

MINUTES of
AIRPORT BOARD MEETING
December 11, 2018
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

Jerry Godkin

Chris Peloso

Al Clough

Dennis Harris

Angela Rodell*

David Epstein

*at 6:25 p.m.

Staff/CBJ Present:

Patty Wahto, Airport Mgr.

Scott Rinkenberger, Airport Sup't

Marc Cheatham, Dep. Airport Mgr.

Rob Edwardson, CBJ Assembly

Catherine Fritz, Airport Architect

Mark Fuelle, Fire Department

Ken Nichols, Airport Engineer

Ed Quinto, Fire Department

Public Present:

Scott VanValin, Island Air Express

Angela Smith, PDC Engineers

Jeremy Millsaps, Tenant

Jordan Martin, PDC Engineers

Corey Wall, Jensen Yorba Lott

Rob Glasen, Alaska Airlines

III. **APPROVAL OF MINUTES:** *Jerry Godkin moved to approve the minutes of the November 13, 2018, meeting. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Dennis Harris moved to approve the agenda as presented. The motion passed by unanimous consent.*

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

VI. **PRESENTATION – TAXIWAY (TWY) A/E** (Attachment #1): Airport Manager Patty Wahto introduced Angela Smith and Jordan Martin with PDC Engineers. Stakeholder meetings and staff meetings have been occurring reviewing the 65% design for Taxiway Alpha Rehabilitation and Taxiway Echo Realignment. The design has been going on for a couple of years now. Ms. Smith said the design is at 65%. A substantial amount of coordination has happened and they are beginning to get their arms wrapped around the elective portions of the project. The project elements will include rehabilitation of pavement on Taxiway Alpha, completing the last section of the Jordan Creek culvert under Taxiway Alpha, realign Taxiway Echo. The project assumes that the Delta-1 Project will happen before this project, but they may happen at the same time. There will be re-grading to help drainage in the in-field areas, lessen the slopes so that they are mowable and easier to maintain.

In order to accommodate the closures on Taxiway Alpha, the vehicle service road will be upgraded and turned back into Taxiway Hotel, similar to what the Runway Rehab Project did. The main difference is that it will actually be able to accommodate jet traffic. It is a tight fit, but it will work and will help alleviate traffic and back taxiing on the runway. The other major component is the light vault in the northeast development area will be relocated in the new room that is being construction at the SREB (Snow Removal Equipment Building). The current building was always intended to be a temporary facility. This project will construct its permanent home.

In listening to feedback, a primary concern is to not close Taxiway Charlie. It will be closed halfway. The basic plan is to minimize the operation disruption. This project will be handled in phases, the yellow shows the area that will be constructed in the first year. The rest will be done in the second year. It is hoped that it will only be a two-year project.

The 95% design milestone is planned for March. They will present this to the stakeholders as a final set of plans. The SRM (Safety Risk Management) panel will be moved as close to the 95% design as possible. Any fatal flaws that come out of the SRM will be incorporated. The project will be advertised in July. Advertising in July is late, but funding is not expected until August. Phase 1 will begin as soon as possible in 2019 to get as much work as possible done in 2019 and, if there is a summer like this year, all of Phase 1 could potentially occur. Taxiway Alpha will be finished at the end of 2020.

VII. UNFINISHED BUSINESS:

A. Aircraft Rescue and Fire Fighting (ARFF) Foam Discussion/Update: Airport Manager Patty Wahto said the Board had requested having someone from the Fire Department regarding the ARFF foam. Assistant Chief Ed Quinto said the FAA (Federal Aviation Administration) has mandated that ARFF uses six-chain foam, which has less PFOAs and PFAAs. This is currently being used. The ARFF vehicles still have to be tested to ascertain how much foam comes out of the turret. Therefore, one government entity says the ARFF equipment has to be tested and the other one (EPA) says you cannot put that stuff out because it is bad. Everyone in the United States is having the same issue with the foam. He appreciated the Board approving the foam testing equipment; however, the FAA has not approved the equipment yet.

Most of the foam testing is done at the fire training center. The DEC is currently working with one of the City Engineers on testing at the Training Center for those chemicals. The City Manager has been notified and if there is a problem, it will come out of a special fund. Fortunately, a lot of the foam goes into a pit that goes into a holding tank and then it gets pumped into the City system. The Airport is not on the list to be tested at all. ARFF is doing everything they can to not use too much foam. It is only done for testing. Hopefully the testing equipment will be approved by the FAA. The FAA-approved foam is being used. The foam that was made in the late '80s or early '90s is the one that is leaching into the ground water. ARFF did not have a lot of that foam, and he did not

remember having it. Board Member Dennis Harris thanked Mr. Quinto for coming to the meeting and answering the questions.

