Wahto said she is still working with Assistant City Attorney Contreras in the Law Department to write a personnel plan similar to other enterprise funds so that there is a little more autonomy.

XIII. **ANNOUNCEMENTS:** None.

XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on May 9, 2017, at 6:00 p.m. in the Alaska Room.

XV. **EXECUTIVE SESSION:** None.

XVI. **ADJOURN:** *Dennis Harris moved to adjourn. The meeting adjourned by unanimous consent at 7:22 p.m.*