

MINUTES of
AIRPORT BOARD MEETING
October 10, 2017
Alaska Room, 6:00 p.m.

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

II. **ROLL CALL:**

Members Present:

Dennis Bedford	Dennis Harris	Martin Myers
David Epstein	Joe Heueisen	Angela Rodell
Jerry Godkin		

Staff/CBJ Present:

Patty Wahto, Airport Mgr.	Scott Rinkenberger, Airport M&O Sup't
Marc Cheatham, Dep. Airport Mgr.	Loren Jones, CBJ Assembly Liaison
Catherine Fritz, Airport Architect	Beth Weldon, CBJ Assembly
Ken Nichols, Airport Engineer	

Public Present:

Irene Gallion, DOWL	Eric Eriksen, Chamber of Commerce
Alex McCumbers, KINY	Tyler Adams, USDA Wildlife Service
John Yarnish, AECOM	Charlie Williams, Chamber of Commerce
Steve Horton, Leibowitz & Horton	Courtney Wendel, Public
Kent Craford, Alaska Seaplanes	Mike Craford, Alaska Seaplanes
Tom Williams, Ward Air	

III. **APPROVAL OF MINUTES:** *Angela Rodell moved approval of the minutes of the September 12, 2017, Board meeting. The motion passed by unanimous consent.*

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

V. **PUBLIC COMMENTS:**

A. Eric Eriksen, Juneau Chamber of Commerce, spoke regarding the North Terminal renovation project. He said the Chamber supports the project. The letter presented (Attachment #3) went through the membership of 400 businesses, which brings forward information of projects like this to committees. It goes through a committee process and forwarded to the Board for recommendation. This process illustrates the weight behind the letter. They are aware of the project and the available funds. The full funding may not be available for the full scale of the project. There may be some out-of-the-box thinking to scale the project through more phases to take advantage of the project funds that are available. They support that idea, concept, the leadership and the leadership of the Airport Manager.

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B. Charlie Williams, Juneau Chamber of Commerce Board Member, said the North Terminal renovation is a project that may not have all the money, but phasing this and making the project get off the ground and started will benefit everyone – the community at a time when a lot of construction jobs have been lost, at a time when there is a lot of uncertainty in the economy – this is a shovel-ready project for phasing. It will help alleviate some of the loss and stretch it through a time. The North Terminal was built a long, long time ago and has served its need. It has been remodeled a couple of times. It needs a lot of effort put into it. The sooner the project moves forward, the less expensive it will be. If this project waits five more years, the construction dollars are worth incrementally less each year. He thought it made sense to get the shell, roof and exteriors done so that the project can continue to make it a better terminal for everyone's use.

Jerry Godkin, Airport Board Member, asked both people to take the time to go to an Assembly meeting to make the same speech as made tonight. He felt there were more ears that the statement needs to fall on than just the Board's.

C. Kent Craford, President of Alaska Seaplanes, thanked Charlie and Eric for bringing the issue of the North Terminal to the Board's attention. He said about five years ago he was in Kake sitting in a van with Bruce Botelho before a Council meeting. Mr. Craford was there to talk about the essential air service contract before the City Council. Mr. Botelho was there to convince them that they should be annexed into the CBJ. Mr. Craford said his presentation went a lot better than Mr. Botelho's. They also discussed a bond issue that was on the ballot at that time that included \$6.9 million for terminal renovation, which passed.

Five years later, there has been a lot of good work trying to come up with a plan for the future of the North Terminal that will meet the tenants needs and the needs of the flying public. But as the Board knows, this is hard money to get – to obtain money for revenue-generating projects. At some point, the money in the bank will have to make do. The Airport wants to grow; the 135 commuter operators want to grow. They see a lot of potential. They have invested more money in the last six years than any operator has in the last 20. They see the opportunity to make Juneau an international airport truly ... not technically, but daily. The only way to achieve that growth is further investment – both public and private. Three things are needed: certainty (more than the month-to-month lease; sustainability (that they, the airport, and the community can afford); that is right sized with the volume that is passing through that end of the building. He said that importantly, they need runway – capacity for growth – elbow room for all of the commuter carriers to be able to achieve what they think is possible in commuter aviation in Southeast.