B. Airport Tenant Design Review Policy (Attachment #2): Mrs. Wahto said staff brought a draft Review Policy to the Board as a quick review and before sending it off to the Operations Committee to do a fine tuning and more thorough review. On November 13, the Operations Committee met and reviewed the Design Review Policy. There were a few changes and it was approved as brought before the Board at this meeting. As the Airport goes forward with any properties or tenants that are building adjacent to the terminal in the new section, staff felt this was needed so that there was some corroboration between the tenant and the Airport in what they designed. Corey Wall, Jensen Yorba Lott Architects (the architects for Alaska Seaplanes group that is looking to build on that lease property), said they support the document and the process that has been outlined by the Airport Architect and the Airport Manager. They really appreciate the work that went into it. This will insure certainty about how the process will work and how much back and forth there will be. He thanked the Board. *Dennis Harris moved to approve the attached Airport Tenant Design Review Policy. The motion passed by unanimous consent.*

VIII. **NEW BUSINESS:**

A. Airport Manager's Report:

1. **AKOSH Inspection.** Alaska Office of Safety and Health held another surprise inspection on November 15 and 16. This inspection was more on the health side of things. They followed up on a few items. The biggest concern that he had was making sure that there was a training program as far as hearing and noise protection. There is 180 days from the time of the first inspection before they have to give the report. The report from AKOSH was received yesterday. The inspection went through the June safety inspection. There was a list on the things they had reviewed with staff. The report came through with a dozen items, some had penalties and some did not. A meeting was held with the Risk Management Department with the Terminal and Airfield staff present to review the letter. The paperwork was sent to the Law Department for review, as well. An informal conference has been requested with AKOSH, which is scheduled for Monday at 2:00 p.m. This meeting will be to go over what they have alleged and get some clarification. This letter has been posted for the employees. The bottom line is \$34,000 in proposed fines. Some mitigation that was done and some things that staff is not clear about will be discussed. A lot of the items have been corrected and from staff's standpoint mitigated. Staff will continue to advise the Board after the meeting. The Airport wants to make sure that the employees are working in a safe environment.

2. **Annual Christmas Lights Flights Fund Raiser.** This is the 28th annual Christmas Lights Flights Fund Raiser which raises funds for the Children's Tumor Foundation and the Lion's Club. It is scheduled for Friday, December 21, from 4:30 p.m. to 7:30 p.m. This is always a well-attended event. There a lot of people who volunteer for this – the

fuel, the pilots and everything that goes into it. This is planned for the North Terminal and the Airport is offering free parking for the event.

3. Airport Engineering Projects Report (Attachment #3): Mrs. Wahto reported the Runway Safety Area (RSA) Phase 2, Northeast and Northwest Development, are going into the winter shut down. It is hoped that work will resume on March 15. The contractor has started with the valve. Some preliminary work is being done in setting up some temporary fence. Things are on order and the pond is being drained, with the hard shut down occurring on December 1. The Airfield Maintenance crew removed some of the ramps. This project is running on schedule.

Taxiway Echo realignment and Taxiway Delta-1 projects, although three different grants in the FAA's eyes, are hoped to be done all together with one contractor as the work parallel's one another and it is easier to do it all together. It is a matter of getting all three grants at once. The FAA knows that this is kind of a combined project. Board Member Al Clough asked Mr. Rinkenberger if they were able to do some remediation for footings that are failing where the ramps are attached to the service road. Scott Rinkenberger, Airport Superintendent, said their primary concerns are the pads on the south shoreline. They have been constantly monitored since a few failed. They have looked at the pads on the north side and they do not have any real concerns. They are working with some of the operators – Ward Air, etc. – who are talking about having some pad work done. This will be done later in the season when the weather is conducive to doing actual dock repairs. Nothing has been seen that has created concern. Mr. Clough said a couple of theirs are failing and this might be an opportunity to do some work without having to worry about falling into the water.

