

MINUTES of
AIRPORT BOARD MEETING
August 14, 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		

Staff/CBJ Present:

Patty Wahto, Airport Mgr.	Scott Rinkenberger, Airport Sup't
Marc Cheatham, Dep. Airport Mgr.	Mary Becker, CBJ Assembly
Catherine Fritz, Airport Architect	Teresa Bowen, CBJ Law
Mike Greene, Airport Project Mgr.	Mark Fuelle, Fire Department

Public Present:

Tom Williams, Ward Air	Megan Taylor, Public
Andy Hughes, Public	Jim Becker, Public

III. **APPROVAL OF MINUTES:** *Angela Rodell moved approval of the minutes of the July 10, 2018, Board meeting. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Dennis Harris moved the agenda be approved as submitted. The motion passed by unanimous consent.*

V. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Andy Hughes, retired and running for Assembly, said he was interested in tying up some funding. In the past year, the Legislature returned the remainder of the previously-appropriated Juneau access funding, which amounts to \$43M, and the intent is to use it for Juneau access and, in particular, the Juneau access project. At the time, the Department and the hope of many people was the supplemental environmental impact statement would be approved in a timely manner. It was recently approved and signed off by the Federal Highway Administration. It has now been published in the Federal Register and the appeal date goes until sometime in December. He visited Ben White, the State Environmental Coordinator, who has recently been delegated the responsibility for all Federal Highway EISs and all environmental documents. All responsibilities have been delegated except one project – Juneau access. According to Ben, Juneau access will come to the State once the appeal process is complete and then it will go on the shelf until there is a governor who supports the project. When a governor supports the project, the environmental document can be refreshed, but because it was not completed, there will be a considerable amount of work to refresh it. If the existing EIS is refreshed, it may take 18 months or longer to

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complete the EIS. Getting a CORPS permit would take an estimated two years and can be done sequentially as part of the EIS process. There is promised litigation, which will take at least two years or longer. He was concerned that the Juneau access money (\$43M) needs to be defended and protected for that length of time.

He said the next year's legislation will be climbing the fiscal cliff, so to speak. When the State Legislature is looking for money, they scrub all of the appropriations looking for any unencumbered funding that can be re-appropriated. In his mind, there are three projects that would qualify for Juneau access: number one on his list is the primary access point in Juneau – the Airport. He believed that the airport would qualify for Juneau access funds insofar as the airport is the number one mode of getting in and out of Juneau. He was concerned that projects are needed that comply with the legislation that can encumber these funds as quickly as possible.

The other need would be a Berners Bay ferry terminal to complement the two new ferries (day boats) that are soon to arrive. They do not have the speed to make the Lynn Canal ferry route a 12-hour crew day. The Coast Guard limits crew time to 12 hours and no more. The two shuttle ferries can only provide one round-trip between Auke Bay and Haines and the other would need to take the traffic between Haines and Skagway. A Berners Bay ferry terminal would allow those two vessels to transport traffic over the entire route, doubling the day-time capacity of those two vessels. Since they can make the trip in 11-hours, it would give them the opportunity of doing an evening run, quadrupling their capacity in serving the Lynn Canal. The problem with the Berners Bay ferry terminal obligating the State money that's available in a real timely manner is it could obligate maybe \$2M in environmental up front, but it would still take time to get to construction.

Then, of course, there's the Juneau access project itself. The logic would point to revising the purpose and need and adding an alternative that connects Juneau directly to the road system by road, which should be approvable under Section 4F, the section that causes a problem.

According to Patty Wahto, Mr. Hughes said he feels the Airport can come up with needs, particularly refurbishing this terminal and expanding it to meet the foreseeable needs in the near future. He felt that when he goes through TSA, baggage claim and through the airport, it is at capacity during the summer. He thought if the Board could sell the Assembly on utilizing the funds (and he certainly planned to make that attempt), that those funds could be used to a real advantage to the Airport, to the air carriers that serve the airport, because they would be funds that he would not expect the airport to recover/charge the air carriers. These would be State funds, not local funds, and they would help hold down the costs/charges to the air carriers to hold down their costs, and hopefully user costs. This would be to the benefit of both carriers and residents of the community and the Alaska legislators that come in here. It would give them a much better facility.

