

MINUTES of
AIRPORT BOARD MEETING
December 12, 2012
Alaska Room, 6:00 p.m.

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

II. **ROLL CALL:**

Members Present:

David Epstein

Joe Heueisen

Ron Swanson (via phone)

Jerry Godkin

Butch Laughlin

Steve Zimmerman

Staff/CBJ Present:

Jeannie Johnson, Airport Manager

Marc Cheatham, Airport Special

Patty deLaBruere, Deputy Airport Manager

Projects Officer

Catherine Fritz, Airport Architect

Keith Walker, CCF/R

Johan Dybdahl, CBJ Assembly Member

Public Present:

Mike Wilson, Coastal Helicopters

Dave Wahto, FAA

Ella Rogers, Glacier Restaurant

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Butch Laughlin seconded, the adoption of the November 14, 2012, regular monthly meeting minutes. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** *Steve Zimmerman moved, David Epstein seconded, to approve the agenda.* Airport Manager Jeannie Johnson noted a couple of updates: The special presentation by the Mayor will be delayed due to his attendance at another meeting. Mr. David Wahto, the FAA Certification Inspector, is in town doing the certification inspection and would like to say a few words to the Board. She asked to move him up under public comments. *The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **DAVE WAHTO, FAA:** Dave Wahto, FAA Certification Inspector, said he is in the middle of a certification inspection and will be in town through Friday. He is looking at all the airport markings, the lighting, the signage, the training programs, working with the Airport Rescue and Fire Fighting personnel who demonstrate proficiency with the ARFF vehicles with a timed response. The emergency systems and the communications systems are tested. He also gets to meet and visit with friends in Juneau. Board Member Joe Heueisen asked when the Airport would have to raise the ARFF response when Alaska Airlines goes to the 800 aircraft. Mr. Wahto replied that Alaska Airlines would have to fly five 800 aircraft to increase the index. This would have to be in place prior to the first day that quantity of air carrier operations. He thought the Airport currently has the amount of

equipment needed for an increased index. The differential would be the staffing. Ms. Johnson said Mr. Wahto had provided lunch for Field Maintenance and the Fire Department. She said it was a nice thing to bring everyone together and she thanked him for doing that. Mr. Wahto said he is trying to make the image of working with the FAA in a non-threatening way.

VII. **UNFINISHED BUSINESS:** None.

VIII. **INTRODUCTION:** Chair Godkin thanked Johan Dybdahl for joining the Board meeting and taking time to attend.

IX. **NEW BUSINESS:**

A. **Proposed New Airport Exterior Curbside Non-Smoking Ordinance** (Attachment #1): Airport Manager Jeannie Johnson said a memo was distributed about the possibility of the Board giving her approval to start the ordinance process for designating the entire front curb of the terminal, including the new bus canopy as a no smoking area. Two smoking shelters have been installed: one on the west end and one in front of the terminal. As the ordinance currently reads, it is perfectly legal to stand anywhere on the sidewalk as long as they are not closer than 10 feet of any door. It's close to the biggest complaint she receives. Ms. Johnson met with the City Attorney who checked the existing ordinance and decided the Airport couldn't fit in the existing ordinance. He suggested drawing up an Airport ordinance, which would be forwarded to the Assembly for their approval. *David Epstein moved, Steve Zimmerman seconded, that the Airport Board prohibit smoking, except in designated areas, on the public face of the Juneau International Airport terminal, including the tour bus canopy area, and authorize the Airport Manager to take the necessary steps to codify in ordinance.* Mr. Epstein said he thought there should be signage directing smokers to the correct spot if this ordinance is codified. Ms. Johnson agreed there will be signage. Mr. Heueisen asked if signage could be added to the taxi stand shelter. Ms. Johnson said that according to Mr. Hartle that shelter is already covered under the current ordinance. Signage will be added to this shelter. *The motion passed by unanimous consent.*

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

1. **Welcome to Johan Dybdahl:** Ms. Johnson also welcomed Mr. Dybdahl. It was great to see him and she thanked him very much for being at the meeting.

2. **Snow Removal Equipment Facility (SREF) Funding Plan:** The FAA uses a point system to score projects as far as their importance. The RSA scores into the 90s or higher and a SREF project scores at 39. So when there is a limited amount of dollars, it is a difficult thing to get funding for something like the SREF. The Airport has been at it for a long time. Due to the length of time the Airport has been trying to get a SREF and other Airport Manager's lobbying, she thought the Airport has its nose on the top of the fence. The last time she spoke to the Board, \$10 million in discretionary funds had been committed. In order to phase the project, it would have

to be built in two pieces, with two totally different bid packages and possibly two different contractors, which adds to the cost of the project and to the risk of the project.