He noted that they have had a great working relationship with Patty and her staff – especially, Ken, John and Catherine. They felt confident that if the users of the North Terminal and the Airport staff collaborate, get creative, figure out how much money is available and how to use that to make both objectives, a plan that will work and that can

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be done now is possible. He said they were asking the Board support the staff as they endeavor to do that. They commit to work with staff to find a solution that works for everybody. They want to get something going, get it built and soon.

VI. **UNFINISHED BUSINESS:**

A. USDA Wildlife Presentation/Update and Trees on Runway 26 Approach

(Attachment #4). The Airport's U.S. Department of Agriculture Wildlife Biologist Tyler Adams said an issue near and dear to his heart is reducing bird strikes. Last year trees slightly south of the MALS building created an eagle's paradise. Since then, those trees were removed and the secondary growth works absolutely perfect as it acts as an anti-perching device. As the next summer comes, the hedges will be pruned and it will maintain the circular shape. They drive around and try to figure out target areas and equipment that the birds are using. The owner of that equipment is contacted and possible prototypes are discussed to make it unperchable. There has been a lot of great success as there are many people that work at the airport to try to reduce bird strikes. The problem solving of issues is one of Mr. Adams' favorite parts of the job.

This past year there was a die off of herring next to TEMSCO, which attracted dozens of eagles throughout a 24-hour period. Poles with Mylar tape were set up and took care of the problem. Another solution was a wind-powered tire rim welded to a chimney diffuser, which constantly keeps the roof clear of eagles. On the days it is not windy, the eagles will still perch there. As the perchable areas at the airport for eagles changes, it pushes them to places where they haven't been, which happens to be the trees on the east end of the runway. Mr. Adams has been working with a Habitat Specialist from Fish & Game to try to get the spruce trees removed before the eagles build a nest in the approach area. Jets can be very low when they come in for landings in this area. A permit is forthcoming for tree removal in this area. This is the notification to the Board about the removal of these trees to be done before winter.

B. Sustainability Master Plan Presentation (AECOM) (Attachment #5). John Yarnish with AECOM and subconsultant, Steve Horton with Leibowitz & Horton, presented an update on the Airport Sustainability Master Plan. Please see Attachment #5. Board Member Dennis Harris asked of the other airports JNU is compared to: how many are surrounded by a wildlife refuge and how many of them have more land for rent than this airport does as he believes it is one of the revenue problems. He did not think any of the airports compared on that basis. He also agreed that most small hub airports have more revenue-generating real estate than his airport. Airport Engineer Ken Nichols said an analysis has since been done on the pavement cycles and the final versions of the financial documents will have a number of projects out there based on the need for that cycle of life-cycle costs.

VII. **NEW BUSINESS:**

Airport Manager Patty Wahto said a lot of grants came in just before October 1, which was for Federal Fiscal Year (FFY) 17. The Board has four grants and one amendment – one

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grant and project moved forward at a prior meeting, which was the Taxiway Alpha and the Runway Incursion Design. The Airport had \$3 million as part of the 1% Sales Tax ballot measure that passed on October 3. Discussions have been held with the City Manager and the Finance Director. The Airport is pretty unique as it has projects ready to go and they have some existing Sales Tax dollars that are available. They are trying to get these funds out to projects that are ready to go ... mainly, the Airport Projects. Of the four grants in front of the Board, even though the Finance Committee approved Airport Fund Balance for the match, the City wants the Board to consider using a match of 1% Sales Tax dollars on these projects. The Board needs to appropriate the grant and the match, but this agenda went out prior to the discussion with the City to use either Airport Fund Balance and or 1% Sales Tax. As the bids come through, these projects will go before the Board to let them know what the winning bids are.

A. Airport Improvement Program (AIP) Grant—Float Pond Repair. The Federal Aviation Administration (FAA) has issued an AIP grant in the amount \$765,000 for this project. Required local match is \$51,000; local match of \$31,250 was approved for appropriation from Airport Fund Balance (or 1% Sales Tax) at the August 28, 2017, Finance Committee meeting. That approved amount was based on an earlier project estimate, which was subsequently updated. *Angela Rodell moved that the Board approve the appropriation of an Airport Improvement Program grant award in the amount \$765,000, and local match funds in the amount \$51,000 from the Airport Fund Balance or 1% Sales Tax to the Float Pond Repair Capital Improvement Project. The motion passed by unanimous consent.*