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He said he was hired by the State 44 years ago to work on Juneau access. He thought that the community is remiss if they think they can sit on the money that is intended to construct a road for “x” number of years – which is a minimum of four to seven years. He will try to convince the diehards that it would be wise to encumber this money for the airport as soon as possible, assuming that the Board could identify needs that could use the funding and, knowing the terminal improvements AIP money doesn’t go very far when it comes to terminal building, it would be a valuable asset.

Board Member Dennis Harris said he was confused in that he thought that matching federal funds/matching State dollars were only that they came from the Federal motor fuels tax and he thought it was designated for construction of highways and not airports. Mr. Hughes said the \$43 million he is talking about are State funds. They can be used for anything that the Legislature appropriates them for. In this case, they appropriated them for Juneau access improvements. Mr. Harris asked if they restricted this to highways. Mr. Hughes did not think so, but he urged the community to ask the Legislature to amend that. He thought it was a straight line item that goes to Juneau access. The key would be to look back to see what kind of backup information was submitted by the legislators themselves.

VI. **UNFINISHED BUSINESS:**

A. **Capital Improvement Plan (CIP) Update** (Attachment #1). Airport Manager Patty Wahto said there are multiple items that came out of the Finance Committee meeting held August 8. The Capital Improvement Plan (CIP) for the Airport was updated and then the federal side of that, the ACIP needed to be updated in order to go with the grants. This is specifically necessary because of the Snow Removal Equipment Facility Sand and Chemical Building. This was a good time to look at all of this. Attachment #1 is what the Finance Committee reviewed. A couple of items were pointed out that have motions attached to them.

1. Item #11, Snow Removal Equipment Facility Sand/Chemical/Fuel Facility. This has been moved from 2021 to 2018 with the idea that the Airport would be looking to get in on the special \$1 billion omnibus funding. This is a strong candidate for a lot of reasons: its priority, the fact that the current building is very aged, it is on the CIP, and the Airport moved forward on this to get the design done. It is currently out for bid and the Airport should know within the next couple of weeks. There are a couple of things that go with that grant and motions:

There were a couple of things that went into this including partial demolition of the old facility that would be done later. The \$12 million also means that the local match for that goes up. The approved PFC (Passenger Facility Charge) included \$643,000+; the Airport will now need \$106,250 in additional PFCs. This was approved by the Finance Committee. This money will need to be bridged until the PFC is amended. The Airport is asking the Board to approve the use of \$106,250 from the CIP revolving account and get it forwarded on, which will make the project funding whole. The

other item is to approve the project when the grant hopefully comes in. It is a strong candidate but nothing is guaranteed until the grant is in hand. The Airport is looking to get an FAA (Federal Aviation Administration) grant in the amount of \$11,250,000. If this project did not happen in 2018, Mrs. Wahto said it is a three-year omnibus. If the Airport is not successful, they would push it to the 2019 program. The Airport will not give up on this. The next option is to keep it out there and try for the following year. She did not want there to be a disconnect between future projects – such as the terminal – and this project that would bump the funds. It shouldn't because this is a special omnibus Congressionally approved money. August 8 was the date the narratives were due. The FAA is compiling everything and should know within the next week or so. The Airport has a grant ready to fill in the numbers and get the sheets down to them to put them in. It will move very rapidly which means it has to move rapidly down at the Assembly, too. *Jerry Godkin moved to approve the Snow Removal Equipment Facility Sand/Chemical/Fuel Facility Capital Improvement Project anticipated special FAA Airport Improvement Project grant in the amount of \$11,250,000, and forward to the Assembly for award and appropriation upon receipt, local match provided through Passenger Facility Charge. The motion passed by unanimous consent.*

