

AIRPORT BOARD
AGENDA
6:00 P.M., WEDNESDAY, JULY 9, 2014
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of June 11, 2014
- IV. APPROVAL OF AGENDA
- V. PUBLIC COMMENTS

VI. UNFINISHED BUSINESS

A. Runway Safety Area (RSA) Grant Increase: Staff requests appropriation of \$9,938.55 to the RSA project. This is the balance of the Airport Improvement Program grant amendment that the Board approved at the February meeting; it was subsequently recalculated by FAA, resulting in this slight increase. The matching funds for State and Local were already appropriated; this is simply a recalculation in what is due by the FAA.

Board Motion: *“Request approval to appropriate \$9,938.55 to the Runway Safety Area project. Funding provided by the FAA.”*

B. MALSR Legislative Grant: The City has received several Designated Legislative Grants from the Department of Commerce, Community, and Economic Development (DCCED). Juneau International Airport has been awarded \$93,750 which will be used as local match for MALSR installation, per this Narrative: “To improve navigational alignment with Runway 26, FAA has completed design and preliminary installation of the MALSR system. The first 800 feet of the system are installed. Ultimately the system will be 2400 feet from the runway threshold. The remaining installation is estimated at \$3,000,000. The appropriation of \$93,750 will cover the local match for anticipated grants from the FAA AIP program.”

Board Motion *“Request approval to appropriate a Designated Legislative Grant in the amount \$93,750 for the Runway 26 MALSR installation to be used as local match for this project.”*

C. Airport Terminal Remodel: Workshop Discussions (Attachment#1): The attachment provides a summary of the terminal workshop and concept renderings from the June 19 Committee of the Whole meeting. Staff would like to continue the discussions from this meeting and get some direction on the terminal renovations. The concept presentation boards will be set up at the meeting for continued discussions.

VII. NEW BUSINESS

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

1. Jetway 5 is now fully operational. JetBridge America brought a lot of people and parts up to Juneau to get this operational. They have provided the training for airlines and our maintenance staff.
2. Water/Sewer Rates: At the June 30 Assembly meeting, the Assembly passed water and sewer rate increases to go into effect January 1, 2015, with continued increases each July 1, and thereafter, for 5 years. Water will increase 6.5% each time (January 1, 2015; July 1, 2015; July 1, 2016; and so on); and sewer will increase 8.0% each time (January 1, 2015; July 1, 2015; July 1, 2016; and so on). The Airport has been reviewing its own water/sewer rate structure knowing that an increase was needed, but waited for the City's final rate adoption prior to proposing new rates. The Airport Finance Committee will be setting a meeting to consider a proposed rate increase for its tenants within the next month.
3. Electronic Cigarettes: At the June 30 Assembly meeting, the Assembly passed a code amendment to include electronic cigarettes (e-cigarettes) in the 'smoking ban ordinance'. The Airport will have to make sure this is posted, since some airports allow e-cigarettes. Most airlines have already banned e-cigarettes. This is effective 30 days after adoption.
4. Airport Engineer Report (Attachment #2)
5. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE: Letter from Frank and Sally Rue, dated June 25, 2014 regarding Cell Tower Lighting (Attachment #4)

IX. COMMITTEE REPORTS

- A. **Finance Committee**
- B. **Operations Committee**
- C. **Art Committee**

X. ASSEMBLY LIAISON

XI. PUBLIC COMMENTS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

- A. Airport Board, 6:00 p.m., August 13, 2014, Alaska Room

XV. EXECUTIVE SESSION: **Airport Manager Evaluation:** Board Motion: *That the Airport Board enter into executive session to discuss the Airport Manager's annual evaluation. This is a subject that could tend to prejudice the reputation and character of the Airport Manager.*

XVI. ADJOURN



ATTACHMENT #1

JNU Airport Board Committee of the Whole
Work Session on Terminal Renovation Project
June 26, 2014, 3:00pm Alaska Room

The work session was facilitated by Catherine Fritz, JNU Airport Architect. Twenty-four people were in attendance, including six Airport Board members. Catherine used a powerpoint presentation for meeting content, and seven presentation boards on easels were on display (images attached).

The meeting began with an overview of the history of the terminal renovation project, especially since 2005 when the terminal master plan was created. The most recent phases (2010 and 2012) addressed the majority of facility needs for the areas of the terminal constructed after 1984. The areas still to address are those constructed prior to 1984. These are commonly referred to as “the knuckle” (intersection of north/south and east/west building areas) and “the north wing.” The total cost of remaining work is approximately \$30 million.

Three options for addressing remaining terminal needs were presented:

Option 1: Replace the knuckle area, with food concession being relocated to the Alaska Room area. This option was discussed by the Board at their April 9, 2014 meeting. The cost of this option is \$14- \$19 million, depending on the extent of scope.

Option 2: JYL Project Architect Tony Yorba presented a concept that would reduce the scope of Option 1 to only include establishing the food/beverage concession in its long-term location and addressing other spaces impacted by this project such as relocation of the Alaska Room and relocation of Alaska Airlines' second floor offices. This option would cost approximately \$4 million.

Option 3: Tony presented a new concept that staff and design team have begun to consider. This option would replace the oldest part of the terminal, the north wing. The concept includes accommodating all current Part 135 operators in new space of approximately the same size they currently have. It also provides unfinished (shell only) space on the second floor for possible office lease space. This option is estimated to cost approximately \$10 million for construction (\$14 million full project cost).

Tony and Catherine emphasized that all of the cost estimates are preliminary in nature and should be thought of as “order of magnitude” rather than actual projected costs. The figures include both construction costs and project costs (design, inspection, administration, temporary facilities, etc.) for each option. Once an option is selected, the staff and consultant team would move forward with more definitive design, construction, and project costs.