Ms. Johnson has negotiated with the FAA so that the SREF can be built at one time. This will cost one year's delay. The bulk of the funding will be available on October 1, 2013. The Airport has \$3.1 million from Sales Tax, \$1.8 million of FAA AIP entitlement money, a commitment from the FAA that \$10 million of discretionary money in FY14 (available October 1, 2013), and \$2.5 million for equipment replacement purchase. She said it does not make sense to her if there is no building to put the equipment in that the new equipment would be purchased. The current equipment is old and ugly, but has some useful life left. It is being maintained, but the Airport will not be out of the snow removal business if the new equipment is not purchased. In FY14 on the Airport's CIP list for FAA, there was \$6 million for the improvement of the northeast development area. Ms. Johnson said the Airport will be in the process of building the SREF when this money would come on line. So if around \$3 million is taken from this money and added to the pot and push this funding off for a year or two, the Airport will have almost all of the money.

These are dollars the FAA is allowing the Airport to spend on a project that scores 39. She thought it was a very good deal. The Airport has again requested \$3 million from the State through the Manager's funding request list that goes to the Assembly. She hopes it stays at the top of the list. The Mayor is a terrific supporter of this. The total needed is \$23.4 million. The project is designed and bid ready. Mr. Heueisen said he was concerned the discretionary funds could suddenly become unfunded. He asked the danger of the funding dropping when the project is half-way done. Board Member David Epstein said the funds are subject to the FAA reauthorization and not the general annual appropriations from Congress. Unless there is a lapse in the authorization, he was not concerned about this piece. Chair Godkin said faces change and a lot changes in a period of time and people get forgetful. That is why the Board had a good Manager to keep ribbing them and reminding them what they promised to do. Mr. Heueisen said the second meeting of the Airport Board included the subject of the SREF. Airport Architect Catherine Fritz said the FAA has a requirement that there is some state and local funds. That is why the State piece is so important. She said the geothermal field for the SREF is constructed; the road is constructed; and now the building is needed.

3. Airfield Maintenance Staffing Update: Ms. Johnson said the Field crew has three different types of workers: Full-time workers that work year round; seasonal people that come on the first of November and stay through the end of March (depending upon the weather); and call-in people that come when extra people are needed. There are many years of experience in the current staff. The goal is to build up the staffing so people will stay and work up the ladder. There is one full-time seasonal person

that has been with the Airport for about 12 seasons – Dana Ritter. He has now been hired in a full-time position. One call-in person has been hired in a full-time position – Zach Plosay. One call-in person has been hired in a seasonal position. One more seasonal person and two more call-ins have been hired. The day shift works from 5:00 a.m. to 1:00 p.m., unless there is snow. If there is snow, they work a 12-hour shift. The night shift works from 5:00 p.m. to 1:00 a.m., unless there's snow and then they work the additional four hours. Those two crews are totally staffed. The only thing missing is the Field Maintenance Superintendent. Brad Gruening is the Senior Operator in the day and Mark Lykins is the Senior Operator at night. They do a terrific job.

4. Runway Pavement Management and Crack Sealing: Ms. Johnson said Secon did some fairly major crack seal repair. They ground out the two seams on each side of the center line and repaved those. This was done at night and between flights. Those are performing very well. Secon did some crack sealing and the Field crew did miles of crack sealing this summer. The majority of that is still holding. There are some spots that are failing. Before that happened, the FOD was being broomed almost on a daily basis. This will be hit hard again next year to finish it up. It will probably be another two to three years before a full resurface will be done.

5. New Airport Sign Progress Report: Ms. Johnson has been talking to one of the sign companies in town about a new sign. The Airport is trying to figure out how to purchase a sign, whether it's over the purchasing limits, if it has to go out to the world for a quote. The Airport is also working with the City Senior Buyer to make a case for the reason the Airport would want to buy the sign locally. Some of the interior signage was shipped and not right so it had to be sent back. It is difficult to ship these back. This is on the front burner. Mr. Heueisen asked which sign Ms. Johnson was speaking about. Ms. Johnson replied this is the existing routed-out sign that is in the triangle. Mr. Heueisen asked about a sign on the terminal building. He said the Airport had one before and he wanted travelers to know this is an airport owned by the City and not by the State. He said that there were letters on the building at one time. Ms. Johnson said this should be something that is lit. She thought this was a good idea if this is the will of the Board. Board Chair Godkin said this is coming from the Finance Committee Chair, who would have to come up with the money. Board Member Ron Swanson spoke in favor of getting rid of the ugly brown sign and getting something more attractive.