Board Member Dennis Harris asked what the timeline is for the lavatory waste dump site and what is required to have it available for the airlines? Mrs. Wahto said it is a very small project that does not take very much. Staff is trying to figure out the best placement for it. As it is not required to be on the Airport and there is alternate means for the biffy dump site off site, the Airport still wants to provide the service. It receives a little bit of revenue, but it is designing to the FDA standard and just having the time to do the design and figure it out. It has to have running warm water so it has to be housed and the cleaning station. There are a lot of little things that have to come into play. Staff is trying to make sure it is put in the right spot the first time. Staff knows it is out there, but there is no hurry to do it.

Board Member Jerry Godkin asked from the budget side how much it would cost to operate versus the revenue it would generate. Mrs. Wahto said this is one of the deciding factors; she thought it used to be \$50 per month. It will have to be figured out how much it will cost to maintain it, as well as build it. The new contractor for Alaska Airlines, Nana Management Services, is using an off-site facility (believed to be the skate park) and the FDA does not monitor them as they are not an airport.

4. Airport Architect Report (Attachment #4): Airport Architect Catherine Fritz reported a milestone was met in November, specifically the substantial completion of the wash bay on the SREF (Snow Removal Equipment Facility). It is running and operating well. There is some remaining funding that will add a work area on the back side of the maintenance bay. It is hoped to have that done by the end of January. This is a flexible open area that will not be for welding or painting. It will allow some spread-out space for when a vehicle is actively being worked on. The fund will be reconciled to find out how much more money is available and if there is enough to do any more steps toward the next phases. There are still unmet needs over there, trying to ultimately get all of the maintenance operations over in that northwest quadrant of the airport.

F&W, the contractor on the SREF and the Wash Bay, has reduced their footprint back quite a bit to allow the Sand/Chemical Building contractor Dawson to begin work. They are not actively on site yet, but they are planning for a winter start. There is a meeting scheduled with Dawson next week to discuss some value engineering ideas they would like to share with staff to see if there is a way that some costs can be reduced and some construction efficiencies can be gained.

The Terminal continues to have a lot of moving parts going all at once. Staff is trying hard to press through them all. Schematic design will go to the cost estimator on the 20th of this month and the formalized review of schematic design will be held tentatively on January 22. This will be at least one full day. In the meanwhile, the City project review has started. The Art Panel needs to be appointed and that has started. The deadline for applications has been extended to January 2.

The Passenger Board Bridge was accepted and is ready for use.

IX. **CORRESPONDENCE:** None.

X. **COMMITTEE REPORTS:**

A. **Finance Committee:** Committee Chair Angela Rodell said there is no report. The Finance Committee has not met and has no plans to meet in the near term.

B. **Operations Committee:** Committee Chair Al Clough said they met several weeks ago with regard to the Design Review recommendations as passed to the Board and approved tonight. There are no other meetings scheduled.

XI. **ASSEMBLY LIAISON COMMENTS:** Chair Epstein introduced the new Assembly Member Liaison Rob Edwardson. Mr. Edwardson said this was his first meeting as he was at the annual Alaska Municipal League meeting last month. He said Jesse Kiehl was elected to the Senate and will be resigning. There will be a small gap between the time he is serving on the Assembly to the time when he is sworn in on the Senate, at which time he cannot serve on the Assembly any more. Since November 30, the City has been

advertising for his seat and this will continue until January 2. Interviews will be held on January 11.

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

XIII. **BOARD MEMBER COMMENTS:** Chair Epstein said he will not be at the Board next month. Mr. Godkin will act as the Chair.

XIV. **ANNOUNCEMENTS:** Jerry Godkin noted Mr. Epstein would be timing out in June. Mr. Godkin and one other member will need to reapply if they wish to reapply. He's just getting it out there that if there are people who want to serve on the Board, there will be three potential openings. He suggested starting early because it seems like the Assembly has struggled to get enough applicants for the boards in general. If anyone knows anyone out there, start talking to them

XV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on January 8, 2019, at 6:00 p.m. in the Alaska Room. Chair Epstein wished everyone a Merry Christmas and a Happy New Year!

XVI. **EXECUTIVE SESSION:** *Dennis Harris moved that they go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, i.e., her evaluation, and provided the Airport Manager may request a public discussion if she so wishes. The motion passed by unanimous consent. The Board went into executive session at 6:48 p.m. The Board came out of executive session at 8:08 p.m.*

XVII. **ADJOURN:** *The meeting adjourned by unanimous consent at 8:09 p.m.*