Concessionaire Brad Jacobsen gave an overview of what they are learning about food service needs and operational issues. He believes the current “grab and go” model that features local foods is good, but wonders if travelers will expect something more in the future. They plan to add a small menu of hot items such as soup and pressed sandwiches. They plan to offer beer and wine in the Departure Lounge soon, and are looking forward to operating in the new Taproom (former bar), as well.

Other specific facility needs that could be included into any of the Options are:

- Rebuilding the secure exit lane.

ATTACHMENT #1

- Reduce Departure Lounge overcrowding and install elevator access from the secure side.
- Renovating the former dining room for new use.
- Energy upgrades such as lighting replacements.
- Parking lot repairs and upgrades.

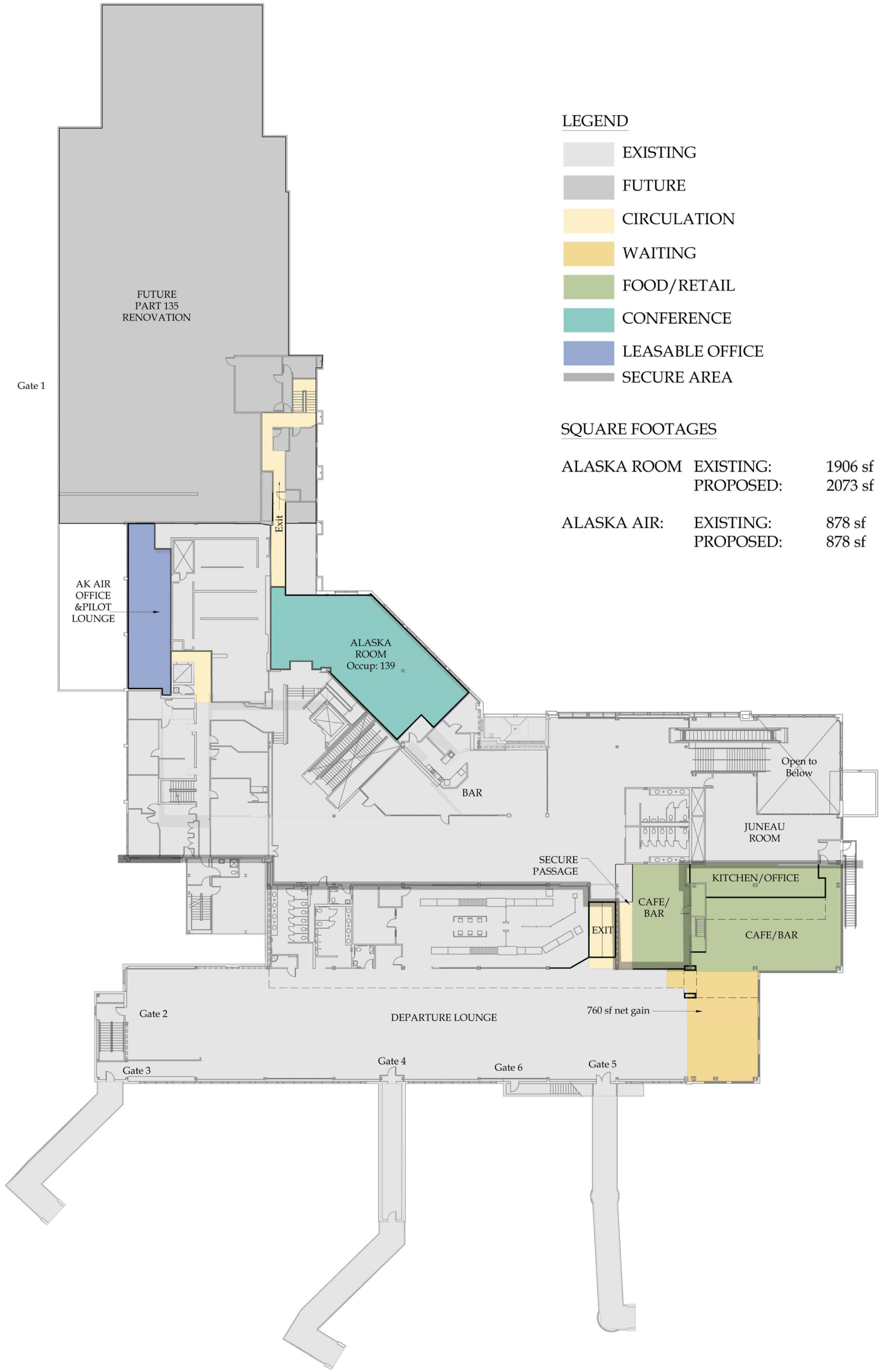
Catherine provided an overview of the existing capital project fund for the terminal, including a summary of what has been spent since 2008. There currently exists approximately \$8 million in the project fund. Catherine then presented possible sources for additional project funds, and emphasized how funds used for the terminal had to be strategically coordinated with other airport project needs.

The group was encouraged to share thoughts about the three options. Summary of comments:

- Rebuilding the north wing would have high visibility; people would notice more of the improvements than option 1.
- The smaller carriers have waited a long time and their spaces have real problems (like poor heating system). Replacing the north wing should be a priority.
- Lease options that bring new revenue to the airport should be considered as design is developed.
- Replacing the north wing may reduce terminal operating expenses by providing energy efficient construction.
- Minimizing impacts to north wing tenants is critical.
- Regardless of which areas get replaced first, design needs to be flexible and adaptable as aviation needs change.
- Keep communication going and talk with affected tenants about their current and future needs.
- Option 2 could be done with current funds. Important to take action and move forward. Don't want to lose confidence from public by not spending funds that are in place.
- There needs to be a financing plan for all the remaining renovations; all options for funding should be pursued.

