

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

March 7, 2018, 5:30 PM.
Municipal Building - Assembly Chambers

Joint Meeting with the Airport Board;

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

IV. AGENDA TOPICS

A. Joint Meeting with Airport Board

B. Ordinance 2018-01 An Ordinance Amending the Airport Operations Code Relating to Parking, Standing, and Stopping for the Active Loading and Unloading of Passengers and Providing for a Penalty.

The Airport Operations Committee determined that vehicles parking and waiting at the curb for passengers to load and unload presents both a public safety problem as well as a security compliance issue. After its meeting on September 29, 2017, the Committee directed staff to consider an amendment to the Airport code to address the issue.

At its meeting on October 10, 2017, the Airport Board considered staff's recommendation to amend the Airport parking code to prohibit the standing or parking of vehicles unless actively engaged in the loading and unloading of passengers and the proposed \$100 fine, and approved moving the issue forward to the Assembly. The relevant minutes from the October 10 meeting have been included in the agenda packet.

The Assembly introduced Ordinance 2018-01 at its meeting on January 8, 2018, referred it to the Committee of the Whole meeting of March 7 and set for public hearing at the regular Assembly meeting on April 2, 2018.

V. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotope containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

**JUNEAU INTERNATIONAL AIRPORT (JNU)
AIRPORT BOARD UPDATE
ASSEMBLY COW
MARCH 7, 2018**





**JNU operates 24/7.
Multi-use airport:
commercial, military, general
aviation and transient aircraft.
Jets, helicopter and seaplanes.**



JNU is a busy airport!



How do we measure the pulse of the airport?

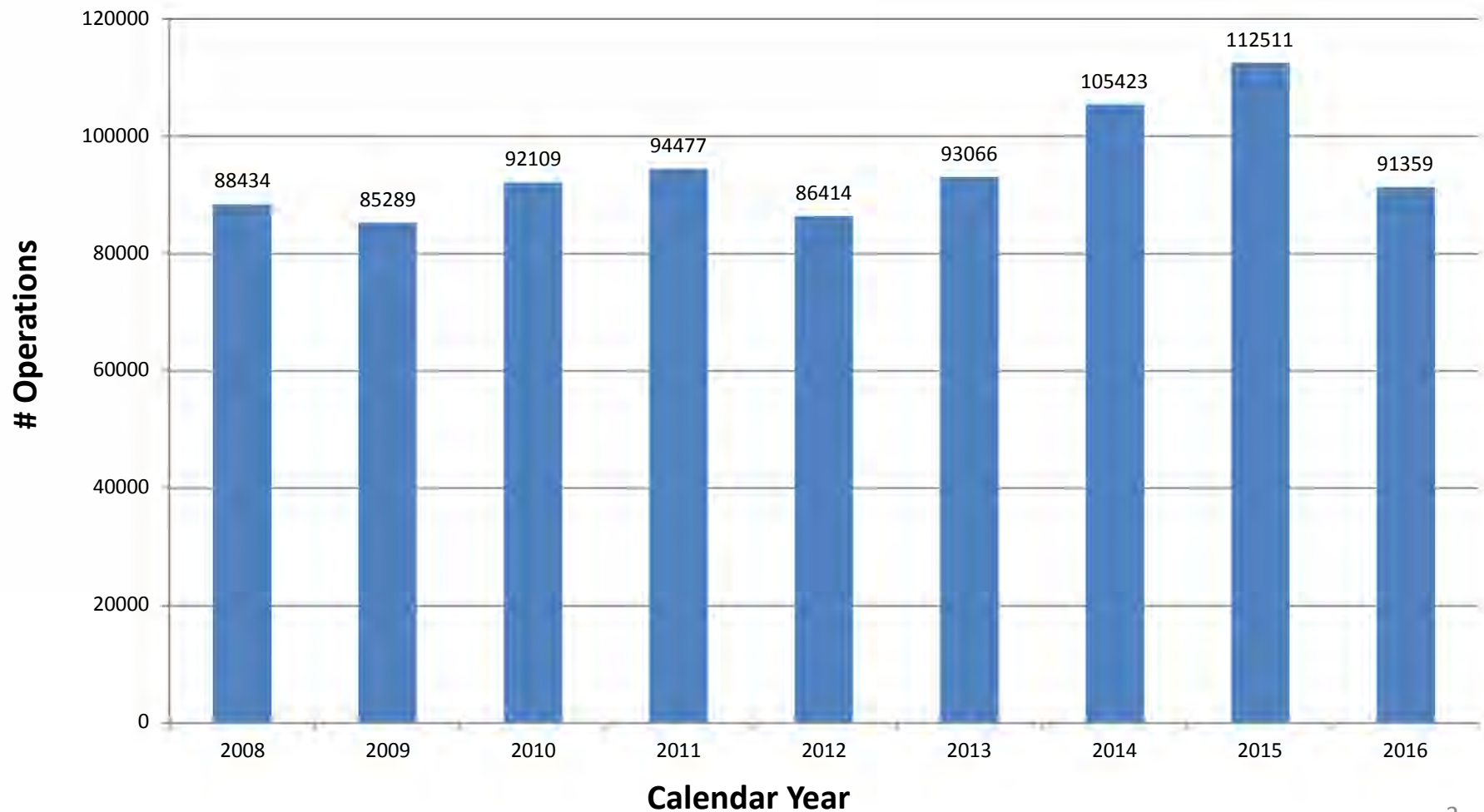


Operations

Number of aircraft through JNU

.....but Air Traffic has changed how they count operations; roughly 40% more than shown