B. Airport Improvement Program Grant—Runway Safety Area (RSA) IIC NE/NW Quad Apron Work. The FAA has issued an AIP grant in the amount \$10,125,000 for this project. Local match is \$675,000, which was approved for appropriation from Airport Fund Balance (or 1% Sales Tax) at the August 28, 2017, Finance Committee meeting. Also approved at the meeting is a contingency of \$400,000 from Airport Fund Balance until it gets used through forward funding and reimbursed by a grant. *Angela Rodell moved the Board approve the appropriation of an Airport Improvement Program grant award in the amount \$10,125,000, local match funds in the amount \$675,000 to be funded from Airport Fund Balance or 1% Sales Tax, and contingency funds in the amount \$400,000 from the Airport Fund Balance to the Runway Safety Area IIC Northeast/Northwest Quad Apron Capital Improvement Project. The motion passed by unanimous consent.*

C. Airport Improvement Program Grant—Ramp LED Lighting. The FAA has issued an AIP grant in the amount \$240,000 for this project. Local match is \$16,000, which was approved for appropriation from Airport Fund Balance (or 1% Sales Tax) at the August 28, 2017, Finance Committee meeting. *Angela Rodell moved that the Board approve the appropriation of an Airport Improvement Program grant award in the amount \$240,000, and local match funds in the amount \$16,000 from the Airport Fund*

Balance or 1% Sales Tax to the Ramp LED Lighting Capital Improvement Project. The motion passed by unanimous consent.

D. Airport Improvement Program Grant—Acquire Snow Removal Equipment. The FAA has issued an AIP grant in the amount \$4,823,551 for this project. Local match is \$321,571, which was approved for appropriation from Airport Fund Balance (or 1% Sales Tax) at the August 28, 2017, Finance Committee meeting. *Angela Rodell moved the Board approve the appropriation of an Airport Improvement Program grant award in the amount \$4,823,551, and local match funds in the amount \$321,571 from the Airport Fund Balance or 1% Sales Tax to the Snow Removal Equipment Capital Improvement Project. The motion passed by unanimous consent.*

E. Airport Improvement Program Grant Amendment—Snow Removal Equipment Building (SREB). Staff requested a SREB grant amendment in the amount \$290,764.65 for SECON, F&W, and ECI/Hyer change orders. Approximately \$261,000 has been approved, with the balance to be approved soon—it was split due to the availability of funds across the federal fiscal years. There is sufficient funding for local match in the project. Staff requests approval to appropriate the federal funds upon receipt of the second approval. Match for this amendment will be met with existing appropriated local funds. *Angela Rodell moved the Board approve the appropriation of an Airport Improvement Program grant amendment in the amount \$290,764.65 to the Snow Removal Equipment Building Capital Improvement Project upon receipt of the remaining requested amount from the FAA. The motion passed by unanimous consent.*

F. Front Curb Enforcement. Mrs. Wahto said several meetings have been held and this was referred to the Operations Committee for some suggestions of how to deal with the front curb – patrolling, etc. Deputy Airport Manager Marc Cheatham said an Operations Committee meeting was held on September 29, 2017, to come up with the options for the front curb. It was thought that Community Service Officers (CSOs) could be utilized. This is not a possibility as they are currently overworked. The Operations Committee thought raising the fine will hit home. Most of the time when people get tickets, they rip them up and do not care. The Committee thought \$100 is substantially more. The Airport cannot ride the current ordinance as this is geared toward the entire city. He is currently working with the Law Department to find out how this can be changed. It looks like it would be handled through 05, if the Board decides to go that direction. A couple of other things came from the Committee meeting.

Operations Committee Chair Marty Myers said other possibilities were to put up an L.E.D. traffic sign that says fines will be issued for parking in the “no waiting zone”. This would not have to be done all the time, but could be lit up during the high traffic times. Another suggestion was to increase the social media outreach for letting people know about the problem that it is creating and the fact that it is more than just parking your car on a City street for longer than they are supposed to. It is actually impeding a

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federal regulation on parking and waiting in an area that is subject to people coming in and out and also threats against this airport. The Committee looked into JPD (Juneau Police Department) and considered the possibility of private security to come in at times and have the authority to write those tickets as armed officers. For the most part, he thought the fine was absolutely ridiculous. If they are going to argue with people about the fact that they are there, he thought a higher fine makes it more substantial on someone who disregards the regulation.