Airport staff will continue to refine the 3 options and bring forward to the Airport Board for their direction.

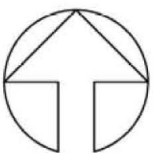
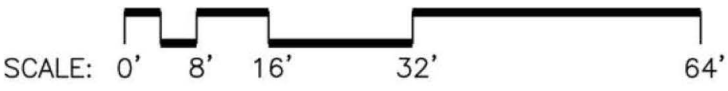
The work session concluded at 5:35pm.

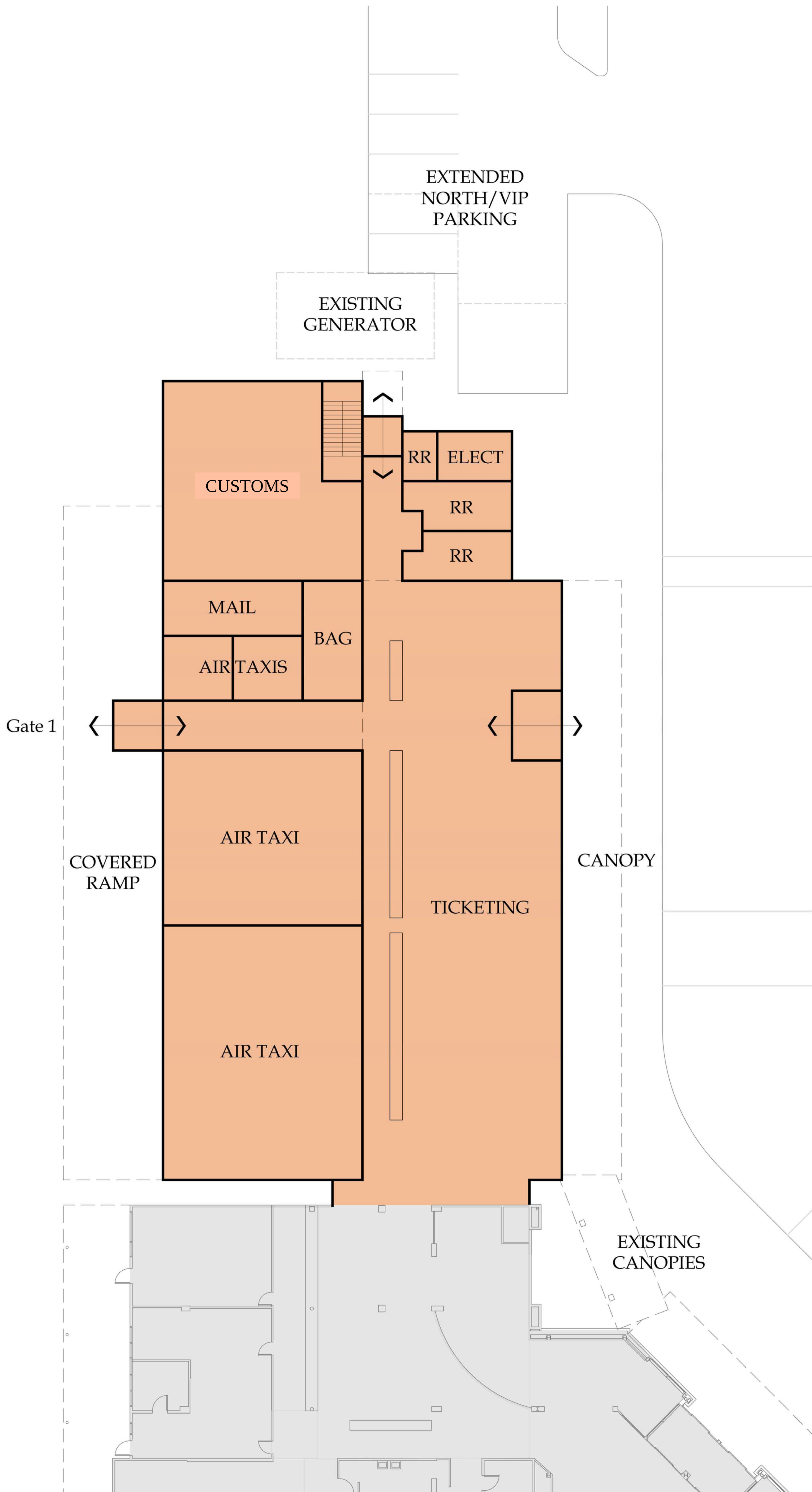


Second Level

EAST RESTAURANT CONCEPT- LIMITED BUILD OUT
Juneau International Airport Renovation - Phase II