Operations

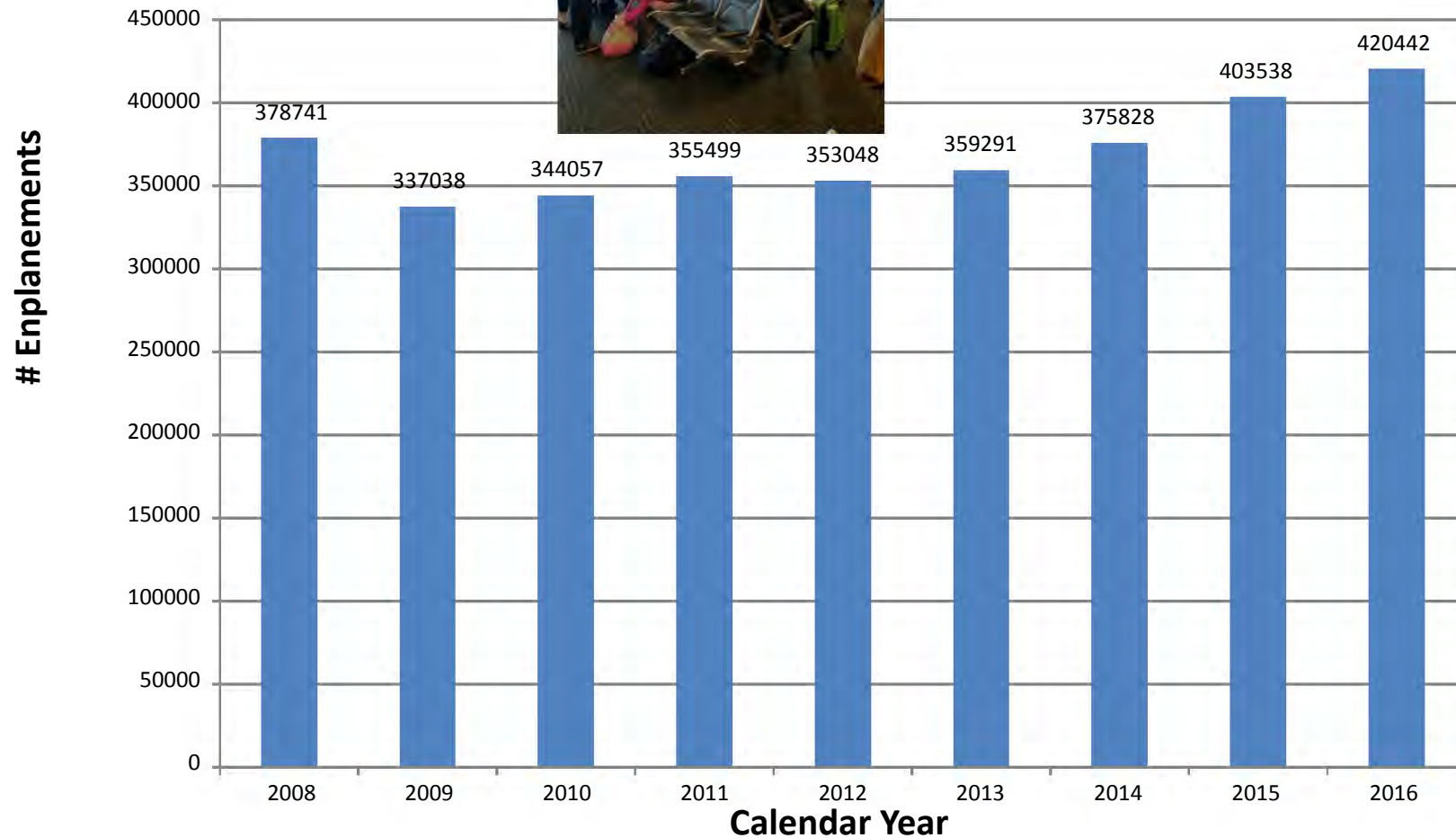


Enplanements

Passengers boarding aircraft at the airport. Deplaning passenger count is roughly the same amount. Meeters/greeters is 1.5 multiplier. Roughly 2M people at the airport/annually.

