

MINUTES of
AIRPORT BOARD MEETING
July 8, 2021
6:00 p.m. via ZOOM

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 6:02 p.m.

II. **ROLL CALL:**

Members Present:

Dennis Bedford	Jodi Garza	Jerry Godkin
Al Clough		

Members Absent:

Jerry Kvasnikoff	Chris Peloso	Angela Rodell
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Staff/CBJ Present:

Patty Wahto, Airport Manager	Beth McEwen, CBJ Clerk
Scott Rinkenberger, Dep. Airport Mgr.	Teresa Bowen, CBJ Law
John Coleman, Airport Business Mgr.	Mark Fuelle, Fire Department
Phil Adams, Airport Superintendent	

Public:

Bridget Dowd, KTOO	Kent Craford, Alaska Seaplanes
Mike Stedman, Alaska Seaplanes	

III. **APPROVAL OF MINUTES:** *Al Clough moved approval of the minutes of the June 10, 2021, Board meeting. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *The agenda was approved as submitted.*

V. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

VI. **UNFINISHED BUSINESS:** None.

VII. **NEW BUSINESS:**

A. **Online Airport Security Badging Appointment Scheduling System:** Deputy Airport Manager Scott Rinkenberger showed a PowerPoint presentation (Attachment #5). He said taking badging appointments by phone was very problematic and the Airport has now gone to on-line badging appointments. Questions or special requests may be made through e-mails at badging@jnuairport.com. In discussing going out for computerized testing, Board Member Al Clough said for someone who has been badged for various things for over 20 years, he is not convinced that a random series of questions is a step forward. Board Member Jodi Garza said she recently went through the process and it was really efficient. She said the staff is always a pleasure to work with. She thought this was moving the Airport forward into the 21st century.

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B. Airport Manager's Report:

1. Airport Fund Balance (AFB) and Capital Revolving Account Balance

(Attachment #1). **NO CHANGE** - Ms. Garza asked about the 2019 refund of \$477K for terminal project. Airport Manager Patty Wahto said this has not been put back into the account. The Finance Department sees this as part of the fund balance, rather than a separate account. The Airport treats it differently because of the type of funds that produced the account. She said the account does not allow the Airport to follow the correct finance procedure set up for the City & Borough of Juneau (CBJ) for appropriating money out of it. If it is in the Fund Balance, it takes two Assembly meetings to appropriate. In this one, if the Airport is not technically appropriating it but transfers it, it only takes one Assembly meeting. This is administrative and a code issue. In the meantime, the Airport is doing transfers as needed. The money is there. Finance is waiting to see what they need to do with it to make it still useable out of this account. Fund Balance is technically produced through rates and fees; whereas this is a set-aside from a different pot of money.

2. CARES/CRRSAA Fund Balance. **NO CHANGE** – The spreadsheet is included for information purposes. FY21 Operational Expenses will be updated in the next couple of months.

CARES/CRRSAA Act Use		5/13/2021
25,158,478	Grant awards	
(727,145)	FY20 Operational Expenses	
(1,150,553)	FY21 Tenant Rent Relief	
(602,375)	FY21 Airport GO Bond debt service	
(662,625)	FY22 Airport GO Bond debt service	
(203,028)	TWY Regulator Upgrade (appropriated)	
(1,560,000)	Bag Belt Replacement - Estimate	
(600,000)	Parking Lot Design (max) - Estimate	
(50,000)	Bagwell Gas Detection/Alarm - estimate	
19,602,752	Balance	
	<i>Proposed Use</i>	
(1,150,553)	FY22 Tenant Rent Relief (est)	
(3,043,600)	FY21 Operational Expenses (est)	
(1,838,000)	FY22 Operational Expenses (est)	
13,570,599	<i>Proposed/estimated balance FY22 end</i>	

Ms. Wahto noted there is another grant that the Airport is working with the FAA (Federal Aviation Administration) on, but the grant is not in hand yet. There may be more money coming in soon and this hopefully will be included next month.

3. Airport Table Top Exercise / Airport Emergency Plan Review (via Zoom).

Airport Superintendent Phil Adams said the exercise will occur on July 21st at 9 AM, and will be virtual by ZOOM. This will include a review of the Airport Emergency Plan (AEP) and will focus on what is not in the AEP. This will be on contemporary

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hazards and allow the Airport to get feedback from participants. It will allow the Airport to update the AEP. Chair Godkin welcomed Mr. Adams to the Airport. Mr. Rinkenberger said the Airport would like any Board Members interested to participate by emailing phil.adams@jnuairport.com to request an invite, which has the Zoom meeting link. There is a place in the Incident Command System for elected officials and they have a part in the process.