June 26, 2014





First Level

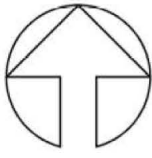
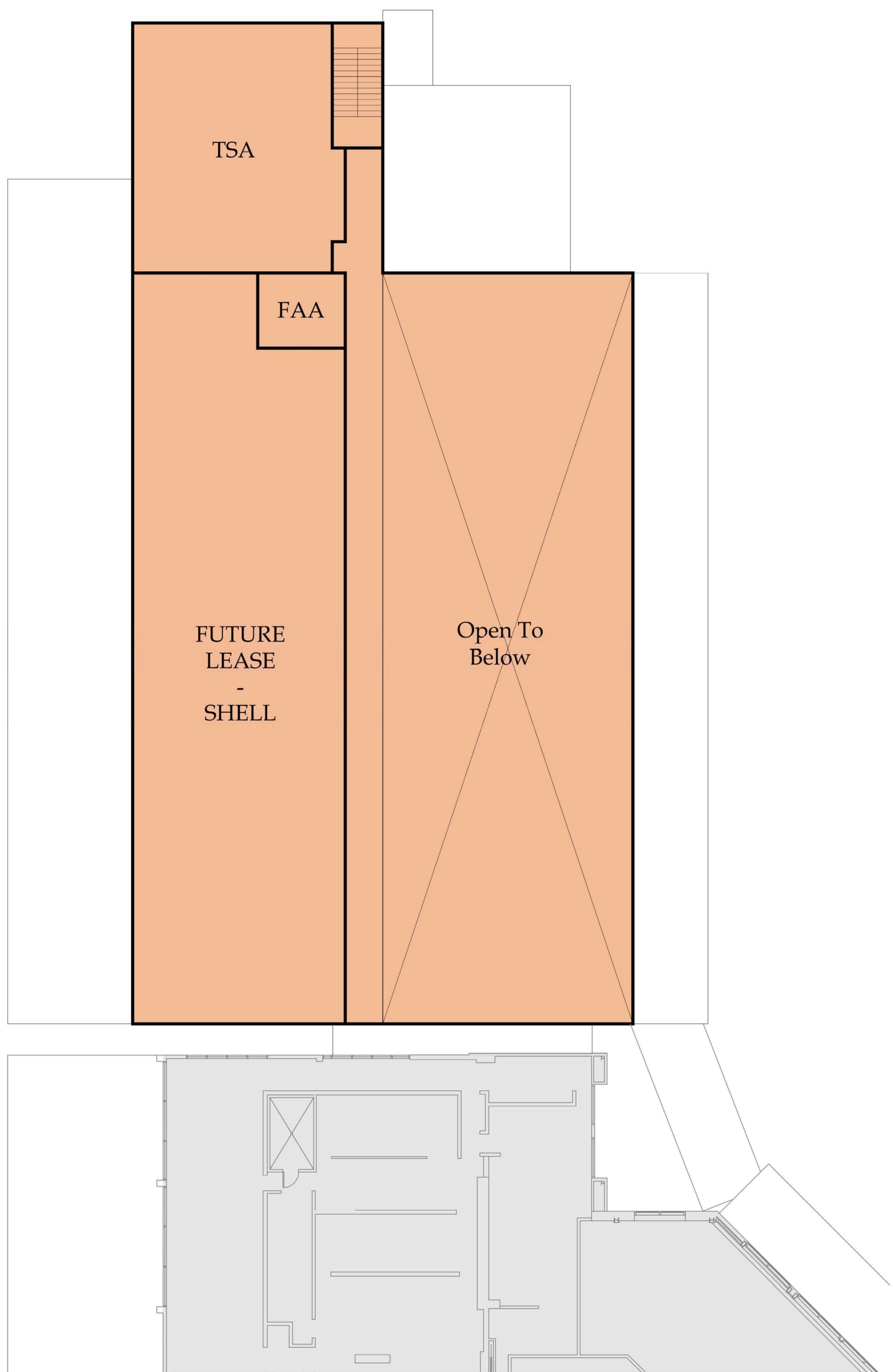
NORTH WING REPLACEMENT CONCEPT

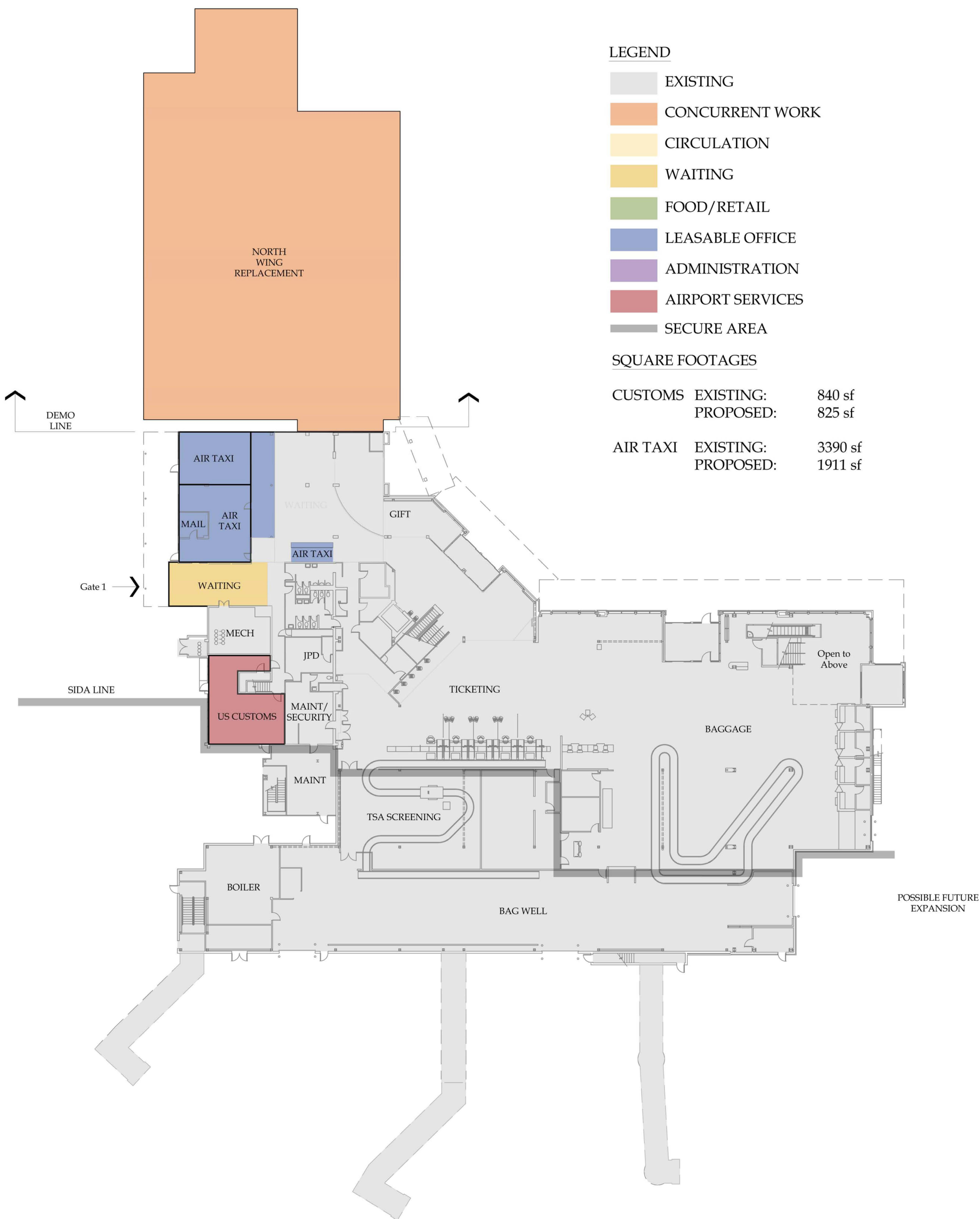
Juneau International Airport Renovation - Phase II

