

MINUTES of
AIRPORT BOARD MEETING
January 11, 2012
Alaska Room, 6:00 p.m.

I. **CALL TO ORDER:** Chair Jerry Godkin called the meeting to order at 6:00 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson
Tamara Cook
David Epstein

Jerry Godkin
Butch Laughlin

Ron Swanson
Steve Zimmerman*
*by telephone

Staff/CBJ Present:

Jeannie Johnson, Airport Manager
Patty deLaBruere, Deputy Airport Manager
Catherine Fritz, Airport Architect
John Coleman, Airport Business Manager
Jerry Mahle, Airport M&O Superintendent

Marc Cheatham, Airport Special
Projects Officer
Tom Carson, Airport Engineer
Ruth Danner, Assembly Liaison
Keith Walker, CCF/R

Public Present:

Irene Gallion, DOWL/LEPC
Laurie Dankers, TSA

Ray Culbreth, TSA
Ella Rogers, Glacier Restaurant

III. **APPROVAL OF MINUTES:** *Steve Zimmerman moved, Pete Carlson seconded, the approval of the December 14, 2011, regular monthly meeting minutes. David Epstein asked to correct the following on page 4, first paragraph, B.1., suggested that Mr. Huffman is a she and that should be changed to "he." The last sentence is awkward "A large pot of money is not being received by the FAA to give the Airport everything that is needed." He suggested rewording this to "The FAA has insufficient funds to give the Airport everything that is needed." The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Chair Godkin noted an addition to the agenda: a presentation on the advanced imaging technology by Lorie Dankers, TSA Public Affairs Manager, at the first part of new business. *Steve Zimmerman moved, David Epstein seconded, to approve the agenda as amended. The motion passed by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **UNFINISHED BUSINESS:** None.

VII. **NEW BUSINESS:**

A. **TSA Presentation on Advanced Imaging Technology:** Airport Manager Jeannie Johnson thanked Lorie Dankers for coming to talk to the Board and letting them know about the new machine. Lorie Dankers, Public Affairs Manager for TSA, said she travels

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to different airports to discuss the new installations. There are 540 Advanced Imaging Technology (AIT) units in place at over 100 airports nationwide. This machine is not an x-ray. It uses millimeter wave technology which bounces a radio wave off the outside of a person to see if any items are concealed (both metallic and non-metallic) either in their clothing or on their body. A magnetometer would pick up metallic items only. Ceramic knives and other types of contraband will be picked up by the AIT. She discussed how a person enters, stands and is screened. The typical computer monitor is run with Automated Target Recognition, which is a type of software, and if nothing is detected, a green screen shows ok.

The result is immediate and the passenger sees this as the officer does. If something is detected, a generic image is shown that is not gender specific with a yellow box over the part of the body where something was detected. It is not the machine's job to tell TSA what the item is, but that there is something in that area of the body. The officer then does a targeted follow-up to that part of the body. This allows TSA to clear anomalies quickly as the officer knows where the threat is. One important step is removing shoes, everything out of pockets, and removal of belts or anything that might show up. It is fairly quick. A passenger may choose not to go through the AIT. They will go through the walk-through metal detector and will receive follow-up screening. This technology is the same as the AIT in Anchorage, Fairbanks and will be deployed in Ketchikan soon.

Board Member Ron Swanson asked what security TSA would provide for people throwing their wallets on the belt and walking away. Ms. Dankers said she tends to put all of her items in a larger bag so the item is not separate. Ms. Dankers said the new AIT will not alarm for those passengers that have hip replacements or joint replacements. This is because the AIT does not look for metal, but does look for any type of object that is on the outside of the body and those replacements are internal. When asked if prosthetics would show on the AIT, Ms. Dankers replied she could not speak specifically as to how each medical situation might show up on the AIT. She said that TSA has implemented a toll free hot line called "TSA Cares," which is for people with medical or disability issues. This allows these passengers to call ahead of travel (from 48 to 72 hours) so that TSA will have someone at the screening area to help the passenger clear screening. TSA's goal is to get people through with dignity and efficiently and the hotline was set up for this purpose.

The training is currently on-going, with on-the-job training beginning January 23, under the tutelage of their supervisors. People who are certified from other cities will come down to train the trainer. She thought that it would be regularly used by the end of the month.

B. Airport Manager's Report:

1. Dispute Resolution Board Finding: There was a quasi claim from AIC on the runway safety area project that had to do with what they thought was a differing type

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of material that they ran into in the pond. The Dispute Resolution Board met and found in favor of the Airport. A letter was sent to AIC on January 6 denying their claim. AIC has 30 days from that letter to take the matter to the Superior Court if they choose to do that.

2. Snow Removal Equipment Facility Funding (SREF) Update: The additional funding of \$3.1 million has been requested. Ms. Johnson is continuing to work with DOT. A meeting was also held with Senator Egan because he is very supportive of that funding. The Legislature convenes on January 17. Staff will continue to work on it and needs all the help possible.