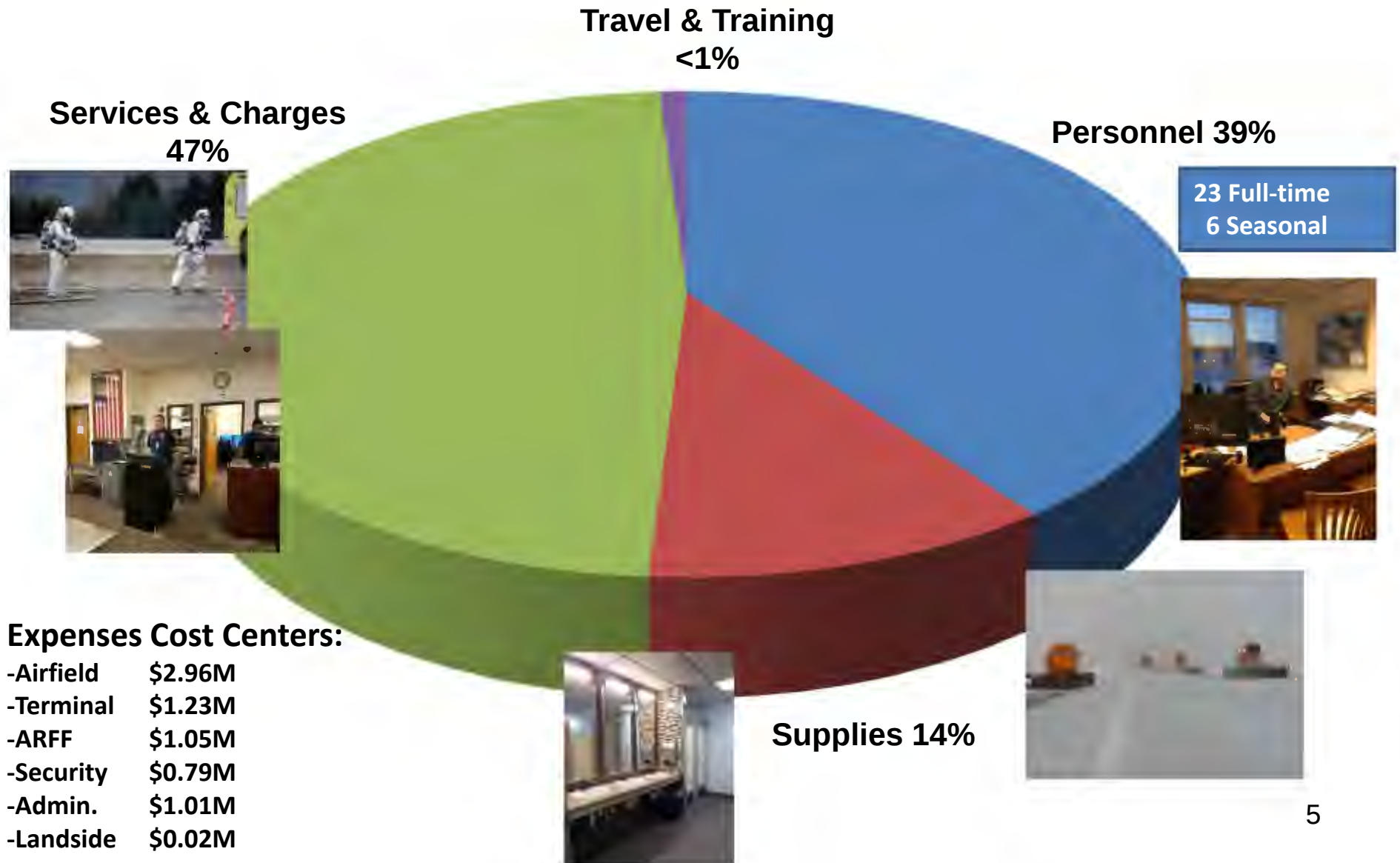


Enplanements



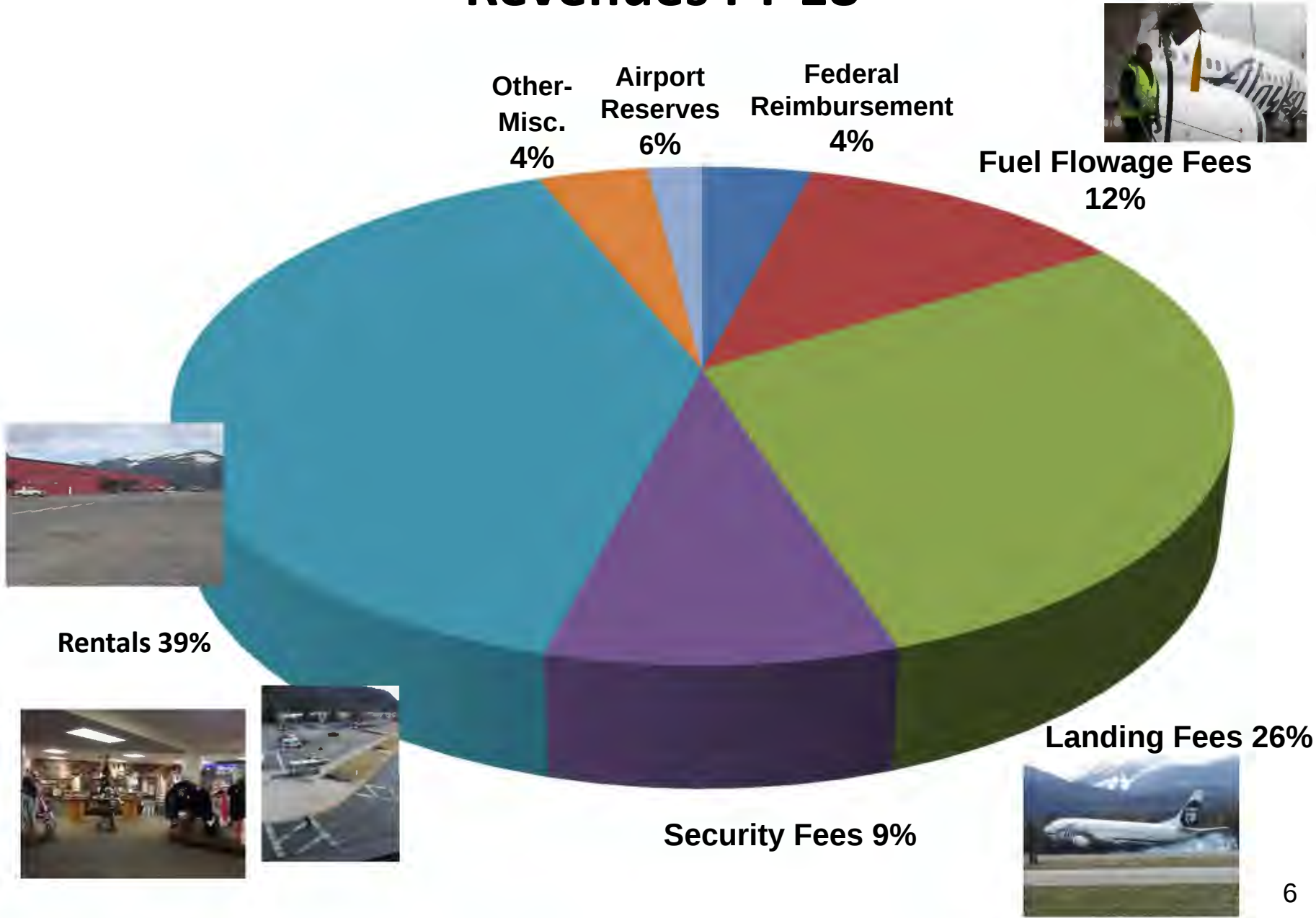
\$7.06 Operations Budget for FY 18

Expenses Cost centers:



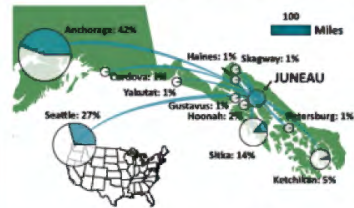
JNU is required to be financially self-sustaining....

Revenues FY 18



Passenger Travel

Juneau Passenger Travel by Airport-City Pair, 2014



Airport Passenger Travel by Juneau-City Pair, 2014

City	Total Departing + Arriving	Percent of Total
Seattle	291,190	47%
Anchorage	149,644	24%
Sitka	42,035	7%
Ketchikan	33,623	5%
Petersburg	18,655	3%
Hoonah	16,887	3%
Gustavus	14,692	2%
Haines	14,218	2%
Skagway	11,947	2%
Yakutat	7,546	1%
Wrangell	5,860	1%
Kahle	3,754	1%
Other Areas	10,786	2%
Total	620,837	100%
HELICOPTER PASSENGERS		
Departing Juneau	64,903	
ALL TRAVELLERS *	685,740	



Economic Impact of Juneau International Airport by Sheinberg Associates
www.sheinbergassociates.com
GIS-based maps by Alaska Map Company www.alaskamaps.com
Digital illustrations and layout by Avery's Wallz www.averywallz.blogspot.com
Photographs by Juneau International Airport, Sheinberg Associates, and Alaska Seaplanes

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Passenger Travel

In Juneau 620,837 passengers departed or arrived by air in 2014 (not including medivacs), and another 64,903 departed from Juneau by helicopter for work or pleasure. Data for 2015 is still preliminary but seems to verify that the addition of Delta Airlines jet service to and from Juneau is not cutting into Alaska Airlines travel, rather it is bringing new passengers to town and overall traveler numbers for both carriers are increasing.

Almost one-third (29%) of JNU passenger travel was between Juneau and another Southeast Alaskan community.

Nearly half (47%) of all JNU passenger travel is to or from Seattle.

BTS segment data shows that in 2014 there were 155,000 passengers who "flowed" through Juneau onboard a plane but not getting off because they were bound for another destination along the route. For example, these are people who get on in Yakutat but are bound for Seattle though the plane stops in Juneau along the way.

The Juneau International Airport Sustainability Master Plan (AECOM, 2016) forecasts the number of departing (enplaned) passengers from Juneau will increase at an average annual rate of 1.4% through 2035. In 2014, the number of enplaned passengers was 310,945 (does not include helicopter passengers), by 2035 the number is forecast to be 469,780.

The average fare in 2014 for a passenger departing Juneau on a scheduled flight (to all destinations) was \$260, which for the 311,945 departing passengers equals \$81 million in spending just on airfares.



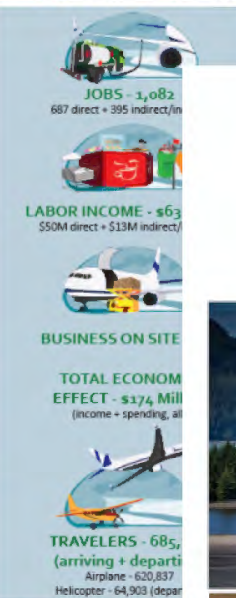
Economic Impact of the Juneau International Airport



A look at the role that the Juneau International Airport plays in Juneau's economy is part of the 2016 Juneau Airport Sustainability Master Plan.