June 26, 2014

SCALE: 0 4' 8' 16' 32'



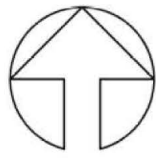
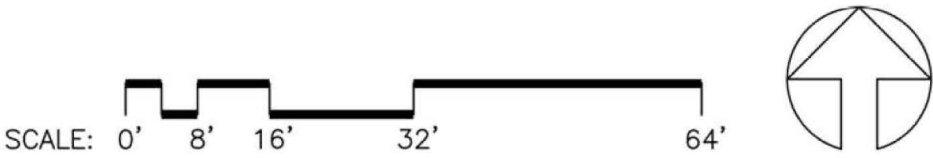


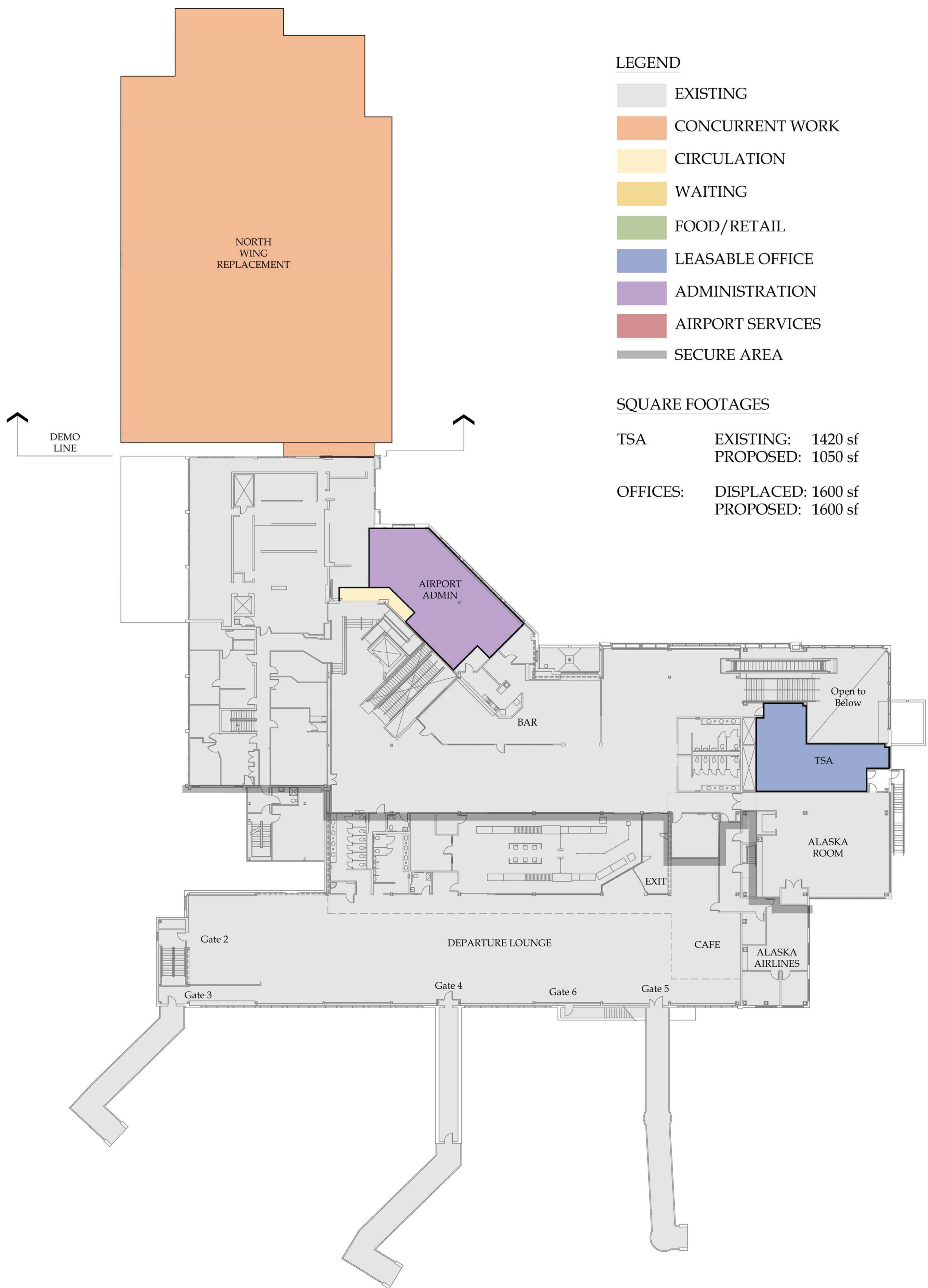


First Level

NORTH WING REPLACEMENT CONCEPT- TEMPORARY 135 SERVICES Juneau International Airport Renovation - Phase II

