

MINUTES of
AIRPORT BOARD MEETING
October 8, 2020
6:00 p.m. via ZOOM

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 6:03 p.m.

II. **ROLL CALL:**

Members Present:

Dennis Bedford	Jerry Godkin	Chris Peloso
Al Clough	Jerry Kvasnikoff	Angela Rodell

Members Absent:

Jodi Garza

Staff/CBJ Present:

Patty Wahto, Airport Mgr.	Catherine Fritz, Airport Architect
John Coleman, Airport Business Mgr.	Teresa Bowen, CBJ Law
Scott Rinkenberger, Airport Sup't	

III. **APPROVAL OF MINUTES:** *Angela Rodell moved approval of the minutes of the September 10, 2020, Board meeting. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Airport Manager Patty Wahto added an item under the Airport Manager's Report: Congressman Young's visit. *The agenda was approved as amended.*

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

VI. **UNFINISHED BUSINESS:** None.

VII. **NEW BUSINESS:**

A. **Airport Terminal Reconstruction Airport Improvement Program Grant.** Ms. Wahto said Congressman Young's office announced that the Airport Improvement Program (AIP) grants (two) for the terminal were awarded and equate to about \$14,858,227. This was divided into two grants: 1) for Federal Fiscal Year 2020 in the amount of \$6,827,402, which represents the AIP dollars and corresponding 100% match of the grant; 2) for Federal Fiscal Year 2019 remaining funds in the amount of \$8,010,825, and requires a match of \$534,000 from the Airport. This match was significantly better than the Airport would have had to come up with previously. When the Airport originally went out for this grant, it would have included four years of grant funds in the amount of \$11.8M. The Airport received about \$3M more funds. The Airport planned to use Passenger Facility Charge (PFC) funds for match and for the bond fees and interest. The Airport was also going to use PFCs for the difference of what was federally eligible. Now that is all in AIP dollars; this has been a real boon for the Airport.

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This has to go to the Assembly for two meetings – once in October and once in November before it is appropriated. It will then be turned over to the Airport's Capital Improvement Project (CIP). Board Member Al Clough believed the Airport received the money as this was a shovel ready project and asked if this was the case. Ms. Wahto replied that there are a number of pieces, with that being one. The other part that went into this that helped the Airport tremendously is that this particular Federal Fiscal Year for grants, the Airport turned into a non-hub airport, which meant that it could receive discretionary dollars. *Angela Rodell moved that the Board approve the appropriation of FAA Airport Improvement Program grant awards in the amount \$6,847,402 (100%, no match required), and \$8,010,825, for a total of \$14,858,227; for the Airport Terminal Reconstruction Capital Improvement Project; funds to reimburse CBJ Airport Revenue Bonds. PFC match for the \$8,010,825 previously appropriated. The motion passed by unanimous consent.*

B. Airport Manager's Report:

1. Deputy Airport Manager Position. The Airport is back out for the Deputy Airport Manager position. Interviews occurred, which resulted in one applicant that might have filled the bill, but he withdrew his application due to the cost of living and unsure of being in Alaska. One of the things that did not occur before was to advertise in the Airport agencies nationwide – such as the American Association of Airport Executives (AAAE) and Airports Council International/North America (ACINA). These markets will be tapped going forward.
2. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). There has been no change on this item from the last couple of months.
3. Financial Model Update. The Airport is working with Purchasing to hire a financial firm. Various airports are being looked at to get this moving. A buyer has been assigned to move this forward before the budget cycle.
4. Hot Topics. The following is a list of ongoing topics that staff is working on in addition to the regular Architect and Engineering Project Reports:
 - *Egan/Yandukin Intersection Improvements Project.* There will be a public meeting on October 14, 2020, for the public to join in that discusses alternatives. They are requesting feedback. Some of the choices may affect how people access the airport both coming and going from downtown. Any alternative that might take Airport property is being carefully watched. They have been told that any Airport land will have to involve the Federal Aviation Administration (FAA).
 - *Congressman Don Young* will be stopping by the airport tomorrow for a tour of the airport and to discuss the projects. He wants to see the terminal and some of the other facilities. Catherine Fritz and Scott Rinkenberger will meet with him. The Passenger Facility Charge (PFC) is an item to be discussed and why an increase is necessary for small airports and non-hub airports. Then they will take

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him on a tour. Staff will let him know what the \$15M grant did for the Airport and how projects moved up the Capital Improvement Program (CIP) and what it did due to the lack of PFCs and the extended collection period due to COVID, which would have pushed the collection period out nine or ten years, this has dramatically shortened the current PFC collection period. Staff will thank him for what it means to the Airport.

- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* was scheduled for replacement but will be postponed for a couple of reasons: 1) size of equipment; and 2) construction for the size of equipment. The Airport is waiting for the next generation of equipment instead of the large equipment that would not fit through the front doors.
- *Air Traffic Control Tower COVID Cleaning*. The contract for additional cleaning with additional help to do specialized cleaning for the Tower has been extended through the end of December.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions will occur with Congressman Young. The Airport has been working for years with the Washington, D.C., lobbyist. Congressman Young wrote a letter of support for this project five to six years ago. There was a large discussion about Alaska requirements earlier in the day. The lobbyist has worked up a way that Congressman Young can slide into a bill for the 2021/2022 season.

5. Airport Engineering Projects Report (Attachment #2): Ms. Wahto said there have been no changes to the first two items on Mike Green's report. One of the items on the CIP is the next step of the float pond work, which is the south side of the float pond road, raising some of the dock areas that have been impacted from wave and water operation. Part of it has to do with the bed being so low on the south side of the pond. That is something that may move up on the CIP list.

The Taxiway Rehabilitation and Relocation/Realignment was detailed in Mike's report. Secon has moved ahead even faster than expected. The first lift of paving has been installed (Echo TWY). The October 31 date for finishing all of the movement work area – including Delta-1 (complete), Taxiway Echo and all of Taxiway Alpha and the culvert – should all be done by the end of this month. This means that things that are not in the movement area – patching in the lights into the Airfield Lighting Vault that is being built next to the Snow Removal Equipment Building and bringing in the power and vaults that are in that section. There will be a slight detour to the pond area, but it should be off-season. While it is hoped that this work will be done this winter, it will not impact any movement areas, but will impact people trying to go down to the float pond, but there will be a detour route. The transfer of the electrical panel from the east side of the field to the new permanent lighting vault on the west side will also be done. She gave kudos to SECON, Mike Green, PDC, DOWL, Air Traffic, and Scott Rinkenberger – everyone working together to get this done. This

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could have easily stuck to the schedule and had to go through another safety analysis for the next phase. Everyone worked together. This project was done very quickly and Ms. Wahto thought the Airport has a lot to be proud about getting the project done during a pandemic, and getting the project done so quickly. The website for this project is at www.JNUtaxiways.com if people want to follow any of the information as things pop up. It is updated regularly.

Polyfluoroalkyl Substances (PFAS) Site Assessment: The Board approved this second phase with Cox Environmental and it was approved by the Assembly. This will be for \$196,000+ contract for an additional plan to Alaska Department of Environmental Conservation (ADEC), as well as additional drilling, additional testing and additional site testing. This is all preparation work and it does not touch on any type of mitigation. Ms. Wahto plans to bring this up with Congressman Young because it is everywhere. AIP dollars will not cover this. There is a possibility that insurance will cover part of it. In reality, this is an FAA-mandated substance that was used and now requires major cleanup. It will be seen what happens on the national level, but the Airport will continue to push for that.

Lavatory Waste Dump Site: Mike is working with PDC Engineers to try to get his hands around what they were looking at to get this dump site installed in the tank farm. It will be where it was located in the tank farm, but the FDA requires a concrete non-porous pad, a certain size, but the bigger thing for the Airport is the water and heating it due to use year-round so that people can clean everything off – from hoses to hands. It is a fairly large project. The preliminary cost was about \$94,000, but as they looked into it further, it looks like it is closer to \$130,000, plus forward design work. This is not a small task. It is still pending for any funding source.

Ramp Lighting Upgrades: This refers back to an energy efficiency grant received a few years back for \$256,000. As stated, there are finally light fixtures for the ramp that would meet the buy-American requirements. A small contract has been signed with Haight & Associates to look at the design and where they will go on the ramp. He is also working on part of the Terminal Project, so the design can be collaborated with everything else. It is planned to move forward with this project.

6. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz said that substantial completion occurred during the month of September on the Sand/Chemical Building. This has been staggering along for a full year. There was a problem with the original heat pump boiler that was faulty when it got here, as well as some other issues regarding completion of systems, but it is up and running. Some issues are continuing to be troubleshot, such as an issue with the brine mixing system. Some of this is a matter of accepting new things, getting our hands on it and knowing how to use it to determine if there are problems with it. Another part of it might be there was either a design or construction issue that needs to be sorted out. The

warranty period on a lot of the systems just began and will continue for another year. Everything is now operating and the Airport is using the building.