4. Project List (non-Federally funded). Staff is still working on some cost estimates for some projects and then adding more items. At some point in time the list will be brought forward.

5. Increased Passenger Throughput. The March meeting included these numbers and this packet includes a current list. Ms. Wahto cautioned people to be careful with the numbers as they are throughput through TSA (Transportation Security Administration) for larger air carriers (121) and does not reflect small carriers. Some are fairly busy, some are not doing any business. Helicopter traffic is way down and Wings is not operating this summer. The 2020 season numbers will be available in the next couple of months. The decreased trend is steadily going down from the normal year 2019 season. On June 30th, the throughput was up 3.7% from the same date in 2019. The bandwidth of fluctuation is getting smaller and smaller as compared to 2019. This does not reflect the whole picture for the airport, but it does reflect the large air carriers.

1-Mar	-29.18%	17-Mar	-27.35%	1-Apr	-16.04	17-Apr	-36.23%
2-Mar	-47.97%	18-Mar	-19.47%	2-Apr	-32.50	18-Apr	-39.23%
3-Mar	-44.28%	19-Mar	-10.68%	3-Apr	-48.74	19-Apr	-21.59%
4-Mar	-46.68%	20-Mar	-19.53%	4-Apr	-46.54	20-Apr	-13.09%
5-Mar	-45.17%	21-Mar	-28.66	5-Apr	11.98	21-Apr	-9.65%
6-Mar	-59.42%	22-Mar	-13.07	6-Apr	1.45	22-Apr	-14.29%
7-Mar	-64.34%	23-Mar	-20.00	7-Apr	-35.07	23-Apr	-10.81%
8-Mar	-50.91%	24-Mar	-16.99	8-Apr	-39.08	24-Apr	-45.54%
9-Mar	-40.24%	25-Mar	-31.29	9-Apr	-20.25%	25-Apr	-36.71%
10-Mar	-21.81%	26-Mar		10-Apr	-40.47%	26-Apr	-26.11%
11-Mar	-31.91%	27-Mar	-35.18	11-Apr	-42.03%	27-Apr	-39.26%
12-Mar	-29.01%	28-Mar	-52.24	12-Apr	-29.06%	28-Apr	-27.88%
13-Mar	-52.34%	29-Mar	-39.65	13-Apr	-39.12%	29-Apr	-38.50%
14-Mar	-58.58%	30-Mar	-36.49	14-Apr	-35.64%	30-Apr	-12.45%
15-Mar	-49.39%	31-Mar	-34.57	15-Apr	-27.74%		
16-Mar	-37.03%			16-Apr	-7.46%		
1-May	-26.55%	17-May	-26.54%	1-Jun	-8.17%	17-Jun	-12.23%
2-May	-29.19%	18-May	-21.10%	2-Jun	-14.33%	18-Jun	-6.40%
3-May	-13.33%	19-May	-26.23%	3-Jun	-15.05%	19-Jun	-18.74%
4-May	-34.91%	20-May	-29.19%	4-Jun	-13.88%	20-Jun	-15.57%
5-May	-34.01%	21-May	-14.58%	5-Jun	-15.61%	21-Jun	-14.78%
6-May	-29.48%	22-May	-26.86%	6-Jun	-22.39%	22-Jun	-25.77%
7-May	-24.80%	23-May	-19.06%	7-Jun	-10.70%	23-Jun	-17.45%
8-May	-42.17%	24-May	-19.90%	8-Jun	-37.56%	24-Jun	-4.34%
9-May	-24.80%	25-May	-15.37%	9-Jun	-20.25%	25-Jun	-4.17%
10-May	-26.62%	26-May	-31.53%	10-Jun	-13.96%	26-Jun	-18.63%
11-May	-28.88%	27-May	-20.88%	11-Jun	-18.81%	27-Jun	-7.41%
12-May	-8.06%	28-May	-19.43%	12-Jun	-24.29%	28-Jun	-22.37%
13-May	-20.36%	29-May	-34.22%	13-Jun	-19.40%	29-Jun	-2.10%
14-May	-17.55%	30-May	-35.02%	14-Jun	-21.33%	30-Jun	3.70%
15-May	-37.16%	31-May	-13.89%	15-Jun	-24.33%		
16-May	-34.92%			16-Jun	-3.91%		