June 26, 2014

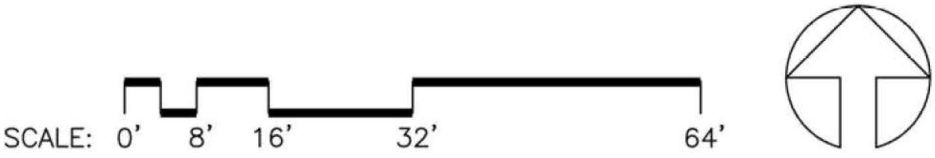


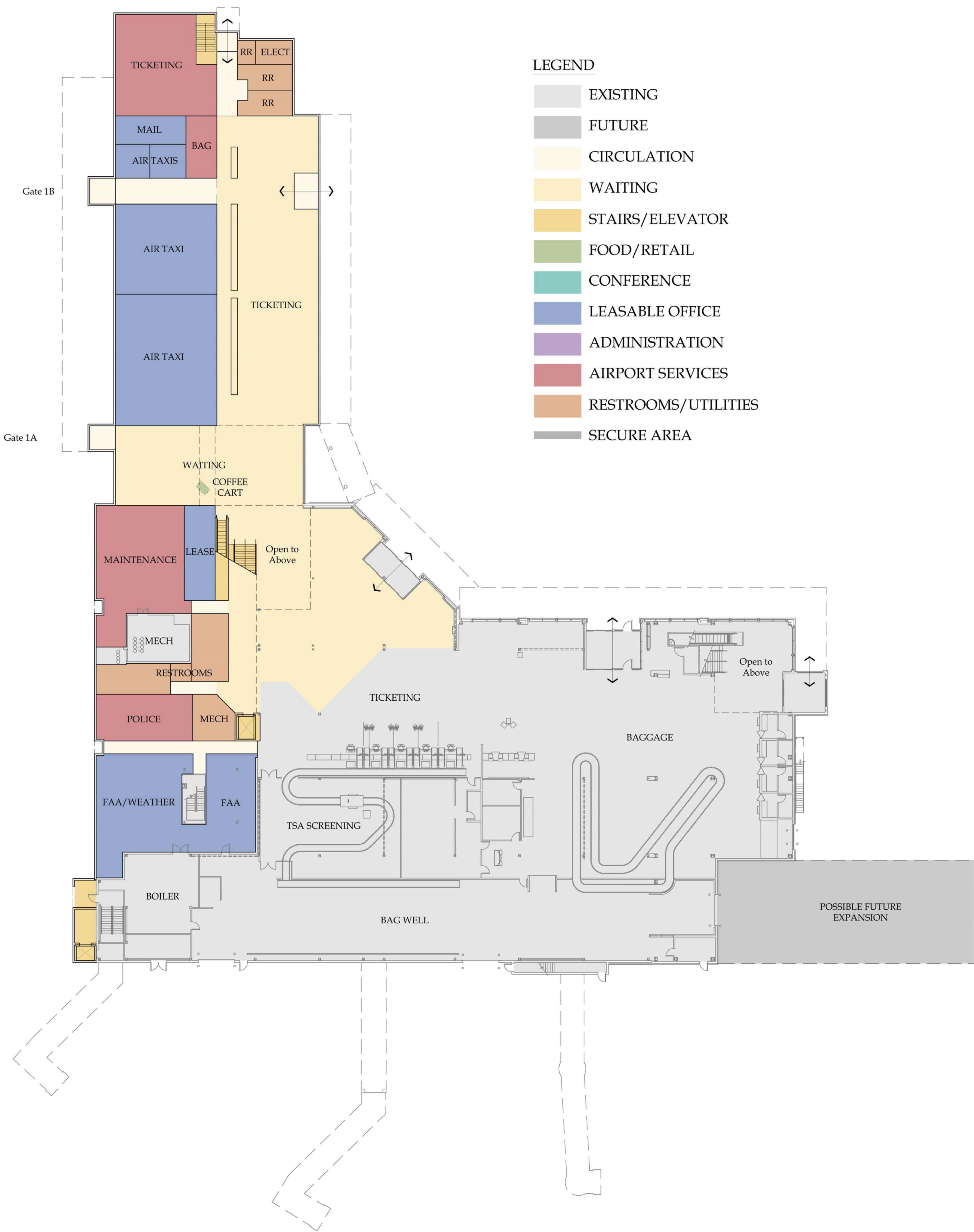


Second Level

NORTH WING REPLACEMENT CONCEPT-TEMPORARY 135 SERVICES Juneau International Airport Renovation - Phase II

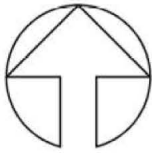
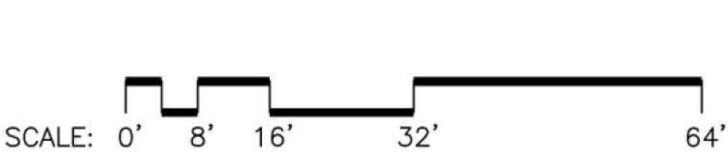
June 26, 2014





First Level

MASTER PLAN
Juneau International Airport Renovation - Phase II
June 26, 2014



ATTACHMENT #2



MEMO

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: July 2, 2014

FROM: Ken Nichols, P.E.
JNU Airport Engineer

RE: Engineer's Report

General

In the past month, the projects office worked on several construction and planning projects. Project specific summaries are presented below.