Jerry Godkin moved to approve forward-funding of the SREF Sand/Chemical/Fuel Facility Capital Improvement Project additional match requirement of \$106,250 from the Airport CIP revolving account; and amend PFC9 to increase/collect the additional \$106,250 funding; reimbursing the CIP revolving account upon future PFC collection/appropriation. Mr. Godkin asked Mrs. Wahto to bring the Board up to date on the revolving account and the new idea of keeping track of it. Mrs. Wahto said the idea was to put something on line to show the fund balance, what has been borrowed against it, as well as the CIP revolving account – what has been borrowed against that and what is remaining. Mr. Godkin said the Finance Committee questioned how much money is in the account and are we overspending. They were assured that there was plenty of money in the account. Mr. Harris commended whoever came up with the idea of putting that on line. He added that he was upset a couple of years ago when they were asked to have a special meeting to move some money around. He felt the Board had been blindsided because they were unaware that these cash-flow things were going on. The idea of having the cash flow information on line is not only helpful to Board Members, it is also helpful to the public. It is helpful to the Board Members who interact with the public and gives them a place to point to where they can point to where the money is coming from and where it is going. Public disclosure of public business is a good thing. *The motion passed by unanimous consent.*

2. Item #17, Terminal Reconstruction Cost. As mentioned at the last Board meeting, the conceptual design estimated a total project cost of \$21.6M. As this project was looked at, the funding of the project was discussed. It is balancing what is eligible within the terminal for federal funds – \$5.1M in the current PFC #9 application and the GO bond. The discussion was on how to make the most of the current funds. One

of these included moving the Sand/Chemical Building up on the list. This will free up one year and by shifting projects, there are three line items dedicated to Item #17 for the Terminal Reconstruction on Attachment #1. The other thing is that this project will require three years of AIP (Airport Improvement Program) entitlement dollars and increase the PFCs to make it a whole project. When it was all put together with the Federal funding and looking at the 70% (roughly) eligibility, the funding is right on. It is the right amount of Federal dollars to the local general obligation bond. There is a trick to this, though. A discussion was held with Bob Bartholomew on how to make it a whole project. Once staff gets into it, finalizes the design, has good solid numbers, good direction and know where the phases will happen, if this is going to start in 2019 (a year from now), how can it be done with the cash flow. There are three years of entitlements (2020, 2021 and 2022) and all of the PFCs will not be collected yet (4-5 years of collections). Now that the money is identified, how does the Airport move it forward to be done in one year – not seven or eight years. The idea is that in order to move forward, the funding has to be identified. The first thing is to approve the funding staff is looking at for the project and increase the PFCs. It needs to be increased from \$5.1M to \$5.98M to make the project whole. The first request is to approve the CIP as it stands that outlines that type of funding and how the timing of the other projects is being structured, and to increase the PFCs so that there is a whole project and staff can go downtown and say, this is how we want to proceed on making this a one or two-year project and figure out the bonding with downtown.

Angela Rodell clarified one thing to make sure everyone is on the same page. She said that the \$21.6M is for the entire project, but there is \$1.5M for design in Line #9 that comes from AIP 2012 money. She wanted to make sure that \$21.6M does not include the design work. Mrs. Wahto said the design they are working on now is a separate item. It includes staff time, actual construction, and contract administration. Mr. Harris asked what the interest rate would be on any kind of revenue bonds. Mrs. Wahto said there were no rates given. She said Bob Bartholomew just wanted to see if it was possible. Rents can be raised or other types of measures to pay for the interest. They wanted to make sure that a bond could be done based on AIP entitlement dollars. It was decided that it could be done. No percentages have been sought. Mr. Harris said it is helpful to use revenue bonds because they do not have to go through an election. An update will be given to the Assembly Committee of the Whole on August 29 at 5:30 p.m. *Angela Rodell moved to approve the increase of Terminal Reconstruction PFC9 match funds by \$783,895 and forward on for PFC public process. The motion passed by unanimous consent.*

3. Capital Improvement Plan: Small changes were made to the CIP, most of them being the timing of pushing out some of the projects to accommodate the Terminal and moving the SREF around. *Angela Rodell moved to approve the Airport Capital Improvement Plan update as presented in Attachment #1, dated August 6, 2018.* Mr. Harris asked about #25, Acquire Wetlands Access Vehicle. He asked why it was so

expensive and what kind of vehicle it is. Mrs. Wahto said this was on previous CIP lists. The Airport owned an old Hagglund that was a water rescue vehicle. It was not very quick and was no longer useable. The amount of \$250,000 is an estimate, but like the ARFF (Aircraft Rescue/Fire Fighting) trucks, it is still for airport water rescue; therefore, it is an airport vehicle that would be used similar to an ARFF truck for rescue. It is to be a duck-type vehicle that will get out into the wetlands. The details have not been decided as to what it would include, but she hoped it would be faster than the last one. *The motion passed by unanimous consent.*