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6. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineering Project Reports:

- **UPDATE Oshkosh Plow Trucks**. Mr. Rinkenberger noted that as discussed in the April 8th Airport Board meeting, the three brand-new Oshkosh Plow Trucks have been constantly plagued with mechanical issues. The Airport has received very little support with regard to warranty and technical support from Oshkosh and Yukon Equipment (authorized service dealer) in Anchorage. The non-performance flag was raised with Purchasing. After many meetings with Oshkosh senior leadership, they are sending a team of mechanics and technical representatives to Juneau the week of July 12th to effect warranty repairs and service, along with extended operator training. Oshkosh is also making arrangements with Seaside Diesel in Juneau to be a local authorized service center for the plow trucks. Seaside Diesel is the Cummins contractor for the plow/broom combos. They focus mainly on marine engine systems, but also do a lot of heavy vehicle servicing for various trucking companies.

One truck has 90 hours and has never been used for snow removal due to the problems with that particular truck. The problems include issues with the drive train, hydraulic steering that failed, transfer case failure, etc. Elmendorf Air Force Base received 16 of these trucks and 11 are not operable. Staff has been working with City Purchasing, the City Attorney's Office and FAA Airports Division (Anchorage) on this situation with Oshkosh. Once repaired and if accepted by the Airport, the one-year warranty window will be reset to that date.

- **Mask Mandate at Airports**. Mr. Rinkenberger stated the mask mandate is still in place until September 13th through a federal security directive. In reviewing the Airport Police logs for the past couple of months, multiple mask warnings are occurring. There have been a couple of incidents where people become argumentative and are on the brink of being removed from the airport. There has not been an enforcement action to date. Most are in the North Wing 135 annex area. Airport Police and Airport staff are frequently checking the area to provide friendly reminders that the masks are required.
- **Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP)**. Mr. Rinkenberger said the Airport is continuing to work diligently with a lot of the tenants to receive a copy of the Notice of Intent or a No Exposure notice from the subpermittees. Ms. Garza asked about contracting out services for the SWPPP locally or from a different place. Mr. Rinkenberger said staff is looking at having a contractor handle this because it is so regulation-heavy. It is possible the services could be done locally by Admiralty Environmental. Ms. Wahto said there are two different parts: the testing/compliance part and the SWPPP plan itself, which is the higher administrative part of the SWPPP program.

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- *Runway Visual Range (RVR) Update.* Mr. Rinkenberger said this is an FAA piggyback project to the Taxiway Rehabilitation Project that occurred last summer. There is a team of FAA Technician Installers from Seattle working with the local FAA Technician/Operations (Tech/Ops) Support System that do all of the aids to navigation. They work on items like radios, remote communication outlets throughout Alaska, etc. They want to commence the project on July 9. There have been extensive meetings with the FAA to ensure safety procedures. These people will work with local Tech/Ops personnel. The Airfield Maintenance & Operations Division will provide staffing for an Airport Safety Officer, who will protect the runway environment from the construction project. When the FAA does the cutover to the new system, there will be a short outage in September, but it will be well announced. Mr. Clough asked to have the cutover done at a time when the RVR is not needed. Ms. Wahto said that is the plan.
- *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring.* Cox Environmental is doing more sampling. They have a broken pump and are awaiting a replacement. They hope to have it back in operation by Monday at the latest. The testing samples for the 15 wells are underway. One of the sites identified as being above cleanup limits is the Fire Station and there are a couple more that are being looked at.
- *Tailwind Food and Beverage in the Pre-Security Area.* The mobile office trailer that was formerly used as the Terminal Construction Project was relocated to a corner of the rental car parking lot to accommodate Capstone Clinic to get them out of the Delta Air Lines dry storage area and the restaurant areas. Capstone administrative office, break room and supply room will be moved into the mobile trailer. It does not have any water/sewer connection, but they will be able to use the terminal for those needs. Once they are moved into the trailer, Tailwind Concessions can reopen and expand their pre-security café/lounge area back to pre-pandemic usage. The electrical set-up cost will be borne by the Airport.
- *U.S. Customs and Border Protection (CBP).* Ms. Wahto reported that the Airport continues to try to shake out an agreement with CBP. The Airport has not heard back from them on some of the issues. The Agreement that CBP wanted the City to sign to be able to talk to them about the area has not been signed. She reached out to the Lobbyist Katie Kachel who set up several different virtual meetings with the Congressional Delegation for staff to express concerns. The Airport is not in this alone as the Docks & Harbors Port had some of the same issues. The delegation was very interested in hearing the specifics of Juneau and what was being required. Ms. Kachel was able to lend a few of her own stories that she had heard from other airports as well. It wasn't just the transparency of what Customs wanted in their space, but also the reasonableness that needs to be added into the language of their demands. There may be some follow-up with the Congressional delegation and the Lobbyist in the next few weeks. Customs will need to move into their new area in order to demolish the old area. The Airport will work to get