Airport Sustainability Master Plan

URS Corporation was chosen as our planning consultant. A scoping meeting was held June 19 with several key stakeholders and members of the airport board. As a result, a revised draft scope of work is being prepared by URS. An independent fee review will be prepared once the scope is finalized to compare the costs presented by the consultant as a part of contract negotiations.

RSA Expansion Phase IIA

Punchlist work is ongoing for the work contracted through Secon. FAA and their contractors are also working on punchlist items.

Carson Dorn/Dowl HKM is working on revising property boundaries through DNR and in conjunction with South East Alaska Land (SEAL) Trust. Dowl HKM will record the survey documents. Field survey work was completed in May.

Runway 8/26 Rehabilitation

Project bids came in well under the engineers estimate. Based on the bids, FAA issued a grant, and the project was awarded to Secon at the June 30 assembly meeting. A pre-construction meeting has been scheduled for July 8. The first phase will continue through September 2014 and will include construction of several components to make everything ready to use the temporary runway configuration. I expect to begin using the temporary runway configuration in April 2015 so that the major runway work can be completed by June 30, 2015.

Air Cargo Hard Stand

Preliminary documents were received from USKH. The project design is 90% complete. Airport and user reviews need to be completed prior to bidding the project.

Gate 5 Passenger Boarding Bridge Replacement

The bridge is now fully functional. Operations have been completed with both Delta Air Lines and Alaska Airlines.



ATTACHMENT #3

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: July 1, 2014

FROM: Catherine Fritz, AIA
JNU Airport Architect

Construction work continued on the bar remodel through June. Work included wall framing, plumbing rough-in, electrical rough-in, sheet rock installation, and primer painting. The bar (counter) was cut and relocated to its new configuration, and salvaged flooring was reinstalled. While work has progressed slower than anticipated due to design changes and available construction workers, we are still on track for completion to coincide with the alcohol license approval, currently estimated at mid-July. *Cup o' Joe's* will be closed a few days prior to opening the new café so that countertops and equipment can be relocated. We are working closely with the concessionaire to minimize impacts to their operations and service to travelers.

Construction documents are nearly complete that will address needed repairs to Gate 6. We will use an informal construction contract process to hire a contractor to complete the work during the current summer.

The City's new electronic on-line bidding system was used to sell some of the airport's kitchen equipment. The sale generated \$4,000 in revenue that will be credited to the airport's account. The items sold were walk-in freezer, walk-in cooler, two deep fat fryers, and a few dining tables/booths. Airport maintenance staff has been cleaning additional kitchen equipment that will be reused in the new café.

Alaska Airlines completed the installation of additional kiosks in the check-in lobby. The compact design of the new kiosks allowed a total of eight to be installed along the stairway wall.

Several new advertisements were placed in the terminal in June, including our first "wall wrap" (a vinyl material that is applied directly to a wall surface) in the Departure Lounge. This ad has a unique way of incorporating the diagonal structural brace into the artwork, and it also used "place-based" art that incorporates landscapes or SE Alaska outdoor experiences into the advertisement.

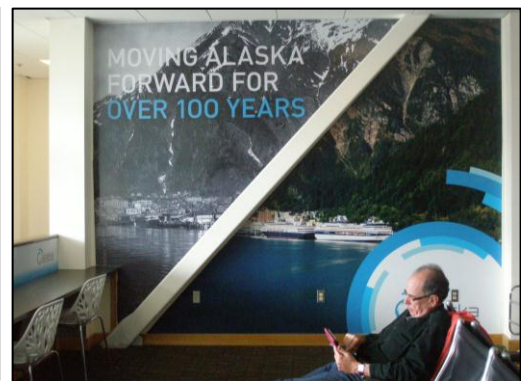
The terminal project work session was held on 26, 2014, with 24 people in attendance. The history of the terminal renovation since 2005 was reviewed, concepts for addressing the renovation needs that still exist were discussed, and possible financing options were identified. A summary of the meeting is included in the July 9 JNU Airport Board meeting packet.



Alaska Airlines' check in kiosks.



Construction progress in *Romeo's Taproom*.



Wall Wrap advertisement in Departure Lounge.

ATTACHMENT #4

Frank and Sally Rue
7083 Hendrickson Rd (Sunny Point)
Juneau, AK 99801

JUN 25 2014

CBJ Manager's Office

Ms. Patricia delaBruere
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive, Ste. 200
Juneau, Ak. 99801

June 25, 2014

Dear Ms. delaBruere,

We are writing to ask for your help. We have been living with the constant and stressful white strobe light attached to the 115-foot cell tower on Crest Drive behind Valley Lumber owned by American Tower Company. It is hard to describe how the constant and relentless strobing distresses those of us who have to live with it.

We are requesting that you either follow the FAA guidance on this tower and require no lighting; or, if you feel there must be some lighting then keep the blinking red light at night and require either no light, or a steady red light during daylight hours.

We checked into the permitting and lighting requirements with FAA and found out that FAA said this tower is not a hazard to air traffic and therefore does not require lighting (see project #2012 AAL 369-OE). (FAA, Robert Van Haastert, personal communication).