3. Airport Staff Updates: Jerry Mahle will be retiring on May 1, 2012. We are very sorry to see him go, but he has bigger and better things to do in life such as playing with the grand kids. The position description is being reviewed and the search process will begin soon. Marc Cheatham has passed the probationary period and achieved permanent status. We are happy to have him continue here. Ralph Sanford is in California receiving medical treatment. He has been in contact with staff. We have an address and e-mail address for anyone interested in corresponding with him. He is expected back during the first part of March.

4. Special Committee of the Whole Meeting: A public meeting/Committee of the Whole is set for January 17, 2012, at 5:00 p.m. in the Alaska Room. The beginning will be an open house concept, with a presentation by the team. At 6:00 p.m., it is expected that the COW will gavel in to be able to talk to the design team.

5. Icy Straits Point Meeting: A meeting is scheduled for January 12, 2012, about food and beverage in the departure lounge.

6. Gift Shop RFP: The gift shop RFP closes on January 12, 2012, at 2:00 p.m. More will be known then.

7. Airport Engineer Report (Attachment #1): Airport Engineer Tom Carson reported no material was dredged during December. A stock pile of 13,000 yards is stored on the west end. AIC believes this will be enough to finish the northeast development area in the spring. In December, AIC worked on: the new storm drain system that runs along the west side of the northeast development area (approximately 50% complete); some grading in the TEMSCO parking lot where the new storm drain was installed; and they continued to work in the Jordan Creek area between the taxiway and the runway striving to come to terms with the Jordan Creek water situation. They decided to secure the area for the Christmas break and wait for cold weather which will result in a reduced flow in Jordan Creek. The Jordan Creek culvert work must be completed by April 15 as required by the Fish & Game permit. Shot rock was hauled into the area throughout the course of the month.

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Staff continued to coordinate with FAA's design team on the design for the 08 and 26 MALSRs. Part of this work will be included in the Phase 2 work. Staff also worked with DOWL's design team for the second half of the Runway Safety Area (RSA) project. The design is scheduled to be complete by the end of March.

AIC has earned 95% of their contract, which includes all change orders. The deadline for this project remains March 30, 2012.

8. Airport Architect Report (Attachments #2 and #3): Airport Architect Catherine Fritz reported staff is gearing up for the start of the front entry renovation. Work on site will begin in early February. In December, the contractor met with the Restaurant and Gift Shop personnel. The RFP for the gift shop was issued, which calls for some changes to be made to the infrastructure of the space for the gift shop. The lap top lounge is currently being relocated and the gift shop will occupy the old space. This will help compensate for the loss of space due to the front entry project. It will actually be a few feet larger than the current space. Staff will work with the successful concessionaire to firm up the details of the wall placement, use of glass and solid wall material, the ceiling and wall finishes, etc.

The door vestibules have been deepened, which allows the doors not to open simultaneously and keep out the huge drafts of cold air. This has already made a huge difference. At least one of the sets of doors cannot be repaired much more than they currently have been. However, parts will be scavenged from the current main entry when the renovation begins. This should work for a few years to help with less heat loss and keep the doors operational.

The draft energy report is from the energy audit that was performed by Alaska Housing Finance Corporation at no cost to the Airport. This allowed a couple of different City buildings to be audited. Unfortunately, the Airport was deemed one of the three worst buildings in the city for energy consumption. The audit was done in October and studied everything in the pre-1984 sections of the building. The report makes a series of recommendations based on energy efficiency measures (EEM). They looked at the front-end costs, the operating savings over a life-cycle period of up to 25 years and then prioritized things as if they stood alone. Some of the things don't truly stand alone, but they did not know which ones would be chosen. There are a number of items that can be done at a low cost that will make a difference. Some of them can be done very quickly with little initial outlay of cost. Others are more complicated – like replacing windows and all doors on the north end – and will wait until the future of the north wing is decided. A spreadsheet is being designed that will note the items in a logical way and let staff see when they were addressed. The energy improvements can be tracked as the fuel consumption is analyzed.

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Staff continues to refine the information on energy savings with the new geothermal system. The House Resource Committee has requested the Airport (and three other agencies that received grants for projects) speak to the legislative committee at a hearing on January 27. Staff is pleased with the savings that are being generated.

The SREF design of construction documents continues toward the March completion date. Hopefully funding will be received from the FAA for at least a portion of the building so that construction can begin this summer.

The City Engineering Director has requested projects for the sales tax that will be on this October's ballot. It will be for a sales tax measure in an amount and length of time to be determined by the Assembly, but under the premise that the community would like to continue the idea that 1% sales tax is funding for specific projects around the city and borough. The Airport will present the remaining portions of the terminal that have not yet been addressed from the 2005 Terminal Master Plan on February 6. This plan called for renovation and addition to everything 1984 and newer and replacement of everything older than 1984, along with an analysis of the parking facility, with a possibility of a parking garage or parking surface improvements that could help the terminal meet three objectives: increasing the revenues, saving the operating costs through such things as energy savings, and increasing the pleasure of passenger experience.