VII. **NEW BUSINESS:**

A. **Airport Manager's Report:**

1. Republic Parking. Republic Parking has made some changes for a more user-friendly system. The incoming ticket dispenser will automatically dispense a ticket as a vehicle drives up instead of having to push a button to dispense. If a vehicle decides not enter the lot, the ticket is automatically cancelled and pulled back into the dispenser. Additionally, they have clearer signage and instructions on the self-pay credit card booth for faster exiting. Republic has seen 25-30% of the total use from the self-pay booth.

2. Congratulations to Firefighter/EMT Mark Fvette, Airport Master Firefighter. Congratulations to Firefighter/EMT Mark Fvette in attaining his ARFF (Airport Rescue Firefighting) Airport Master Firefighter (AMF). This is the second person in Juneau and third person in the state. Mrs. Wahto congratulated Mr. Fvette and thanked him for attending.



Mark Fvette, AMF

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3. Juneau Airport Website. The CBJ has been working department-wide to update their website. Each department was tailored to the specific needs. There was a requirement for ADA compatibility as well as be mobile (cell) friendly. The Airport piece of this is planned to go 'live' on August 20. The website will still be www.juneau.org/airport and will have a new look and hopefully easier to navigate.
4. Eagle Nest South of Float Pond. An eagle nest was discovered in the trees south of the float pond earlier this summer and staff is continuing to monitor it. This was discussed in the Operations Committee meeting. A drone was sent up to see if there was anything in the nest, but it was too dark to confirm or deny that anything was in there. It looked pretty empty. Once it is determined it is empty, they will determine what means – either putting a buoy in there or something else – until the nest can come down through the Airport's permit.
5. Float Pond Weed. Float pond weed is back. It was addressed at the Operations Committee meeting. It is an invasive species from Canada. Some of the chemicals used up north to get rid of the weed have turned into a gelatinous sludge. The weed harvester is now up and running and will be used for the season. The pond will also be lowered this winter for the float pond valve project, which will help control and/or kill the weeds. Mr. Harris liked the idea of mechanical harvesting and is very uncomfortable about chemicals, particularly with the waterfowl that use the pond. He wondered if letting salt water come in like they do at Twin Lakes would help. Mrs. Wahto said draining will help. The water is kind of brackish anyway. The Airport has never explored direct pumping from the ocean because it would have to come in a ways. She felt draining the pond will help immensely.
6. Airport Engineer Report (Attachment #2): Mrs. Wahto introduced Mike Greene, the new Project Manager.
 - a. Mr. Greene reported the public comment period closed May 18th on the Airport Sustainability Master Plan. No public comments were received. Questions were received from the Assembly at the March 17 Committee of the Whole meeting regarding the local capital project funds. FAA had a couple of minor questions on the Airport Layout Plan and these items have been addressed. As of August 9, the FAA has formally accepted the aviation forecast presented in the final edition. The FAA has requested one last review of the document prior to Airport Board and Assembly adoption and staff anticipates the final approval in September.
 - b. F&W Construction continues working on the insulation of the interior and exterior concrete floor slab assemblies. In fact, they will pour the big slab on Friday. The work will be completed in October 2018. All of the owner-furnished wash bay equipment has arrived and staged within the large maintenance bay.