6. John Lovett with FAA Retiring: Mr. Lovett is the head of FAA Engineering. He has worked on Juneau projects for many years. He is retiring on December 31, 2012. She will meet with Mr. Lovett in Anchorage on Monday to get the loose ends tied up. Mr. Lovett has been so excellent that he will be missed. She would like to write a letter to Mr. Lovett.

AIRPORT BOARD MEETING

December 12, 2012

Page 5

7. Alaska Airlines Support for Replacing Restaurant Concession: Kathy Smith, Alaska Airlines, called Ms. Johnson and asked her to go to Seattle to meet with the head of Properties to discuss helping fund a consultant. They want to be involved in the next process. This would be to their advantage because it is non-airline revenue that helps lower their rates or keep their rates from escalating. This meeting will occur on January 23. Ms. Johnson will meet with others to discuss the 800 aircraft issue and the Q-400's. A preliminary schematic design was done for the North Terminal to accommodate Q-400's. If they are never going to bring them, it would probably look a little different. Mr. Laughlin said this is in development, but no time line was given. He wanted to see the Airport rent them space and put a hangar up for the Q-400's and lease it back to them. He said the Airport has an opportunity that needs to be jumped on.

8. Airport Engineer Report: Chair Godkin asked if there has been any further discussion on the Airport Engineer. Ms. Johnson said she had made an offer to an Airport Engineer. He would be terrific if he decides to come here. He lives in Hayden Lake, Idaho, which is close to Spokane. His career has been pretty much airports. He has a family and he wants to make certain that his family would fit into Juneau, that his wife would like it, as well as him. Ms. Johnson is arranging for him to come to Juneau and come to the next Airport Board meeting to meet the Board. He has concerns about high schools and housing. She felt he would be a huge asset for the Airport.

9. Airport Architect Report (Attachment #2): Airport Architect Catherine Fritz thanked Board Members, staff, and Assembly as it has been a pleasure working as a public servant of the City & Borough for nearly 30 years. She has learned a lot. This month's summary is really a reflection. A lot of loose ends are being tied up, finishing punch lists and getting through all of the paperwork that is typical of any contract. Some remarkable work has been done on the building. Juneau International Airport was the first public building in the state of Alaska to utilize geothermal heat pumps. She continues to receive phone calls and e-mails about the system. A lot of people are moving forward with this technology because of the willingness of the Board and management to make those first steps and try something that was pretty leading edge. The geothermal heat pumps are working well. One more was added with the entry renovation, which brings the system to 31 pumps. More will be installed with the next portion of the building. The addition included 12,000 square feet, which demonstrated that good design can give you more than lots of design. It is a very efficient, flexible, for the long-term space.

The approach to the curb has been changed to add more to the pedestrian side of the building, thereby increasing the amount that vehicles have to slow down. The raised crosswalk also helped reduce speed. The snow melt system has been a tremendous benefit to the way the front of the terminal works. Ms. Fritz has a list of potential

upcoming energy conservation measures that can be done. An example would be changing the lights that are on the roof that illuminate the jetways to LED lights. This technology was not available when the current lights were installed. The Juneau Convention & Visitor's Bureau space has been increased to allow them to show off Juneau and how it is connected to the rest of the state. The airport is now a nice start or end to a traveler's trip. This project has been a very strong economic engine during the last five years.

10. Airport Master Plan Update: Ms. Johnson reported that the funding is available for the update on October 1, 2012. An RFP must be written to advertise for a consultant. This process will take time. If the person who has been offered the position of Engineer accepts, he has done several master plan updates for several airports. This will move forward in calendar year 2013.

11. Airport Architect Position: Ms. Johnson said the position would be advertised soon.

- X. **SPECIAL PRESENTATION BY MAYOR SANFORD**: Mayor Sanford said that Catherine, Johan and he had worked for the City for many years together off and on. Catherine is responsible for a lot of the schools and how they look today. He appreciated her and what she has done for the City & Borough. She put up with City Hall. He said they were lucky enough to serve together on the Mayor's Task Force on the design of the Capitol, which came up with four or five modernistic designs. For the past six years, Catherine has worked for the Airport and has made many advances on the building. She is more than an architect or designer. She pays attention to the nuts and bolts of the building, as well. She designed a lot of mechanical systems into the buildings that are really worthwhile and on the cutting edge. He noted the heat pump system that heats 50% of the building, and one in the ground for the next airport building. The Airport building is designed professionally and is a well-designed building. He thanked her for being part of the community and what has been done. He presented Ms. Fritz with a Certificate of Appreciation.

- XI. **CORRESPONDENCE**: Verbal: Guardian Flight, Eric Magnuson, called to compliment the entire Airport team for a job well done. They come and go at all hours and JNU is extremely accommodating and helpful.

Ms. Johnson noted that Coastal Helicopters had provided the Field Maintenance crew with pizza the other day.