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the language moved in so it is not on the hook for supplying tens (if not hundreds) of thousands of dollars of wish list equipment into a facility.

7. Airport Superintendent Report / Airfield Operations (Attachment #2): Ms. Wahto officially introduced Phil Adams as the Superintendent to the Board. She asked him to tell the Board a little bit about himself. Mr. Adams said he started in aviation in a professional piloting program from Utah Valley University, but he decided to switch to the aviation management side. He received his Bachelor's degree from the Utah Valley University (UVU) in Aviation Administration and then received a Master's degree in Aviation Safety from the University of Central Missouri. His first introduction into airport operations was at UVU, helping to check for FOD (foreign object debris) and perform basic security functions at the airport. He then went to the Jackson Hole Airport in Wyoming in Airport Operations as an Operations Specialist. He worked his way up in the Operations Department. He was there for five years before moving to Juneau. He officially began his current role on April 12. He has a lot of background with the American Association of Airport Executives (AAAE). He is an Accredited Member and has his certified employee certifications in operations and security through AAAE. He is a member of the Operations, Security and Planning, and Emergency Management Committee, as well as a member of the International Facilitation Subcommittee for AAAE. He loves working at airports and has already enjoyed his time at Juneau Airport. Chair Godkin welcomed him to the Airport.

Recycled asphalt product (RAP) has been placed south of the Blocks N and O hangars. It has been graded, leveled and compacted. This has been an issue with some of the hangar owners getting FOD into their hangars in the past. It is hoped that the FOD issue in hangars and onto the taxiway will be lessened.

Staff worked with the contractor SPM (Specialized Pavement Marking) on the airfield movement area painting, which was completed on June 23.

The corrugated plastic sheets were installed on the east and west walls in the SREB (Snow Removal Equipment Building). The issue had been the high pressure water system causing degradation of the walls. The sheets have been installed to mitigate this and prevent moisture damage in the future.

Staff worked on parking lot repairs to the employee and rental car lots for areas that were degraded. They were filled with cold patch, compacted and will be closely monitored.

Painting in the non-movement area is almost complete, except for the lead-in line to Customers and Border Protection and a few touch-up areas around the ramp.

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The Float Pond Ramp Project is close to being completed. A wooden ramp is being installed next to the existing concrete ramp to the west end of the float pond. This will help planes, especially Ward Air, to remove aircraft from the pond more efficiently and avoid damages.

Lead in lines at Taxiway E have been blacked out but it is hoped to have them fully removed to avoid any issues in the future. This will be done by SPM.

8. Airport Engineering Projects Report (Attachments #3 and #6): Ms. Wahto shared a picture presentation of the North Terminal Construction Project.

Johnson Controls was awarded the Fire Alarm contract, but they have not yet filed their administrative contract submittals. On June 30, Johnson Controls told CBJ that the electrical subcontractor for this project is no longer available to work on the project. Johnson Controls is looking for another electrical subcontractor. Staff is watching this closely.

Southeast Earthmovers needs to do a little more interior work on the hangar for Loken for the Sand Shed Demolition Project. The final payment will be made once that is done and the grant can be closed out.

The Float Pond Project has PND developing the design and bid documents at this time. It is expected to be out to bid by early to mid-August. This will need to be fast-tracked because the grant needs to be applied for in this Federal fiscal year (before the end of September).

Taxiway A Project has work continuing on the Airfield Lighting Regulator Vault (ALRV) in the Snow Removal Equipment Building in the electrical distribution. Part of this work has the RVR tied into the ALRV when they tie into the airport. When the Airport contractor does the Airport's shutoff, the FAA will do their shutoff, too. The new backup generator is in place for this and they continue to work on fiber optic run.