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c. A final acceptance letter has been received from DOWL on the Runway Safety Area (RSA) Phase IIB Project stating that SECON has now completed the work on the project. Final acceptance was July 31, 2018. The final record as-built documents are being wrapped up.

d. Bids were opened for the RSA Expansion Phase IIC project on Friday, July 20, 2018. One bid was received from Secon in the amount of \$8,754,856 for the base bid and all additive bid alternates. The Engineer's estimate for this work was \$8.4M. Recommendation to award the Base Bid and Additive Alternates 1 - 3 in the amount of \$8,754,856 will be forwarded to the City & Borough of Juneau (CBJ) Assembly for approval at the regular Assembly meeting on August 13, 2018. Due to the current timing for bidding, this project will be completed in two construction seasons.

e. The Float Pond Improvement Project is currently in the final stages of design and will be released for bid later this week or early next. Engineer's estimate is \$594K. PND and JNU are working with CBJ Engineering to finalize the bid package. The float pond is scheduled to be closed November 1 through February 28, which is a 128-construction period.

f. Taxiway A Rehab and Taxiway E Realignment Design, and Taxiway D-1 Relocation – Design documents are being finalized with PDC Engineers. Taxiway A and E are at 35% design submitted/reviewed, moving to 65%; Taxiway D-1 is at 100% and will be released for bid later this fall. PDC and JNU are working with CBJ Engineering to finalize the bid package. Engineer's estimate for the Taxiway D-1 project is \$1.1M.

g. Runway Repairs Post-Aircraft Incident (June 20, 2018) – Repair work is currently scheduled for late August (weather dependent) when SECON's grinding, paving and grooving crew is back in Juneau. JNU will assist with the coordination and safety during the repairs. Due to high daytime aircraft operations, the repairs will be done overnight to limit disruption. The runway will be closed overnight for the repairs. It is anticipated that two to three nights are needed for the runway repairs; then another couple of nights for the grooving. A schedule will be developed and will be coordinated with operators (especially medevacs and freighters), as well as Air Traffic Control and Flight Service. The repairs will be charged out to the responsible aircraft owner/insurance. This project was quoted at \$160,000, and additional staff time be charged, as well. The patches will be done to a thickness that it will be done right. It will be fogged, sealed and grooved.

7. Airport Architect Report (Attachment #3): Airport Architect Catherine Fritz said that Mike Greene had worked for Wilson Engineering, who was providing the inspection services for the Snow Removal Equipment Building (SREB), and the wash bay addition. As Mike has transitioned into his position as Project Manager, he has continued to do the inspections. This is now employee work versus contract work.

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The Airport is working on a fee proposal with the architects and the team for the Terminal Reconstruction Project. As soon as that fee proposal is refined and accepted by the Airport and have the design report, it will be submitted to the FAA within the next week. This is for FY18 grant money. Once this is accepted by the FAA, they can distribute the grant, which will then need to be appropriated by the Board and the Assembly. The design work will not start until late September or October.

The Passenger Boarding Bridge (PBB) is being manufactured. Some electrical and other miscellaneous striping/painting is being done. The PBB will arrive within the next few weeks.

Staff and the FAA discussed the “Buy American” requirement for the ramp lighting project. Unfortunately, the way that the “Buy American” program is written, staff has a problem that there are no light fixtures that meet the requirements of being energy saving devices and made in America. They gave options how this can be reconciled. It will take some time to figure out a strategy to still be able to utilize the grant money. There are opportunities for waivers, but they are not easy to gain. This is on the shelf waiting for bidding.

ECI architects and the team are doing an excellent job in getting the design documents together for the Sand/Chemical building and allowing it to go to bid. This was a gallant effort that was well coordinated by a lot of people during a very busy time of year. Those documents were completed in record time, approximately five weeks. There is an addendum that will be issued tomorrow. There is a pre-bid scheduled for Thursday. The bid opening is scheduled for August 30.

The special Urban Waters grant was received. This will be to clean up the greenbelt. This will be in partnership with five other organizations. Scott Rinkenberger and Kris Ritter will be the lead on this project.

Mr. Harris asked what the status is to cut lower limbs on trees in the area. He asked if anything had been done with the City Law Department and Community Development so that this might be done as part of this greenbelt project. He said you still cannot see through there. This needs to be dealt with. Mrs. Wahto said she did not know where the update to Title 49 is. This beautification effort will be a clean-up effort, new bridges, and work on the foot path. Ms. Fritz said the Urban Waters Group has coordinated with the City as the City is a partner in the project. No trees or limbing will be a part of this project. It will be working with the trails, repairing the bridge and doing other clean-up efforts. Mr. Harris wanted to see the Board light a fire under the people that are working on the Title 49 revisions and see if the ordinance can be changed so that the trees can be limbed. The limbing will not keep the trees from casting a shadow on the creek, which is the purpose of not allowing trees to be cut. If people cannot see through the trees, it makes it difficult for the Airfield crew

and the Police Department to keep people from camping, shooting up, or drinking in there. This area needs to be safe for everyone.