The architectural team of HNTB and Jensen Yorba Lott did the original work and they returned to town for an intensive week of work to visit what was done before, look at what conditions have changed, and articulate concepts in two- and three-dimensional diagrams, drawings, images, charts and whatever information it takes to be able to convey what is needed. Therefore, staff would like to have the Board hold a Committee of the Whole meeting on Tuesday, January 17, 2012, to look intensely at what it will take from here on forward and how sales tax can be helpful in reaching the long-term goals of finalizing the Terminal Master Plan. The plan is to hold a public meeting 5:00 p.m. with boards, a digital display of 3-D images and have people in attendance to talk, ask questions and see the work that has been done. At 5:30 p.m., the consultants will give a presentation of the things they considered, the results and general questions. The Board could then convene to digest and ask more specific detailed questions of the consultants. This will begin the dialogue that will ultimately be taken to the tenants.

Space utilization will be reviewed as well as other things out there that would provide more revenue, reduce the operating costs or make it more pleasant for passengers. This will be done in all of the space – the older section and the 1984-section, as well. Board Member Butch Laughlin said he did not believe Juneau could support a parking garage. He did not want to see a lot of time spent on a garage. Ms. Fritz said they are trying to complete the work that was done in 2005 and part of the work (in a

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very limited way) looked at the feasibility of a parking garage. It is likely to be feasible at some time in the future. The new City garage can be used for comparison. The next step is what piece of it might be sales tax or other funding? Board Member Tam Cook said she did not want a lot of time spent on a parking garage. Airport Manager Johnson said that the number one revenue generator for airports is parking. It is also a piece of the Board's CIP list, which mentions either the terminal rebuild or parking. Logically, it seems the next step is the terminal, but as it is on the list they have included it. She said that parking facilities are built with a customer facility charge, which is like the passenger facility charge only it is charged to rental car customers on a daily basis. Not that the Airport wants to increase fees, but it is a revenue generator. The contract with these consultants is a time and materials based contract that is not to exceed \$70,000. This will allow the Airport to go to the Assembly with the homework being done.

VIII. **CORRESPONDENCE:** None.

IX. **COMMITTEE REPORTS:**

A. **Wildlife Hazards Working Group:** No report. Group Chair Steve Zimmerman asked if any progress had been made on the mini-wildlife assessment mentioned at the last meeting. Ms. Johnson said the definition of a mini-wildlife hazard assessment is being determined.

B. **Finance Committee:** None. Deputy Airport Patty deLaBruere said a meeting will be scheduled for the very end of January or the first week in February to initiate the budget cycle.

C. **Operations Committee:** A meeting regarding the west finger is scheduled for Wednesday, February 15, 2012, at 5:30 p.m. in the Alaska Room.

X. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Ruth Danner said the Assembly met for their first Finance Committee meeting and they looked at the legislative priority. The Airport's project was in the list and will be ranked by the Assembly tomorrow. She noted the City signed on to a green house gas emissions study where they want to see the City reduce its energy consumption and financial efficiency. She assumed the Airport would do a really good job tracking that stuff so the City can report the good results. Ms. Johnson asked Ms. Danner to vote the Snow Removal Equipment Facility as the number one priority on the list.

XI. **PUBLIC COMMENTS:** None.

XII. **BOARD MEMBER COMMENTS:**

A. Chair Godkin thanked staff for the breakfast held for the airport employees. He noted he and Mr. Epstein attended the breakfast. It was a good breakfast and a nice time.

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Mr. Godkin noted that he will be gone for the next Board meeting. Butch Laughlin will be the acting Chair.

- XIII. **ANNOUNCEMENTS:** Airport Manager Johnson reminded everyone that the legislative reception is occurring Wednesday, January 18, from 5:00 p.m. at Centennial Hall. This is a wonderful opportunity for people to represent the community. Abby's Kitchen will be catering the reception this year. Chair Godkin suggested that if anyone attends the reception and sees the Governor, Mike Nizich or Click Bishop with the Department of Labor, they encourage them to support the request for the funding that was denied last year.

XIV. **TIME AND PLACE OF NEXT MEETING:**

A. A Committee of the Whole meeting will be held Tuesday, January 17, 2012, at 6:00 p.m. in the Alaska Room.

B. The next regular Airport Board meeting will be held on February 8, 2012, at 6:00 p.m. in the Alaska Room. Ms. Johnson said that February's meeting will include a presentation by DOWL HKM, the designers on the Phase II Runway Safety Area and SREF Projects. They will hold a public meeting the day before the meeting and will give a presentation at the Board meeting.

- XV. **ADJOURN:** *Ron Swanson moved, David Epstein seconded, to adjourn. The meeting adjourned by unanimous consent at 7:15 p.m.*