Staff continues to get language together for the contract for a Request for Quote (RFQ) Parking Lot Repairs for professional design services. As Phil mentioned, the Airport has done some stop-gap measures by filling in some of the potholes in the main drive areas. It is hoped that this can go out for spring 2022 work, if the Board goes with a full repave, or if just the repairs will be done. The Airport received the Categorical Exclusion as if a full repave would be done. The other thing will be looking at putting in electrical vehicle plug ins. This is a part of the IOU with the Planning Commission and Community Development Department. In lieu of doing a

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LEED certification, one of the things they wanted to see at a future date was installation of some electrical vehicle plug ins. This would be the perfect time to do it.

The Ramp Lighting Project was initially a stand-alone project providing LED lighting for \$256K. Some of the lighting will be toward the terminal. The problem with the initial project was that staff did not find companies that met the FAA “Buy American” standard for the first several years. One has now been found, but the grant will sunset on September 30. If the money has not been expended, it will go away. This may have to be wrapped into something else.

- VIII. **CORRESPONDENCE**: Alaska Seaplanes Email to the Board dated June 28, 2021 (Attachment #4). Kent Craford, Alaska Seaplanes, said he was speaking on behalf of Carl Ramseth who initiated the correspondence. He said it is pretty evident that there has been inadequate communication between the project management staff and the tenants, specifically Alaska Seaplanes. They are the largest and currently only operating 135 tenant in the terminal space. He said what has been built is not ready for its intended use – to support passenger commuter operations.

It is an airport terminal, but it is not ready as an airport terminal. They need data cabling, counters behind the podiums. Through the correspondence and the project discussion, the counters referred to are referred to as counters, but they are really just podiums. They have brackets for counters, but there are no counters actually installed. There is no place to set a computer screen, keyboard – they are not ready and it is not clear whether that is the tenant’s responsibility or the Airport’s. The podiums are provisioned to have counters installed, but evidently, the construction documents do not speak to whether counters will be put in or not.

He was also concerned as it relates to the counters that there has been a miscommunication with respect to the clear area needed behind the counters – 9’2” plenty to accommodate a bag belt, people standing behind the counters and a movement area for staff between the people standing at the counters and bag belt. However, if they have to install 24” counters inboard of the current placement of the podiums, that shrinks the area to 7’2”, which may not be enough for a bag belt, people standing at the counters and the movement area between them. In other words, they may need to tear out the podiums and reinstall them where they should properly go.

Mr. Craford was very concerned about the cabling aspect of this. Again, maybe this was a miscommunication; some of it may be on their part. He said if they need to run their own cabling, phone cabling and everything to these counters, the electrical contractors are months out. The bigger issue here is the timeline. This area may be reading for “beneficial occupancy” on August 5th, but they will not move in there as they cannot run

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passenger operations in the facility until they have counters that work, provisioned with infrastructure to support scales (which they currently are not), until there is communications cabling to support the operations. All of that still needs to be done. If it is on the tenant, so be it. As a general matter, he did not think it was an unreasonable assumption on their part that the new terminal would have all the same infrastructure as the old terminal.

It appears that the new terminal does not provide the same functionality as the old terminal and the gap between the functionality between the old terminal and the new terminal is the responsibility of the tenants. Some of this is news to them. It has been very difficult to try to understand what has been going on inside of the building. They have had very limited opportunity to actually look at the space. They need to get signage and there are other considerations that they need to plan for. Yet they have only been allowed into the building twice by the contractor. This has been a real black box.

As a practical matter, Alaska Seaplanes and Juneau Airport have a common problem – there is a lot that needs to happen with the old north terminal (abatement, demolition, preparation for construction for their eventual cargo facility). All of that has to happen sequentially and none of it can happen until they vacate the Aurora Room. They cannot vacate the Aurora Room until the new north terminal is ready. The new north terminal will not be ready until the counter issue, scales, cabling, etc. are done. If they have to do it themselves, it will take time. He respectfully suggested that given the number of change orders that have been made, which the Airport Manager noted are a common part of any major construction project and he agreed, he suggested that this be one of those things. Rather than turning the building over to the tenants in a fashion that is not ready to host the traveling public, the contract can be amended with the current contractor and get this stuff done soon under the current contract so that they can get operations moved over as quickly as possible. Otherwise, they may be looking at a very significant delay.