Construction fencing has been installed around the old sand shed. The contract was awarded to Southeast Earthmovers. The preconstruction conference was held earlier in the day and they have actually begun work on site. It is very exciting to get that taken care of. That work will be done at the end of the calendar year and Mike Greene will be taking the project over from Ms. Fritz. The project is being funded from the grant received to build the new Sand/Chemical Building a few years ago.

The Terminal Project is very busy. It has some issues of start and stop which is very typical of this kind of construction when there are so many different pieces of different years of construction that are being tied together by something new. There have been a few unforeseen conditions like the vertical steel was three inches out of alignment from what the as-built drawings showed and so field adjustments needed to be made with the steel. The contractor and design team have been very responsive. They have been working very hard to try not to lose any more time. At this point, the substantial completion is in the middle of May for the first phase. The escalator is on site and the structure is being moved into place. There will be a lot more concrete poured and systems going in over the next couple of months.

Staff started a project with GCI a year ago. When the electrical service was pulled out to create a new service and generator coming into the building from the east end, staff saw it as an opportunity for GCI to complete their service connection by running their own conduit in their own trench along Yandukin and then meet up with ours at the corner of the old sand shed. That work is finally happening. The infrastructure into the building is completed. But when they get done, they will be able to provide their fiber optic service from the east end and separate from ACS and it will help articulate the service from each of the two providers differently in the terminal. There will be more clarity and hopefully less spaghetti in the ceiling. There will be a distinct demark point for GCI and another distinct demark place for ACS. Both of them are critical to the terminal and its tenants.

The transit stop has been relocated and will be used as soon as the Airport is back on the Transit stop list, which may happen in November. At this point, there is no Transit stop at the Airport. When it returns, it will return down at the very edge of the bus canopy. She thanked the Airfield crew for painting, moving signs, etc. She said they were able to find something that worked for both Capital Transit and the Airport. It is a much more natural place where people will think they should go – under the bus canopy.

VIII. **CORRESPONDENCE:** None.

IX. **COMMITTEE REPORTS:**

A. **Finance Committee:** Committee Chair Angela Rodell had nothing to report.

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

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

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

XII. **BOARD MEMBER COMMENTS:**

A. Al Clough said it had been a couple of months since the new rent abatement relief program started. He asked for a short update on how this had been received. Ms. Wahto said there have been a number of folks that have applied. Airport Business Manager John Coleman reported most all of the eligible tenants have applied. He said the Airport has abated about \$1.2M to \$1.3M so far. There is a large tenant – Aero Services – who has not applied. He said besides them, he didn't think there would be more. Mr. Coleman will prepare a document for the Board showing who applied and where it went. He said ground rents, tie downs and float pond spaces were abated.

Mr. Clough reported that they had applied for the abatement, received it, and immediately passed it on to their sublessees, who were very appreciative, especially the ones that were in the tourism business and had no business this summer. He said that he thought it met what they were trying to do from his perspective.

XIII. **ANNOUNCEMENTS:** Ms. Wahto announced that Scott Rinkenberger has tendered his resignation, with his last day on November 6. Airport Superintendent Scott Rinkenberger said this is a bitter sweet decision that he and his wife made regarding some potential opportunities that arose for both of them outside of the state. They decided to move to the Phoenix area in Arizona for some professional opportunities. He said he had committed to get the winter crew prepared, trained, briefed and ready to go for the winter season. He is planning on training the winter crew once the seasonal Equipment Operators are back in the middle of the month. They will have all of the equipment ready to insure continuity of operations. He will be working with the Airport Manager for any kind of replacement and make sure that person can step in. He thanked the Airport Manager and the Airport Board for all of the opportunities that this position has provided him. He said it has been rewarding and purposeful. Airport Operations and the Airfield Maintenance crew is a well-oiled machine. They do not require a lot of supervision. It took a lot of molding and conditioning to get the crew assembled that has the interests of the Airport and the safety of the traveling public at heart and as a priority. He said this was a difficult decision. On behalf of the Board, Chair Godkin thanked Mr. Rinkenberger for his service. They wished him well in his endeavors. Hopefully they will bump into him if anyone travels to the warm state of Arizona.

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Ms. Wahto said over the past few months, several operators have left employment at the Airport and they have since come back. The Airport will essentially be the same crew, unfortunately less Scott, out there. Chair Godkin said this answers the question that if crew want to come back, it is a good place to work.

XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on November 12, 2020, 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 6:45 p.m.*