VIII. **CORRESPONDENCE:** None.

IX. **COMMITTEE REPORTS:**

A. **Finance Committee:** Committee Chair Angela Rodell said the Committee will have more meetings as projects move away from conceptual and more to actual design and better cost estimates. She was excited about having the idea of a total project finance packet for the Terminal Reconstruction Project put together even though it will constrain the Board's ability to address other projects. One of the challenges will be for the Board to recognize the money is tied up and the flexibility to move projects around or reprioritize certain projects will not be there. She thought there was a lot of benefit to having one shot at it, rather than phasing it over a number of years.

B. **Operations Committee:** Committee Chair Al Clough reported the Operations Committee met yesterday morning. He thanked the staff for the detailed briefing. There was a litany of issues that came forward. There are no future meetings scheduled at this time.

X. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Mary Becker said the Assembly is down to seven members, which means getting a majority is close to impossible. Advertisements went out for an Attorney. The interviews will occur on August 28. The Assembly voted down putting Best Starts on the ballot. It is now up for reconsideration at the next Assembly meeting. On August 20, there will be public testimony for Best Starts, the JAHCC issue, and Hotel Bed Tax. On August 27, the Lands will meet; the full Assembly will meet to appoint Docks and Harbors members, followed by an Assembly meeting for the recommended members for Docks and Harbors. The COW (Committee of the Whole) will meet on August 29 at 6:00 p.m.

When asked to speak to the Title 49 issues, Ms. Becker said she does not have a lot of authority over the Planning Commission, which is where the Title 49 is. Until it comes to the Assembly, they cannot do rewrites. It has not come to the Assembly yet.

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

XII. **BOARD MEMBER COMMENTS:**

A. Dennis Harris said he has been vocal about the Jordan Creek greenbelt issue and the Title 49 problem. If it is stuck in the Planning Commission, perhaps a few Board Members might engage in conversations independently to express their concerns to members of the Planning Commission about the urgency of the issue. Any time criminal behavior can be discouraged and the airport can be made safer, it is important to the Board. He is certainly going to talk to a couple of Planning Commissioner members to try to find out where they are on the issue, explain the whole purpose behind the prohibition

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behind cutting trees along creeks and see if they can at least move that one little amendment along so that the trees can limbed before winter happens and people begin camping in there again.

B. Jerry Godkin asked to have an update on the ARFF vehicle that was given to the Airport. He was on record as objecting to that because it was the same vintage truck as the one that we need to get rid of right now. He asked to get a report on the status of that truck. He said this truck has been sitting out in the rain and the weather, which was his fear. Mrs. Wahto said this was brought up at the Operations Committee meeting. She said Ed Quinto is out, but more information will be received next week. Staff is running the truck every week. It is now inside the SREB. Mr. Godkin said there is no room in the CCFR building. It was not designed for it. The three bays are currently full. If there was an organization in southeast that could utilize it instead of it sitting and not being used for what it was intended for. He encouraged someone to donate it just like it was donated to the airport to get it in service for a few years. He had issue with it taking up space in the brand new building. Mr. Harris said there is another ARFF vehicle on the State's website and it has been up twice and no one is bidding on it. The starting bid was \$5,000.

- XIII. **ANNOUNCEMENTS:** Airport Superintendent Scott Rinkenberger introduced Megan Taylor. With the help of Coastal Helicopters, he took Ms. Taylor up to Herbert Glacier where he asked her to marry him and she subsequently accepted. She is now his fiancé.
- XIV. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on September 11, 2018, at 6:00 p.m. in the Alaska Room.
- XV. **EXECUTIVE SESSION:** None.
- XVI. **ADJOURN:** *Jerry Godkin moved to adjourn. The meeting adjourned by unanimous consent at 7:18 p.m.*