

AIRPORT BOARD OPERATIONS COMMITTEE
AGENDA
10:00 A.M., FRIDAY, MAY 18, 2018
ALASKA ROOM

I. CALL TO ORDER

II. OLD BUSINESS:

A. **Front Curb Enforcement.** At the April 23, 2018 Assembly meeting, the Assembly adopted amended Ordinance 2018-01 which raises the fine for parking violation at the front curb of the Airport terminal to \$100. This fine increase becomes effective May 23, 2018. There are two issues that go along with the fine increase: 1) public education; and 2) consistent enforcement.

Public education has been an on-going component of the front curb enforcement. Is there more that the airport can do? Public Service Announcement (PSA), media attention, social media and special meetings have all been applied. We currently have a lighted traffic sign alerting of the increased fine. Further discussion at the meeting.

Consistent enforcement has been an issue. While there are signs and continuous PA system announcements (every 15 minutes), the human enforcement (boots on the ground) is only done when staff has time (during noon hours M-F), or when JPD is not tied up at the checkpoint. Can we look at additional staffing, contract security (through parking concession or new concession) or other means for consistent (or even random) enforcement methods? Further discussion at the meeting.

III. NEW BUSINESS:

A. **Emergency Vehicle Access Road (EVAR) Changes/Ideas.** At the April 10, 2018 Airport Board meeting, Airport Superintendent, Scott Rinkenberger, provided an airfield update including issues on the EVAR. There was request to send the EVAR issues to the Operations Committee for consideration:

1. Deterioration of the original ropes and wood bollards (near the parking lot). Staff has removed the safety hazards. Large rock boulders seem to be a better/safer option.

2. Lack of signage continuous along the EVAR. Staff is looking to have consistent and regular signage along the EVAR to remind the public that it is airport property, to exit (get off) the EVAR completely for emergency and/or airport maintenance vehicles, continuous wildlife hazard management procedures (pyrotechnics), etc.

3. EVAR parking lot issues. Airfield staff continues to clean up trash and drug paraphernalia in the parking lot. This seems to occur during the night. Staff is looking for ways to deter this activity as well as other nighttime activity taking place in the dark lot. Possibly adding lights in the parking lot, extra patrols or closures (although many legitimate people use the EVAR at night too).

4. EVAR gate for emergencies. Staff will be installing a gate at the first entry to the pedestrian bridge. After reviewing emergency plans, a gate to prohibit public access during an aircraft accident, security-related event or during planned EVAR maintenance

should be installed so that it is ready when needed. Unless it is an emergency, staff would still give public notice for any EVAR closure that may be necessary.

Further discussion of EVAR at the meeting.

B. Phase II Terminal Reconstruction Discussion (Attachment #1). Last fall, staff came up with a direction for the Phase II terminal reconstruction that included leasing property to tenants to build their own ‘terminal’ facilities and building an enclosed (airport-owned) concourse connecting them to the main terminal. This design would allow the most funding ‘bang for the buck’ due to leased spaces (counters, offices, etc) not being eligible for federal funding. This plan had been vetted by the FAA, the affected tenants and the Airport Board in November 2017. Terminal design consultants were hired and work began this winter. Last week (May 9, 2018), a couple of tenants, while in favor of the terminal reconstruction plan in general, requested that this particular plan (tenants building their own facilities) be reevaluated; and that the airport look at other options for the north terminal. This was also brought before the Airport Board at the May 9, 2018 meeting

Staff looked at a few options with pro/cons:

Option 1: *Lease land to operators to build their own facilities. JNU builds concourse to connect to main terminal. JNU rebuilds as much of the remaining main terminal as funds allow.*

PROS:

- Operators control their own destiny; build what they need/want.
- JNU gets most ‘bang for the buck’.

CONS:

- Big financial investment for operators.
- Prime JNU public real estate under private control.

Option 2: *Focus available funding to reconstruct central ‘knuckle’ portion of terminal.*

PROS:

- Replaces major deficient components.
- Some reconstruction better than none.

CONS:

- Does not fix north end problems/inefficiencies.
- Does not fix north tenant congestion/growth.
- Does not fix front curb congestion.

Option 3: *‘Lipstick’ only; replace some components (elevator, escalator, restrooms) plus cosmetic upgrades (carpet, lighting, paint).*

PROS:

- Improved customer appeal on the surface.
- Affordable within existing budget.

CONS:

- Does not fix serious building problems/inefficiencies.
- Does not address high operating costs.
- Does not serve current tenant needs or allow for growth.
- Does not fix front curb congestion.

Option 4: HOLD project for additional funding.

PROS:

- *No disruption to current operations.*
- *Frees up federal funding for other airport projects.*

CONS:

- *Does not fix anything.*
- *Continuing/increasing maintenance and operating costs*
- *Federal funding for terminal may be lost due to complex funding sequencing.*
- *Current bond funding 'erodes' through inflation.*

The Airport presented an update on the terminal reconstruction with these options at last week's luncheons to Glacier Valley Rotary Club and Juneau Chamber of Commerce. In response, Juneau Chamber of Commerce sent a second letter of support, attached, to continue forward with Option 1 and the '*public-private partnership*'.

Further discussion on the terminal reconstruction status at the meeting.

IV. TIME AND PLACE OF NEXT MEETING: TBD

V. ADJOURN