Mrs. Wahto said tickets are issued and handled by JPD and their collection system downtown. Because of how the ticket was written and where it was written, the fine comes back to the Airport as revenue. Assembly Member Loren Jones said that the Assembly changed its City ordinance to allow officers to issue tickets to vehicles. This also changed the person who hears protests to the ticket to the Deputy City Manager. These hearings are held once every couple of weeks.

Ms. Rodell said that a concern that has been noted is inconsistent enforcement on the front curb. Part of that has to do with being able to staff and be mindful of what is going on. She asked how the Airport planned to enforce a \$100 versus \$25 fine. Is it possible to use security cameras to get license plate numbers and follow-up if it is not possible to physically police it at all times. Mrs. Wahto said the increased fine was one part of it – which would make the statement that you cannot do this due to federal regulations – but the other part of the discussions focused on how to enforce the rules seven days a week during peak traffic times and random thereafter. Contract security was discussed. Some information was to be gathered and brought back to the Operations Committee probably in December. The consistent enforcement is lacking, but the problem is how to pay for it and support it. JPD is short on officers. Maybe contract security should be visited or maybe in-house enforcement on the curb.

Mr. Harris said they had discussed hiring security services to cover the 9:30 p.m. coverage. The curb turns into a real zoo. It made him appreciate using the area across the street because the front curb was four-wide and packed solid. This needs to be stopped. The Board needs to be willing to set the fines high and hope that the fines would support the extra security, but if not, the Airport will need to eat the cost. He said this is the only way – having someone in uniform and writing a ticket – to get people to pay attention. Unfortunately everyone thinks that they are special and the law does not apply to them. Private security and publicity push telling people the reason it is being done because the Airport is not going to risk federal funding.

Ms. Rodell asked how many tickets have been issued over the last year, month, or a set time frame. Mrs. Wahto said she does not have any of those numbers. People are kicked off the curb more than ticketed as it is the first line of defense. The tickets are written to the most egregious ones who just say, “Ticket me” or “I’m not moving” or the vehicles are completely empty. Those are the ones that are getting tickets.

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Board Member Jerry Godkin asked if one of the Airfield Maintenance staff could be used help educate people. He said Pam is doing well and keeps people moving. If there was the ability to duplicate some of what Pam does – put on an orange vest and keep them moving. He was not asking Airfield to write tickets but just keep them moving. If the Airport could educate some of the time, some of the problem might be alleviated. *Marty Myers moved to approve the increase to the front curb parking violation at the Airport terminal to \$100 per violation and begin the public process to adopt this change in code. The motion passed by unanimous consent.* Chair Epstein said that along with this motion, a public outreach needs to occur so the public is aware that the fines are going up, among other things.

G. Airport Manager's Report:

1. Enhanced TSA Passenger Screening Procedures. Deputy Manager Marc Cheatham said the TSA (Transportation Security Administration) is doing enhanced passenger screening procedures. Any electronic larger than a cell phone must be removed from the bag, as well as encouraging passengers to reduce clutter in the bins for faster vetting. This change may increase wait times, and we strongly encourage passengers to arrive two hours before their scheduled flight. Ms. Rodell said that she cleared TSA at 5:15 a.m. for the 5:20 a.m. flight. She was in the terminal at 4:15 a.m. She said if the recommendation is to come two hours early, people will be at the airport at 3:15 and the facilities are not here for people to stretch out and sleep. She was curious to educate the public about getting people here. Mrs. Wahto replied there is four-hour window between the last arrival and the next flight. TSA will be doing a media outreach.

Ms. Rodell asked about TSA Pre-Check. Mrs. Wahto said this was addressed with the TSA this summer, who expressed concern about the numbers being too low to warrant TSA Pre-Check. However, the enplanements did not warrant an in-line system for baggage screening, nor two in-line systems. She said the Airport will continue pushing this. People aren't going to sign up for it locally because it is not here. Mr. Jones noted that TSA did not open the passenger screening checkpoint until 4:30 a.m. for the 5:20 flight, even though he showed up two hours early.

2. Escalator/Elevator Injury Reporting. Mr. Cheatham said a gentleman riding the escalator up tumbled down. The man was not holding onto the handrails and was quite wobbly. This man reported the fall to the State of Alaska Labor Standards and Safety Division. The Airport did not know there is a reporting necessary for falls/slips on escalators and elevators. From here forward, anytime a person is injured and has to be seen by a doctor, the Airport must report it immediately to the State. If it was a mechanical failure, the equipment has to be shut down completely until the inspector can come through and verify the mechanical reason. Any injuries that have occurred have been reported within the City to the Risk Management group. Video is

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also gathered on any incidents or accidents. The State requirement was unknown until this last accident.