Economic Impact of the Juneau International Airport

An appendix prepared by Sheinberg Associates, to the 2016 Juneau International Airport Sustainability Master Plan, AECOM



2017 Economic Impact Study has been released. The total annual economic effect the Airport has on the community is \$174M*

* 2014 Data, Sheinberg Associates

AIRPORT CIP

Maintenance & Operations Budget

- Airport Rents/Concessions \$
- Airline Fees \$
- Federal Reimbursement \$

Current Year:
\$7.06M

Capital Improvement Program

- Federal Airport Improvement Program \$
- Special Federal Grants \$
- State Grant Match/Special State Grants \$
- Passenger Facility Charge (PFC) \$
- Local Match Funds (City/Airport) \$

Current Year:
\$19.1M

Airport Department Projects: CBJ Capital Improvement Plan

#	Project Name	Anticipate d Project Cost								Source of Funds											
										FEDERAL			STATE		LOCAL						
										AIP Entitlement s	AIP Discretionar y	Other Federal Funding Sources¹	DOT Matching Funds DISCONT 2017	State Legislative Grant	2012 General Obligatio n Bond	Other Unidentifie d Funds	Passeng er Facility Charge (PFC)²	Passeng er Facility Charge (PFC)	Ballot Measure Sales Tax	M & O Budget	Loca Capiti Budge
1	RSA NE/NW(Ph 12) Construct Aprons, Fencing	\$10,800,000	\$10,800,000							\$931,250	\$9,193,750		\$337,500								\$337
2	Design Taxiway A and E-1 Rehab	\$1,280,000	\$1,280,000							\$1,200,000			\$40,000								\$40
3	Float Pond Improvements So Rd/ Inlet Valve/ bank stabilization	\$500,000	\$500,000							\$468,750			\$15,625								\$15
4	Passenger Boarding Bridge Gate 2	\$2,000,000	\$2,000,000								\$1,875,000		\$62,500								\$62
5	Terminal Camera Surveillance system Design & install	\$200,000	\$200,000									\$200,000									
6	Exit Lane Improvements Design & install	\$400,000	\$400,000									\$400,000									
7	26 MALSR (FAA F&E Project)	\$3,750,000	\$3,750,000									\$3,750,000		\$93,750							
8	Space Reconfig (old dining rm/kitn) Tenants & Admin	\$250,000	\$250,000														\$250,000				
9	First Floor Men's Restroom Renovation	\$40,000	\$40,000														\$40,000				
10	Terminal East End Doors/Vestibule	\$75,000	\$75,000														\$75,000				
11	Replace Terminal Building (North Wing)	\$15,000,000		\$15,000,000						\$2,600,000					\$6,900,000	\$3,750,000	\$223,333	\$1,526,667			
12	NE Development Area Infrastructure	\$4,000,000		\$4,000,000								\$2,400,000				\$1,600,000					
13	Phase II SREF (remainder of maintenance shop) non -FAA station	\$5,500,000			\$5,500,000																\$5,500
14	Emergency Vehicle Access Road (EVAR) extendDesign/construct	\$500,000			\$500,000						\$468,750										\$31
15	Design SREF Phase II	\$600,000			\$600,000						\$562,500										\$37

59	Equipment Removal	\$2,000,000						\$2,000,000			\$2,000,000										
58	Construct Terminal Renovation (w/CCB)	\$53,000,000						\$53,000,000			LBD							LBD			
53	Emergency Vehicle Access Road (EVAR) extendDesign/construct	\$5,500,000				\$5,500,000						\$5,500,000									
56	Multi-Media Display	\$210,000					\$210,000														\$21
52	Terminal Renovation (2E1)	\$2,000,000					\$2,000,000					\$2,000,000						\$2,000,000			
54	Terminal Renovation (1E1)	\$2,200,000					\$2,200,000			\$2,200,000		\$2,200,000						\$2,200,000			

JNU has a long term Capital Improvement outlined with the FAA for future projects. Some of the major ones are:



Current Projects

Airport Sustainability Master Plan

******Consultant, AECOM, will provide Airport Master Plan Update following this presentation.******

An updated Airport (Sustainability) Master Plan will help frame the future of the Airport.

The final financial section has been added to the Plan and is now ready for public review.



Current Projects

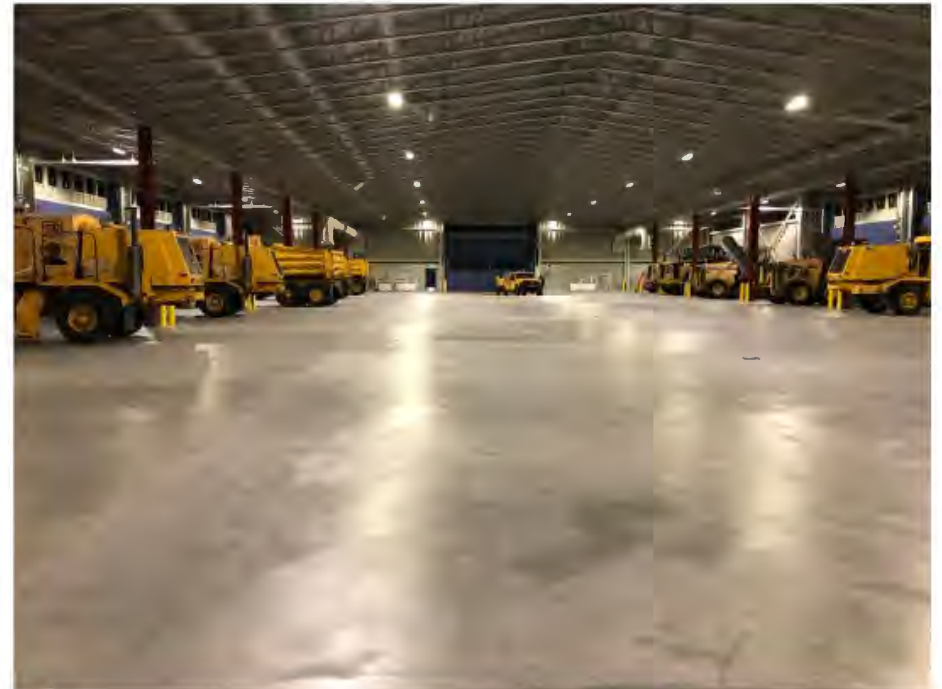
SREF (SREB) & RSA

Phase I-a of the Snow Removal Equipment Facility/ Building substantially complete.

Paralleling the SREF project, Phase II-b of the Runway Safety Area. The NW Apron work is in the area adjacent to the SREF & Geothermal Loop Field.



SREF will have two more future phases for maintenance and sand/chemical facilities.



Current Projects

Airside Terminal/Gates

JNU will install another Passenger Boarding Bridge (Gate 2 jetway). The 'combi' aircraft were phased out in 2017. A full jetway is needed to accommodate travelers.



Jetbridge \$2.0M

Lighting \$256K

An FAA energy grant will fund new energy efficient lighting on the tarmac.