He thought from here forward, the communications need to be more frequent, clearer, much clearer about who is doing what and when it needs to happen. He, again, respectfully requested that the Board consider directing staff to add these provisions of adequate proper counter functionality, scale provisions, data cabling to all of the stations and proper placement of the counters themselves to the contract for all of the lease spaces. He did not think it was an unreasonable request. It is passenger airline terminal and it should be turned over to the tenants and traveling public ready for passenger airline operations.

Ms. Wahto thanked Mr. Craford for taking the time to discuss this. One of the things he mentioned was communications and bringing him in. She thought the communications that have been sent out have been more generic – time lines or through questions being asked of the project and replies or when things are going to happen, such as electrical

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shut downs and sidewalk and area happenings. As far as individual spaces, she would like to set up some meetings. She said that times have to be set up with the contractor for when the project can be visited. It is a little easier now, but the OSHA requirements need to be respected and work with the contractor to go in. She said she is happy to make the arrangements for Mr. Craford and a few people to go in and take inventory of the site or get a feel for what is actually in there or not in there and make sure that he does have the time for setting things up.

As far as what can and cannot be put in there -- historically, tenant lease spaces are not finished by the Airport. This is no different than what has been done for the 121 carriers and any time that they update. The areas that Alaska Seaplanes inherited were updated by previous tenants. The whole north end was kind of a residual from what airlines left behind. Some of the infrastructure was actually left behind by Alaska Airlines and Western Airlines, including bag belts, etc. Lease space is a funny thing with the FAA. While the Airport has to put walls on the outside of the terminal, it is not a space that is covered by FAA dollars (Airport Improvement Program (AIP) or Passenger Facility Charges (PFC)). Could it come out of local funds? It could, but the Airport has to be careful that what is being done for one is done for all. Is it different from what we have done for Alaska Airlines and Delta? Lease spaces are typically up to the tenant to take care of. She deferred back to the Board.

Chair Godkin said the Board will not be doing anything tonight as it is under correspondence. The Board Members may ask questions specific to Mr. Craford's testimony. This item will need to be moved to another day and ask that the Manager keep working on this and keep the Board up to date.

Ms. Garza asked about the time line. If a decision on finishing the work for the construction for the tenant spaces would have to come back to the Board or is that something that is decided as a change order in a construction project? Ms. Wahto said that this is outside what staff could do because the Airport has never finished off private lease spaces before. When Alaska Airlines updated their counters, they were going to throw them out. Staff salvaged them and brought them over for the 135 area to use in the old terminal. Staff cannot approve finishing out leased areas. This would be spending of other funds and it is funds outside of the contract. It is not in the scope of work. It comes down to who funds it and would it come out of fund balance? Is that a legal use of fund balance? She said this is something that would have to be investigated. It is known that federal funds cannot be used because it is a leased area. That build up was part of the 28.4% that was not eligible. Other money had to be used (i.e., the general obligation bond). She cautioned that the type of funding matters and where it comes from is important since it is private use.

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Ms. Garza said that in terms of the change orders that will have to happen because of delays for Alaska Seaplanes being able to vacate the space, can that not increase the cost of the project in delays with Dawson and other contractors. Ms. Wahto said she does not have the answer to that. Notice has been given to the contractor of the delay of vacating the old north terminal, but this has not been given to the contractor in writing at this time. Until staff meets with Alaska Seaplanes and decides how much time is needed for the demolition part of it, she does not know if the contractor could answer that yet.

Mr. Craford said it is not about the money for them. They just need to get into the building as soon as possible. They flew 562 people on Monday and the Aurora Room is totally inadequate. Thank heavens the weather cooperated on Monday, but this is urgent. The last thing they want and he thought the Airport staff wants is to see the abatement and demolition of the old north terminal delayed. He encouraged some creativity. If they have to pay for the additions, fine. They paid to have the taxiway paved in front of their hangars. They were told that it would be paved back in 2014. It is one thing after another and they paved the area. He felt the same about this. They don't care if they pay for it.

On principle, it is bothersome because the public is being given a lesser functionality in the new terminal than they had with the old terminal, which doesn't really make sense. But setting that aside, it just has to get done. Whatever the most expedient path to get it done is he thought they needed to pursue that. If it is allowable for the Airport to request a change order to get the cabling done, to get the counters done, to provide for scales, then he requested the Airport request the change order and send the bill to the tenants, at least those who want those final provisions made. If they have to do it themselves and start a contracting process from scratch, it will take a long time. They do not want to move in the winter, nor do they want to be in the Aurora Room any longer than they have to.