3. Food and Beverage (F&B) Concession Request for Proposal. Staff is finalizing the F&B (both inside the departure lounge and outside) concession RFP and aiming for a contract start date of April 1, 2018. We should know in the next couple of months where this is heading.

4. Emergency Table Top Exercise. The Airport held its annual emergency exercise on September 25, 2017. This year was a table top exercise. It was a good exercise for all from Air Traffic, Fire, JPD, FBI, U.S. Customs, TSA, airlines, Bartlett Regional Hospital, emergency services, staff and many others. It was well thought out and facilitated by Scott Rinkenberger. It was a good turn out and a good exercise of the brain.

5. 'Ceremonial' Last Combi-configured Aircraft Flight. Alaska Airlines (ASA) is scheduled to retire their combi-configured 737-400 aircraft this fall. On October 4, ASA Flight 66 was the official ceremonial flight passing through JNU to say farewell to this iconic aircraft. This included CEO Brad Tilden on board. It was a nice gathering. The official last aircraft will be on October 18, Flight 66.

6. Airport Engineer Report (Attachment #1): Airport Engineer Ken Nichols reported all of the paving has been done on the Northwest Apron Project (RSA IIB). His winter schedule will be mostly remote. He will attend the Board meetings by phone.

7. Airport Architect Report (Attachment #2): Airport Architect Catherine Fritz reported the main construction activity has been work on the SREB. Things are going well with an average of 20 workers per day at the facility. The other planning project was referenced by the public comments – this is the planning work for the next phase of terminal renovation. Staff is scoping that work and finding a way to get it within the funding that is available. The exhaust system for the Aircraft Rescue Fire Fighting addition has been shipped. The mechanical contractor will not be on site for a couple of weeks, but expects to have it done by the end of October.

8. Airport Superintendent Report (Attachment #6). Scott Rinkenberger, Airport Superintendent, gave a presentation on this past summer's work and projects by the airfield crew. The Airport was very busy operationally. There was an uptick of military travel at the airport. There was a big operation at Elmendorf that included multiple agencies.

The Airport has slotted drains. It took three weeks to clean a slotted drain on the south side of the runway. They appreciated the help from the CBJ Street

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Maintenance crew. The Airfield Maintenance crew replaced a failed basin on the street side of the airport. Three failing basins were replaced. Vehicle wash Wednesdays target some of the heavy equipment which is susceptible to mold. One of the older pickup trucks was cleaned and was thought to be a new piece of equipment. All snow removal equipment has been targeted for maintenance to get it prepped for the winter season.

New warning beacons were installed on the vehicles due to a request from the Tower. There was an incident last winter where the Air Traffic Control Tower lost track of one of the vehicles and actually cleared an aircraft to take off. There was a lot of separation and nothing really happened. The new beacons are multicolored and easier to see. Additionally, staff provided Alaska Airlines with comprehensive training with regard to the use of the ADA ramp. Staff has also supported other tenants with regard to whatever staff can do to help keep their operations flowing.

Vehicles are being dumped on Airport property. Staff works with JPD to remove these vehicles. Main entry gates (Gates E, F and K) have been reworked and new signs installed. Staff designed a new Customs box and can handle aircraft with a 95-foot wingspan. The new area has red, white and blue striping and has worked out well. The Airfield crew handles all the painting in the non-movement areas, which is quite a lot of painting. The TSA directed the Airport to repair and harden some of the perimeter fences. The Airfield crew is now taking entire sections of the fence and stringing barbed wire on the top. After time, the entire perimeter fence will be topped with barbed wire. Tree trimming and grounds maintenance occurred throughout the summer. A float was destroyed during a storm and staff dismantled it.

A training committee was developed. It includes two Senior Operators, two Equipment Operators (who act as field training coaches), a Laborer and a Senior Mechanic. They established the prescribed practices for snow removal: the tactics, removal priorities, storage areas, ice control measures, cleaning of snow around runway lighting and end of season cleanup. The Airfield Maintenance core values are SOARING. He encouraged anyone to ask any of the Airfield Maintenance staff to tell them what their core values are.