Current Projects

Airfield Improvements

**RSA Phase II-C:
NE Apron**

\$10.8M

**As well as float pond
improvements (inlet
valve) \$816K**

Current & Future Projects



**Snow Removal Equipment replacement now
that the SREF is complete.**

**\$5.0M + \$5.0M
(FFY 2018 & 2022)**

Current & Future Projects

Terminal Reconstruction



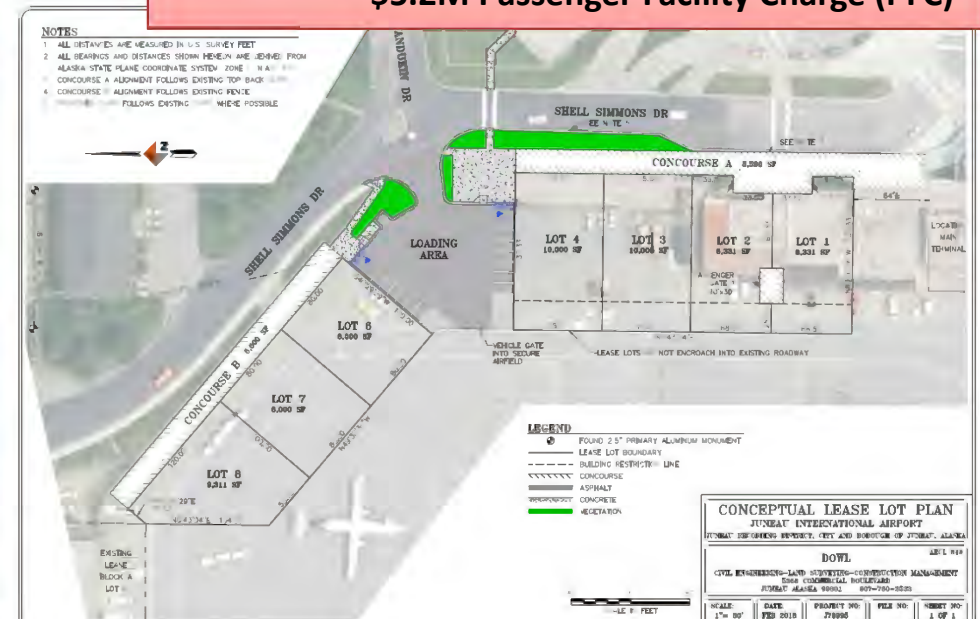
Phase II North end terminal building requires complete demolition (1949, 1958 & 1974 portions). JNU looking at innovative concourse style with individual lease lots abutting. Phase II should complete most of remaining terminal.

North concourse / central terminal \$15.0M

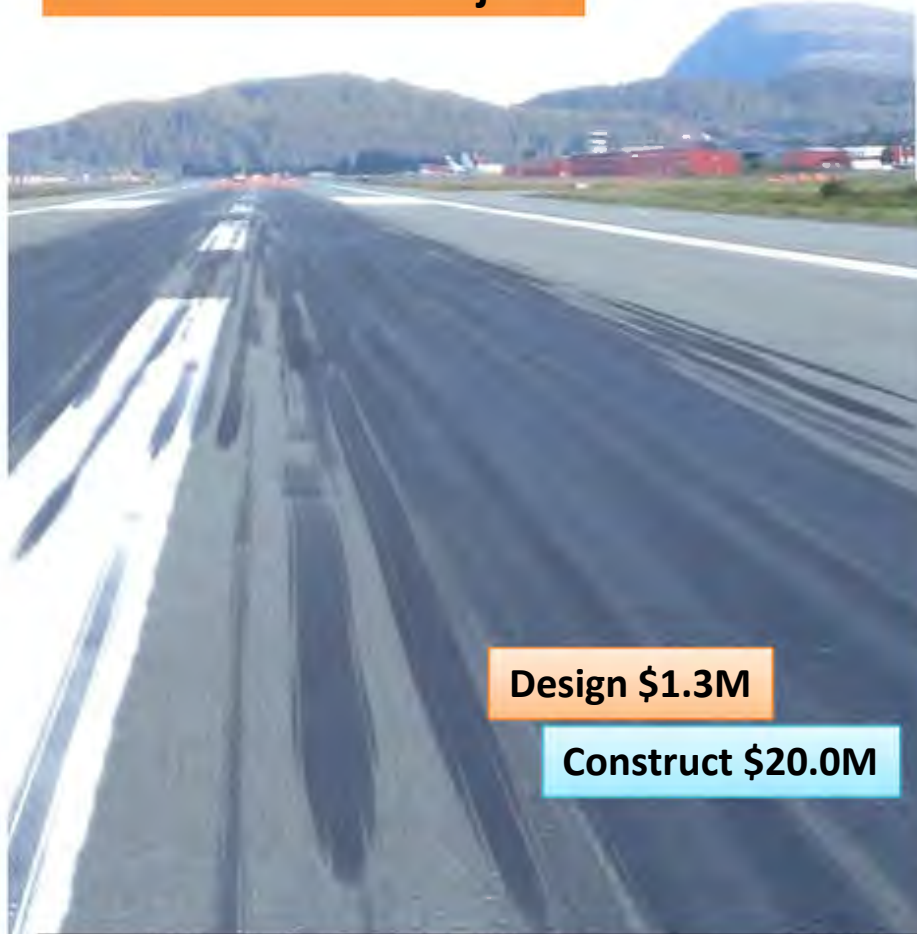
-\$6.9M GO Bond (2012 vote)

-\$2.9M FAA Entitlement grant

-\$5.2M Passenger Facility Charge (PFC)



Current & Future Projects



Design \$1.3M

Construct \$20.0M

Taxiway Rehab & Runway Incursion Mitigation



**JNU is currently in the design stage of the Taxiway rehabilitation & Runway Incursion Mitigation (RIM).
The Taxiway requires complete rehab as well as realignment of the geometry of some intersections that do not meet FAA standards.**