Ms. Wahto completely understood what Mr. Craford is saying. She said it needs to start with a coordination meeting as soon as possible.

Board Member Dennis Bedford said some tenants brought up some issues about the ramp surface between their hangar door and the taxiway. It was suggested at that time that the Board clarify the lease documents so that it was clear whose responsibility it was and when it was going to be done. He thought this was another case where the lease documents need to be clarified so that the lessee clearly understands what is expected, so this issue is not run into again.

Chair Godkin said he would be willing to be involved with the meetings to keep the Board apprised of what is happening.

IX. **COMMITTEE REPORTS:**

A. **Finance Committee:** No report.

B. **Operations Committee:** Committee Chair Al Clough had nothing to report.

X. **ASSEMBLY LIAISON COMMENTS:** None.

XI. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Mike Stedman, Alaska Seaplanes, said the pavement they paid for out of their own pocket goes beyond just in front of the hangar. The taxiway itself still needs repairs. There are potholes that have been patched and patched and patched. They pick up rocks right and left. He was not sure what was being built in the pond for Ward Air damage to aircraft, but they have been damaging their aircraft for as long as they have been down in the corner. They finally repaired or put the blacktop in front of their hangars to try to alleviate that. The whole taxiway down there needs to be fixed. It is not good for an operator with as many operations as they have going back and forth back there in the ally-way to pick up rocks right and left on their propellers, which costs thousands and thousands of dollars. There is damage there that is happening to their airplanes. The taxiway needs to be fixed. He hoped it happened eventually. That is why they finally spent a large sum to pave in front of their hangar to alleviate some of it. There is still a lot of rocks and potholes down there.

XII. **BOARD MEMBER COMMENTS:**

A. Al Clough was reminded of a novel he read called Catch 22 by Joseph Heller when talking about the funds for lighting being lost. He said this is a perfect catch 22 that should be pointed out to the Federal partners, lobbyists, whatever because no good deed goes unpunished.

He thanked Airport staff and Kris for getting him through the new terminal today. It was very beneficial to walk through that area. His overall observation for the benefit of the Board is that there is substantially more positive stuff in that new space than there are areas of concern that Kent has aptly pointed out. The overall facility from both the Airport side/user side/public side is substantially superior to what existed prior and certainly to what they are currently suffering in the old Aurora Room, etc. He encouraged people to keep the faith on that. It is a much improved facility and he has the utmost belief that when it is all said and done, that both the operators, airport and public will be very happy with it.

B. Jerry Godkin offered a simple request through the Manager. He and Mr. Clough were talking earlier and noted some experiences that are going on at the airport in the early morning hours of travelers trying to fly out of town. Now with Delta flying out with passengers, it seems to be very, very busy at an early morning hour when most are sleeping at 4:00 a.m. He heard that there have been people left here, not because of anything the Airport is doing, but TSA has their methodical approach to doing bags and if

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people are late getting to the airport, they are only shorting themselves. He suggested a PSA, some goodwill for the airport, to remind people that during the busy summer months with Delta adding passengers to the amount of people that are trying to depart at a very early hour, it might be worth it to show up early.

As far as Mr. Stedman's comments, the Airfield and Scott having been directly involved in that part where Patty was looking for future projects for funding, maybe staff can bring the Board up to date at the next meeting in what they are talking about.

- XIII. **ANNOUNCEMENTS:** Chair Godkin said the Assembly was not able to fill all of the Airport Board Member positions. He said Ms. Rodell has been asked to stay on until she is replaced and she has agreed. He suggested Board Members encourage people to apply for the Board. He listened to the radio and one of the Assembly Members is asking people to apply. As a reminder, Ms. Rodell's seat is a non-tenant seat, which factored into the fact that two of the applicants that applied were tenants.

An executive session will not be held to do the Manager's evaluation. It will happen at the next meeting. He did receive all of the Board Member comments and he will have a draft at the next meeting.

- XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on August 12, 2021, at 6:00 p.m. via ZOOM.

- XV. **EXECUTIVE SESSION:** None.

- XVI. **ADJOURN:** *Al Clough moved to adjourn. The meeting adjourned by unanimous consent at 7:55 p.m.*