In working with Weather climatologists, the winter season is expected to be a neutral event for the remainder of this year and into next year. However, some models are leaning toward a La Nina event, which could mean colder than normal temperatures and potentially above-average precipitation for our area. He said the climatologist from Washington, D.C., said the Airport will probably double the snowfall from last year. Staff is prepared for this, as is the equipment.

Mr. Godkin thanked Mr. Rinkenberger and felt the entire Board expressed the great job he and his staff do under his leadership. Mr. Godkin asked about the repair at NC

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Machinery and how that went. Mr. Rinkenberger said it came back just a smidge under budget. It now operates like a brand new loader. He thanked the Board for this consideration.

- VIII. **CORRESPONDENCE:** Mrs. Wahto said two letters (Attachments #3 and #7) had been received in support of the north terminal, and the terminal in general, moving forward on getting the renovations in place. She said when they came in by e-mail, she responded and stated she would have them at the meeting. Mr. Harris said he wished the folks had stuck around so that the delicate ballet staff goes through every time any project is dealt with in terms of the kind of boxes that have to be danced through in terms of eligible funds. He said the Board would love to do this. He hoped she would correspond with them to let them know it is not necessarily in our ability to do so because of the various federal boxes that have to be danced through.

IX. **COMMITTEE REPORTS:**

A. **Finance Committee:** Committee Chair Angela Rodell reported no meetings have been held.

B. **Operations Committee:** Committee Chair Marty Myers said in addition to the curb enforcement they worked on, the Airport requested they have a discussion concerning the float pond improvement and actually started work on it. It sounds like the equipment needed for the project would not be here until very late and would not be able to do work until the next operating season. It was determined that the best time to start would be the winter of 2018/2019.

Staff gave an update on aircraft pushbacks and a painting project that is a work in progress. They have requested comments from people who use the airport, as well as those outside. The Committee asked the Airport to put together a potential estimate to get water and sewer facilities to hangars in the northwest development area. The cost is \$422,145, which comes out to about \$14,556 for the 12 close tenants, plus 17 future tenants. The problem is that the Airport does not have the money to put that in place now and bill later. The proposal is to go back to the 12 tenants that currently have hangars to see if they are willing to pay the \$14,000 share in order to establish the project for those hangars. Without buy-in from all tenants in that particular lot, this probably won't go into play.

- X. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Loren Jones said the Assembly will meet on October 16 to certify the election, swear in the two incumbents and the new member. The Mayor may or may not make committee assignments at that time, so he may or may not be back as liaison. He will not be in attendance on the 14th as he will be in Anchorage. He said if anyone wants to see some real exciting work, the Assembly will hold their retreat on Saturday, December 2 from 8:00 a.m. to Noon, to talk about their projects and priorities.

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- XI. **PUBLIC COMMENTS:** Tom Williams, Ward Air, said he had heard the earlier concerns about TSA. His wife traveled last Friday and they removed all of the food from peoples' bags, as well. She barely made the flight. He said that he is no longer special and too cheap to get a ticket, so he used the cell phone wait lot for the first time.

He wanted to offer Ward Air's support of the idea of going ahead with the North Terminal. He thought it was very important. He reminded the Board that there was a project that had been languishing for 20 to 25 years. The Board made a good decision and with the support of the Manager, they redesigned the SREB and squeezed back to the number that could be afforded. After 20 to 25 years, the building is actually being built. A lot of credit goes to the Board, Manager and staff for taking that attitude. He reiterated what the Chamber and Charlie Williams said that it is important to get something done and move ahead with this. If the current terminal design does not work, he encouraged the Board to take the same approach as was done with the SREB. He encouraged them to take the approach and move forward and direct the Manager to do so.

- XII. **BOARD MEMBER COMMENTS:**

A. Angela Rodell thanked the Operations Committee for the work they are doing on the front curb. She looked forward to seeing what other ideas come forward. She wanted to recognize how important the enforcement piece is going to be on this, whether it is positive re-enforcement for staying away or its negative enforcement for sticking on the front curb. Either way, she looked forward to seeing what they come up with. Second, she thanked Scott for his presentation. She was sure Eaglecrest would be very happy to see his climatology forecast for 2017/2018.

B. Joe Heueisen thanked Loren for his service as Liaison. In his 17 years on the Board, he has been the best one the Board has had.

- XIII. **ANNOUNCEMENTS:** None.

- XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on November 14, 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 8:27 p.m.*