Future Projects

**Subsequent SREF phases:
SREF Phase II Sand/Chemical
storage & fuel facility**



\$10.3M



\$9.5M

**Commercial aircraft
parking ramps/apron
will need pavement
rehabilitation.**

Future Projects

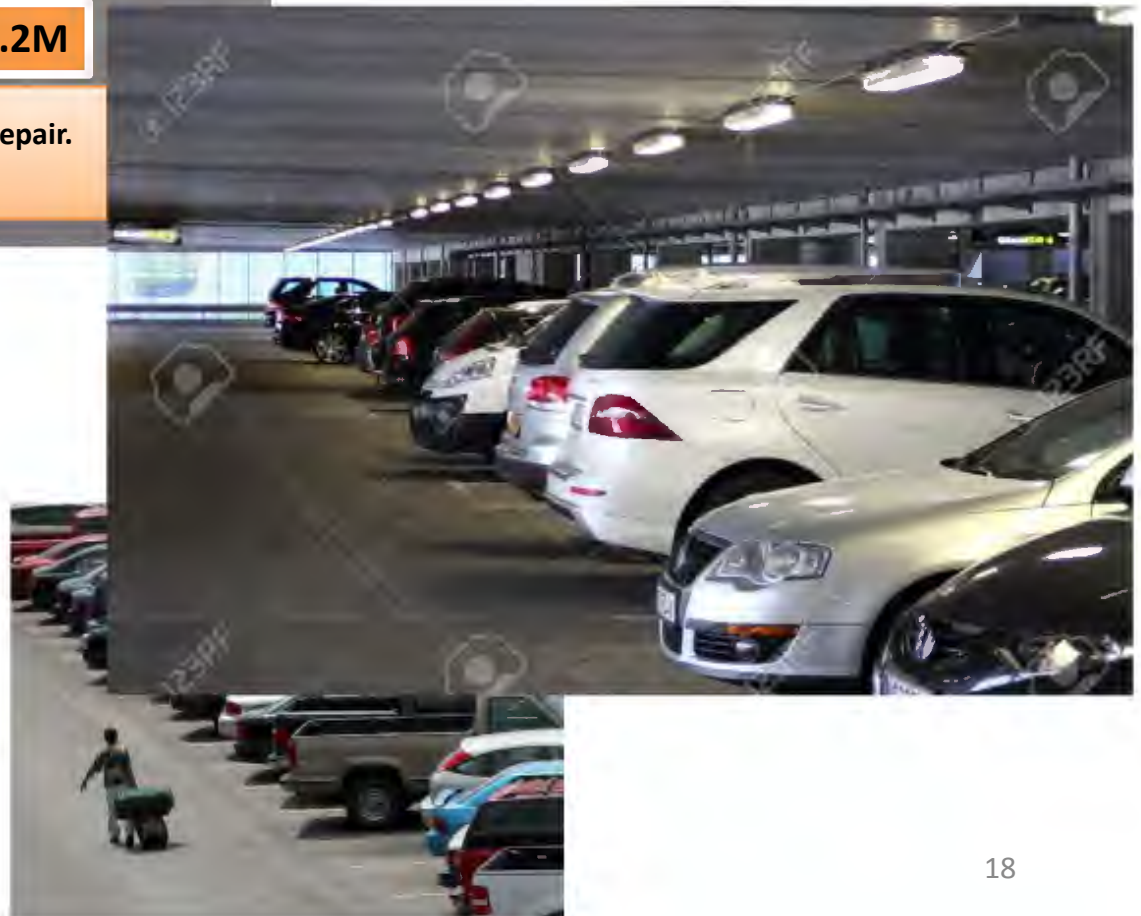
Public Access and Parking



\$2.2M

Alex Holden Way (Air Cargo Road) requires a long term repair. 'Band-Aid' repairs completed 3 years ago.

JNU will need to address public access to air cargo as well as public parking expansion, pedestrian walkways, lighting and multi-modal feasibility.



Future Projects

Complete the Runway 26 approach lighting system (MALSR).

This would lower the landing minimums for Alaska & Delta in inclement weather.



MALSR: Medium-Intensity Approach Lighting System With Runway Alignment Indicator Lights

Currently a 'MAL' out to 800'

Complete MALSR would be out to 2400'



\$3.75M

***Federal F & E funding**

Airport Tasks

Terminal (24/7):

- Facility Maintenance & Janitorial
- Snow/ice control
- Security Systems/gates
- Meeting Rooms

Aircraft Rescue & Fire Fighting – CCFR Contract (24/7):

- Aircraft Emergencies
- HazMat
- Fueler Inspections
- Specialized Training

Administration (On-call 24/7) :

- Emergencies / Maintain Emergency Plan
- Leasing & contracts & development
- Capital Improvement Project (CIP) program
- Budget (operating)
- FAA/TSA/Board/Assembly/Public liaison
- Badging/Access ID media
- Maintain Federal documents
- Maintain Federal Airspace/obstruction requirements within 5 miles

Airport Police – JPD Contract (24/7):

- Passenger/Baggage Screening Checkpoint
- Deterrent / Patrol grounds
- Emergencies
- Lost/Found
- Surveillance Systems

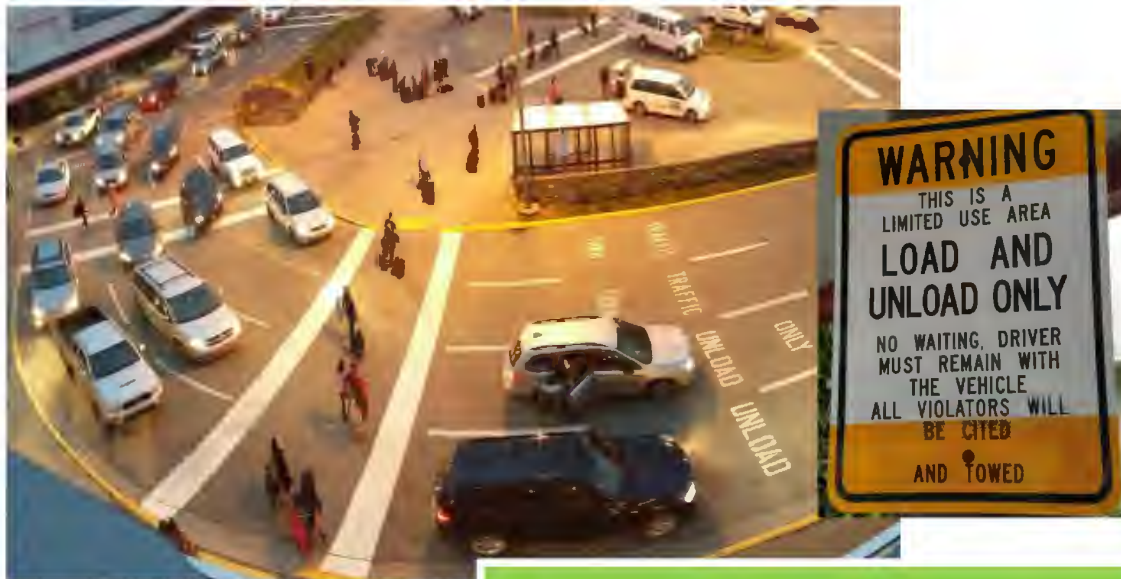
Airfield (24/7):

- Wildlife Hazard Management
- Snow/Ice Control
- Emergencies
- Navigational Aids
- Lighting, Signs, Pavement Markings
- Runways, Taxiways, Safety Area, Aprons, Float Pond
- Pavement & vegetation management
- Training, Recordkeeping
- Daily inspections, reports
- Issue Notice to Airmen (NOTAM)

Other Airport Issues

Front Curb Enforcement

TSA Mandate: 300' Parking Restriction at airport terminals. JNU granted a waiver to decrease restrictions to within 135' of the terminal. Public safety and congested pedestrian area also a concern. How can JNU balance public use/federal law.



15 min. free-Short term parking



Public Meeting – August 2, 2017

Presentation to the public, regarding the front curb issue. JPD, Airport Board, a CBJ Assembly Member and public attended and provided feedback.

Airport Board Meeting - August 8, 2017

Airport Board addressed the issue and presented options.

Action Line – August 21, 2017

Public radio out reach.

Public Information Release– August 23, 2017

CBJ news release on Airport front curb rules.

Ops. Committee Meetings - September 29, 2017

Public participation in potential options (redesign, increase enforcement, increase fine, etc.).

Airport Board Meeting – October 10, 2017

Airport Board presented a motion to increase fine (passed, pending Assembly action).