- XII. **COMMITTEE REPORTS**:

A. **Wildlife Hazards Working Group**: Group Chair Steve Zimmerman said a meeting was held on Monday.

1. An update on the eagle nest removal was given by Steve Lewis from the Fish & Wildlife Service (FWS). FWS is doing work at Anchorage, Sitka and

Juneau. In 2011, they put transmitter backpacks on ten eagles: six in Sitka, two in Juneau and two in Anchorage. A couple of them fell off. With respect to Juneau, the female eagle that had been nesting was outfitted with a transmitter and did not nest in 2011. She did not return in 2012. In the meantime, a new female has moved in and mated with the old male or perhaps some other male, but they did not nest either. It was thought that the removal program had gone well and the birds are not nesting. As the harassment is more effective, the number of eagle flights going back and forth has been reduced.

2. An annual review of wildlife hazing and monitoring for 2012 was given by Nick Borchert. About the same numbers of birds were hazed in 2012 as were hazed in 2011. Fewer worms were on the runway due to ice and snow, which resulted in a lot less seagulls and crows. There were more diving ducks, which may be an indication that the pond weed is coming back. Eagle harassment remains the same. The road on the south side of the float plane pond has been very effective in helping harass animals. There were three bird strikes in 2012.

3. A discussion was held on the chum salmon problem at the mouth of Duck Creek which started when the riverbed was redesigned. The riverbed has, to some extent, worked its way in, which has created a little more flow. A lot of salmon still piled up there, but the gulls and crows were not hitting them as much perhaps due to other areas with more fish. This was not much of a problem this year.

4. Tom Carson gave an overview of the RSA program and all the projects that have been going on so the WHWG members could have a better idea of what was going on. The group appreciated this update and one member has requested this update for future meetings.

B. **Finance Committee:** Chair Joe Heueisen commended the WHWG. It has not been established when he was on the Board before. He was impressed with the makeup of the group. The Finance Committee has not had a formal meeting. He has met with Patty deLaBruere a couple of times and has met with Kathy Smith and Matt Shaw when they were in town. The potential for additional business and funds from concessions was discussed with Alaska Airlines. They are very excited about it. They are ecstatic about what is happening in Anchorage. They believe there is a lot of potential for a lot of non-airline revenue that the Airport could make to help defer the costs, which helps to defer their costs.

C. **Operations Committee:** Chair Laughlin said no meetings have been held.

XIII. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Johan Dybdahl thanked the Board for the warm welcome. He is glad to be the new liaison. He is working on his last year before being term-limited out. He knows this position is to enhance the communication before the Board and the Assembly. He also knows that Mayor Sanford plans to hold more Assembly meetings with boards in the future. He has always been an advocate of the airport.

AIRPORT BOARD MEETING

December 12, 2012

Page 8

- XIV. **PUBLIC COMMENTS:** Ella Rogers, Glacier Restaurant, said that people want to know why Juneau is the capitol, instead of Anchorage. She thought something could be installed at the airport to tell people that when Juneau became the capitol, there was no Anchorage. There were probably 30 people that asked this question last summer. Chair Godkin said that maybe selling the capitol could occur in the display cases when there is no artwork available. The former Mayor suggested displaying the 100-year anniversary of home rule in Alaska. Ms. Fritz was going to work with Clark Gruening on that. Currently, there is a display of the State Library and Archives Museum (SLAM), along with some artifacts loaned by the State Library.
- XV. **BOARD MEMBER COMMENTS:** Butch Laughlin asked about the timeline to fill the open Board seat. Chair Godkin said the interviews by the Assembly Human Resources Committee will be held on December 19th at 5:30 p.m. in the Assembly Chambers, followed by a special meeting. There are two qualified applicants and they are both tenants. He and Ms. Johnson will be attending the interviews.
- XVI. **ANNOUNCEMENTS:** Ms. Johnson wished everyone a Merry Christmas.
- XVII. **TIME AND PLACE OF NEXT MEETING:** The next regular Airport Board meeting will be held on January 9, 2013, at 6:00 p.m. in the Alaska Room.
- XVIII. **EXECUTIVE SESSION:** *Mr. Heueisen moved, Steve Zimmerman seconded, that the Airport Board enter into executive session to discuss a proposed TSA security change, the immediate knowledge of which would clearly have an adverse effect upon the finances of the Airport. The motion passed by unanimous consent. The Board took a short break at 7:16 p.m. and then went into executive session. The Board reconvened in regular session at 8:08 p.m. No action was taken.*
- XIX. **ADJOURN:** *Butch Laughlin moved, Steve Zimmerman seconded, to adjourn. The meeting adjourned by unanimous consent at 8:10 p.m.*