We realize the white strobe on the tower is intended to mark the tower so aircraft won't hit it. However, we believe that if an aircraft is 114 feet off the ground over Crest Drive near Valley Lumber the cell tower is the least of its problems given the buildings, towers, telephone poles, spruce trees, and mountain in the immediate vicinity. We also observe that the tower appears lower than several other unlit towers around the airport.

We recently flew into the Newark, New Jersey Airport on our way to New York City and made it a point to look for white strobe lights around that very busy airport and surrounding metropolitan area. We are aware of four white strobes near our small and not very busy (compared to Newark) Juneau Airport (Spahn Island, Crest Drive, and two near the DMV office near Brotherhood Bridge). Thinking Juneau might be the norm for white strobe lights, and given its relatively small size, we expected to see hundreds of white strobes on the many towers, bridges, smoke stacks and tall buildings between the Newark Airport and New York City.

ATTACHMENT #4

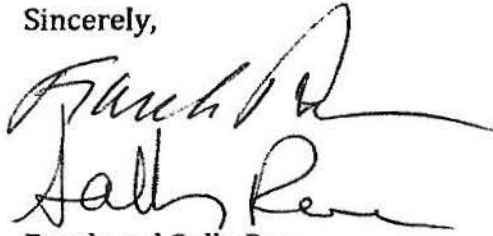
We were surprised to find only a single white strobe on one of the many towers, bridges, smoke stacks, and buildings on our drive to lower Manhattan. When we arrived in lower Manhattan and saw our second white strobe on the top of the 1,776 (yes 1776) foot tall Freedom Tower. There, on the top of the tower, was a white strobe just like the one on our 115-foot tall tower on Crest Drive. We understand the need for a white strobe on the top of the tallest building in the Western Hemisphere. We don't think we need a white strobe on the Crest Drive tower and neither does the FAA.

We believe either of the lighting options we are requesting is consistent with FAA requirements and safe for pilots, and far preferable for neighbors, like us, who must endure the constant strobing of the current white light.

One final point, we think the current strobe can be distracting to drivers on Egan Expressway just past the Fred Meyers intersection. This is a dangerous area for drivers. There is a lot of merging, crossing, and other traffic interaction that requires one's full attention. Having the unnecessary distraction of a white strobe in this, or any area, should be avoided.

Thank you very much for your consideration.

Sincerely,



Frank and Sally Rue

cc: CBJ Planning Commission
 CBJ Assembly
 Ms. Kim Kiefer, CBJ Manager
 Mr. Hal Hart, Director, CDD

ATTACHMENT #4

April 10, 2014

Dear Planning Commission Members,

We recommend the following ordinance and supporting policy be incorporated into Title 49 and the Cell Tower Management Plan respectively.

New Ordinance: 49.XX.XX. Any cell tower high enough for either the Federal Aviation Administration (FAA), or the Airport Manager, to require it to be marked with a white strobe light on top shall not be allowed.

We recommend the following Policy be in the Cell Tower Management Plan under Human Health and Safety as support for this ordinance.

Policy XXX. Cell towers shall be designed and sited to maintain the safety of air traffic and the health and welfare of Juneau residents.

Background. The City and Borough of Juneau and the air carriers that operate in Juneau have worked hard to make Juneau a safer place to fly. Alaska Airlines has invested in navigation equipment that allows their jets to land at low minimums. Plans have recently been announced to clear vegetation in the Mendenhall State Game Refuge to accommodate these lower minimums. The Airport has installed lights and safety zones at each end of the runway. All of these improvements are designed to make Alaska's Capital City more accessible and safer for residents and visitors who travel by air.

Juneau should not risk reversing these improvements in access and safety by allowing cell towers that are tall enough to be what the Federal Aviation Administration (FAA), or the Airport Manager, determines are the most serious hazard to air traffic. The most hazardous towers are those that FAA, or the Airport Manager, require be lit to FAA's most aggressive standard – a white strobe light during the day and a fast-paced flashing red light at night.

In addition to being what FAA or the Airport Manager considers a serious threat to air traffic, these most aggressively lit towers negatively affect the health and welfare of Juneau's residents who can see them. The constant flash of a white strobe light, and even a fast-paced blinking red light, create significant levels of stress in those who must view them from their homes or offices. In Juneau white strobe lights are particularly intrusive and stressful because of the dark background provided by green mountains and Juneau's often cloudy, gray weather. The dark background enhances the intensity of a white strobe light.

ATTACHMENT #4

It is hard for those who haven't lived with a white strobe or fast-paced red light to imagine the stress they cause. We have lived with a white strobe light on a cell tower and can tell you it is surprisingly stressful to be constantly confronted with the incessant flashing. It is impossible to ignore; that's why the FAA requires them on hazardous towers!

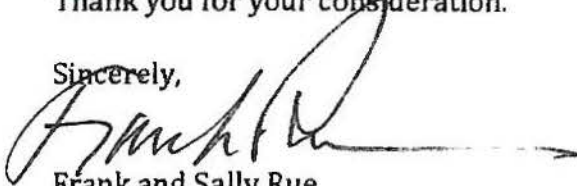
We learned from our experience that the periodicity of a red light makes a huge difference in the level of stress it produces in people who must view them. A steady, or slowly blinking, red light is far more tolerable than a fast-paced, urgent blinking red light.

In closing, we urge you to design the cell tower plan and implementing ordinances to avoid these two risks to the health and welfare of Juneau residents'.

Cell towers that require either no lighting, or only paint and steady or slow-paced red lights are far preferable to cell towers that are tall enough to need white strobe lights and or fast-paced red lights.

Thank you for your consideration.

Sincerely,



Frank and Sally Rue
7083 Hendrickson Rd
Juneau, Alaska 99801



Don and Lois Abel
1080 Hendrickson Rd.
Juneau, Alaska 99801