Social Media – August 2017 – Present

Facebook discussions, explanation of the issue, ways to resolve issue.

Other Airport Issues

TSA Pre✓®

JNU is working with TSA and Airlines for expedited passenger screening. TSA is looking at a trial period starting March 8 in JNU. We encourage passengers to apply for TSA PreCheck: <https://www.tsa.gov/precheck> or <https://universalenroll.dhs.gov/programs/precheck>



With TSA Pre✓ you **don't** need to remove:



SHOES



LAPTOPS



3-1-1 LIQUIDS



BELTS



LIGHT JACKETS



Airfield Snow/Ice Control Presentation

Scott Rinkenberger, Superintendent



Winter Snow/Ice Statistics

JNU Airport

Pursuant to FAA Regulation 14 CFR Part 139.313,
Airport (Airfield Maintenance) is responsible for
snow/ice control of the following areas:

- Runway & Taxiways
- Main Ramp / Gates / 135 Area
- East & West GA Areas
- Alex Holden / Cessna Dr. / Fuel Farm /Airfield ingress/egress
- Terminal / Shell Simmons / Employee Parking Lot
- Float Pond Roads and EVAR
- Equals 8,046,123 Square Feet of Area**
 - Equalities 47.6 Miles of 2-Lane Hwy. w/ 4' Shoulders

Winter Snow/Ice Statistics

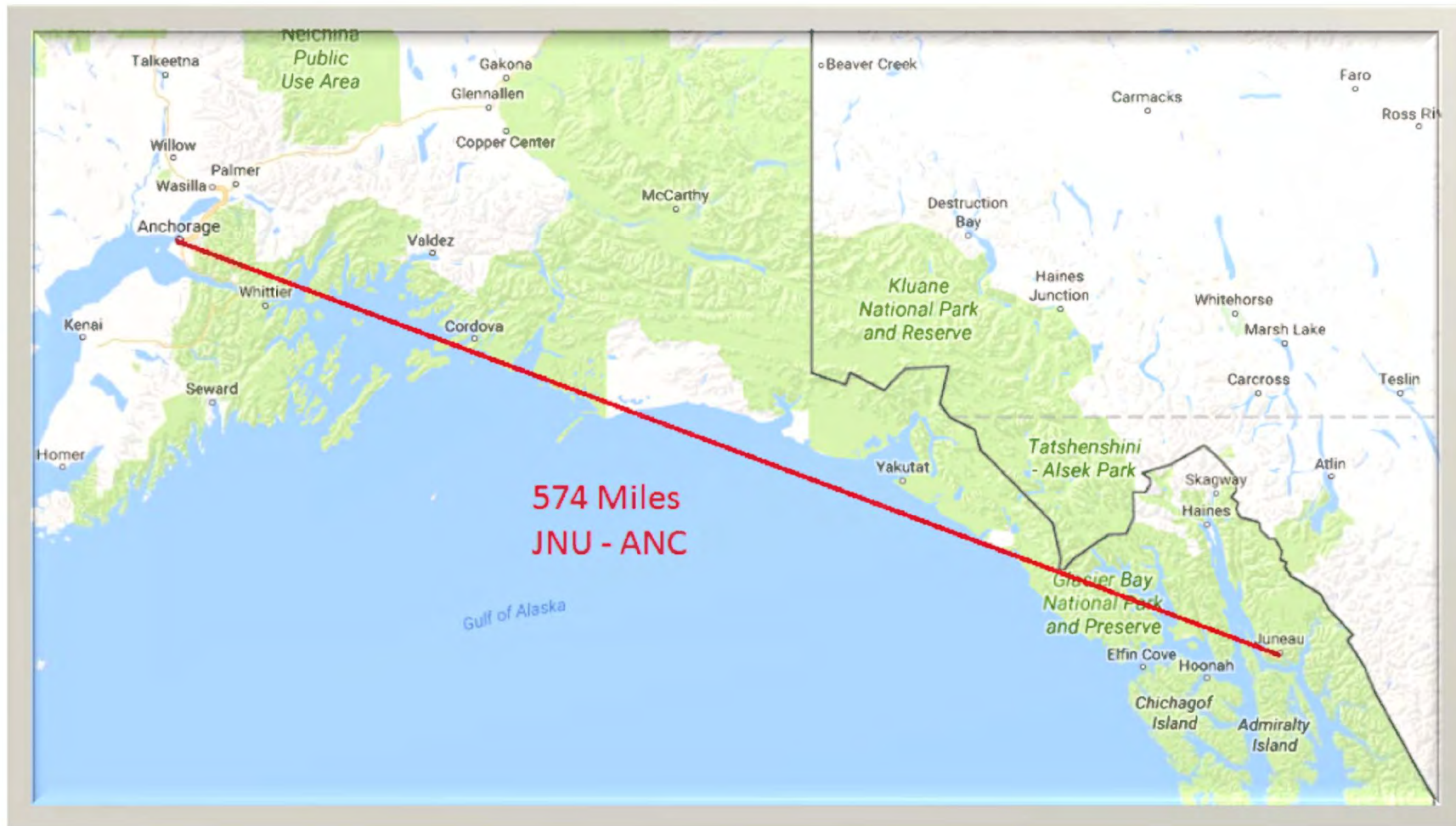
– Snow Calculations: 2016-17 Season

- Total Snow Fall – 65.2 inches (NWS – Airport)
- **43,717,270** Cubic Ft. of snow plowed, swept, removed
- Average Weight: 17.671 lbs. / CF
- **386,264** Tons
- **772,527,876** lbs.

– Snow Calculations: 2017-18 Season (thru February 2018 ONLY)

- Total Snow Fall – 56.3 inches (NWS – Airport)
- **37,749,728** Cubic Ft. of snow plowed, swept, removed
- Average Weight: 17.671 lbs. / CF
- **235,558** Tons
- **471,116,611** lbs.

Winter Snow/Ice Statistics



Winter Snow/Ice Statistics



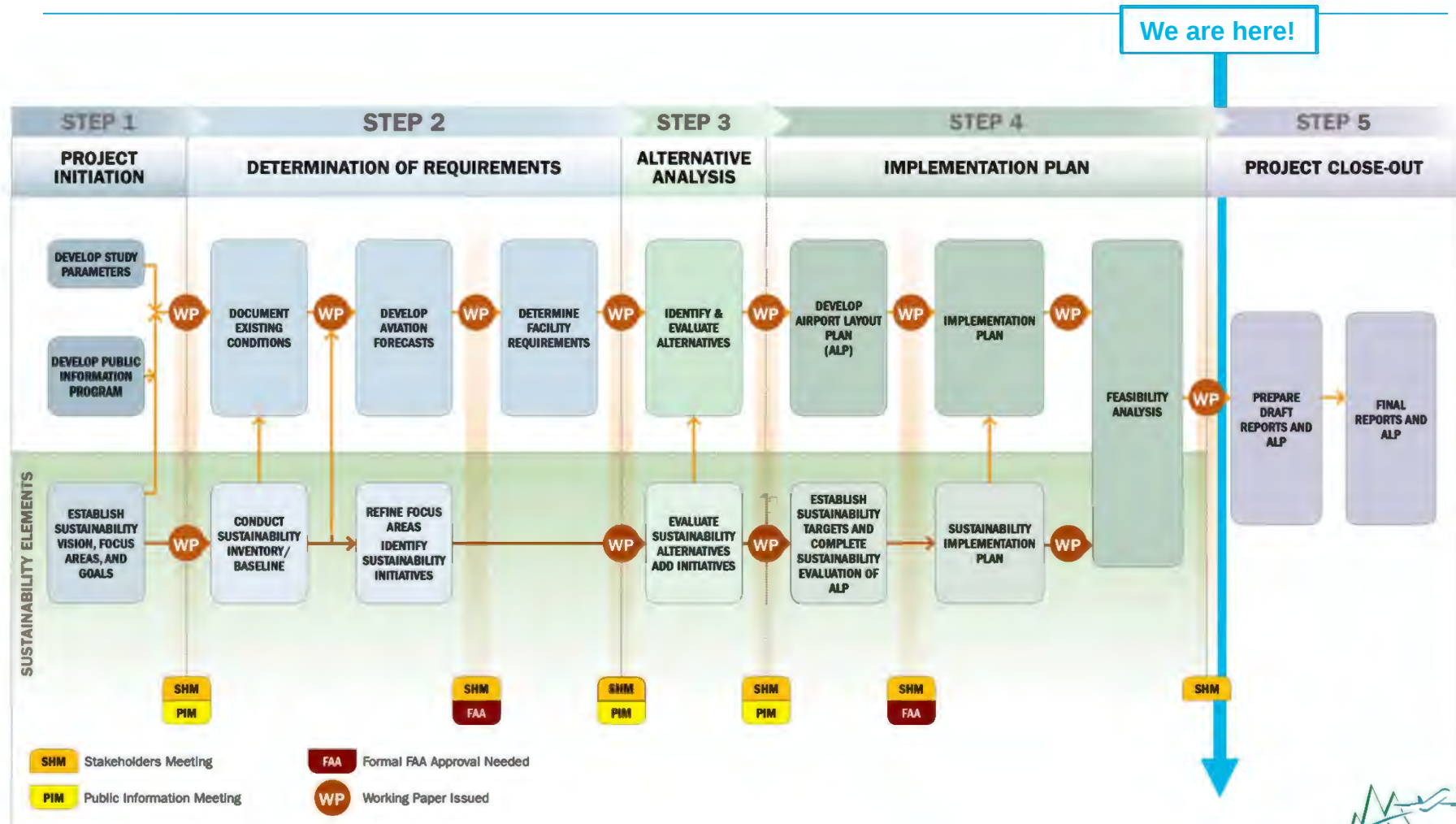


Juneau International Airport

Sustainability Master Plan

March 2018

The SMP Process



Coordination To Date

- Four Open Public Meetings
- Five Technical Advisory Committee (TAC) Meetings
- Seven Stakeholder Coordination Meetings
- Seven Airport Board Presentations
- Five Committee of the Whole (COW) Presentations

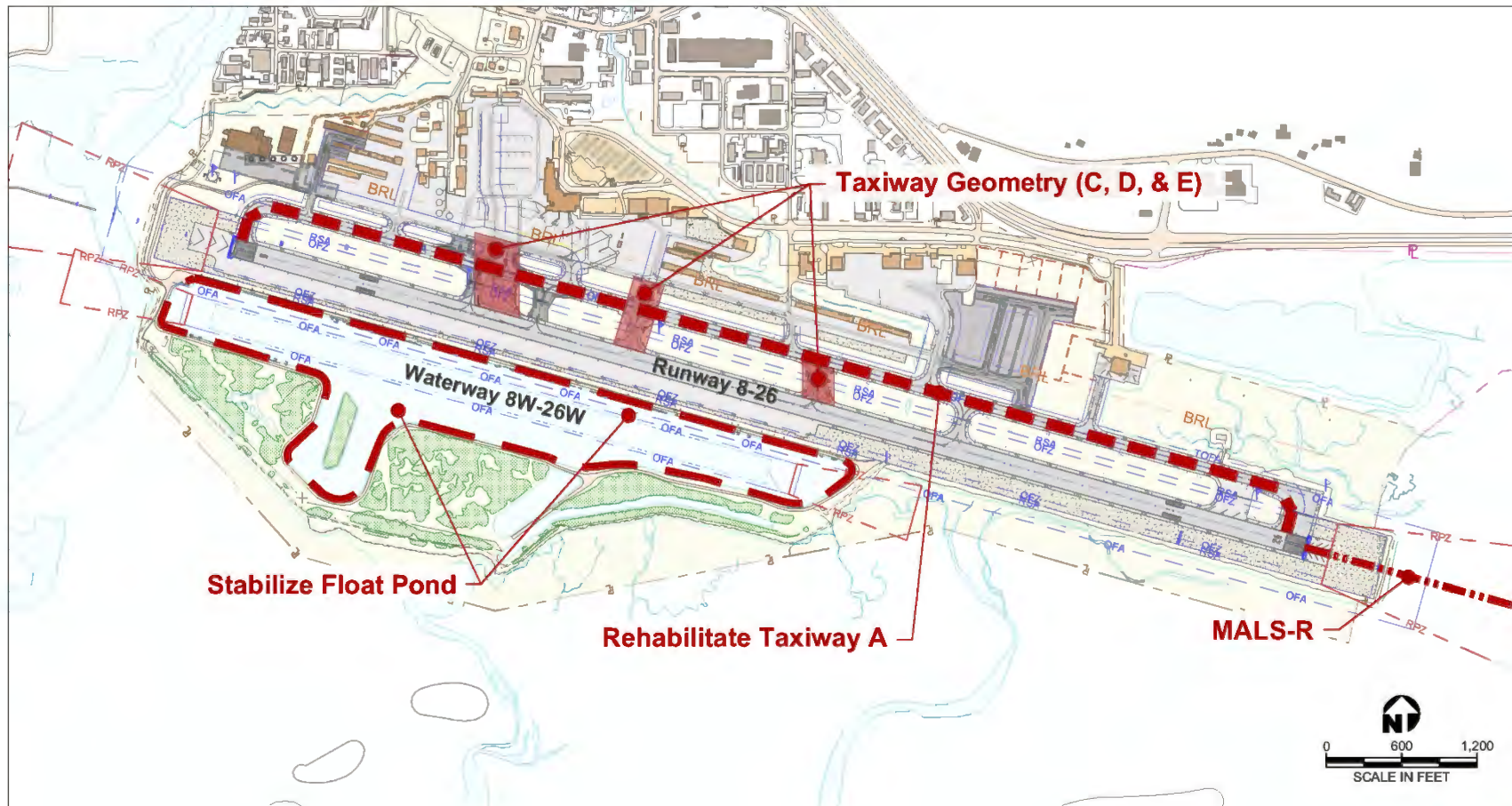


Agenda

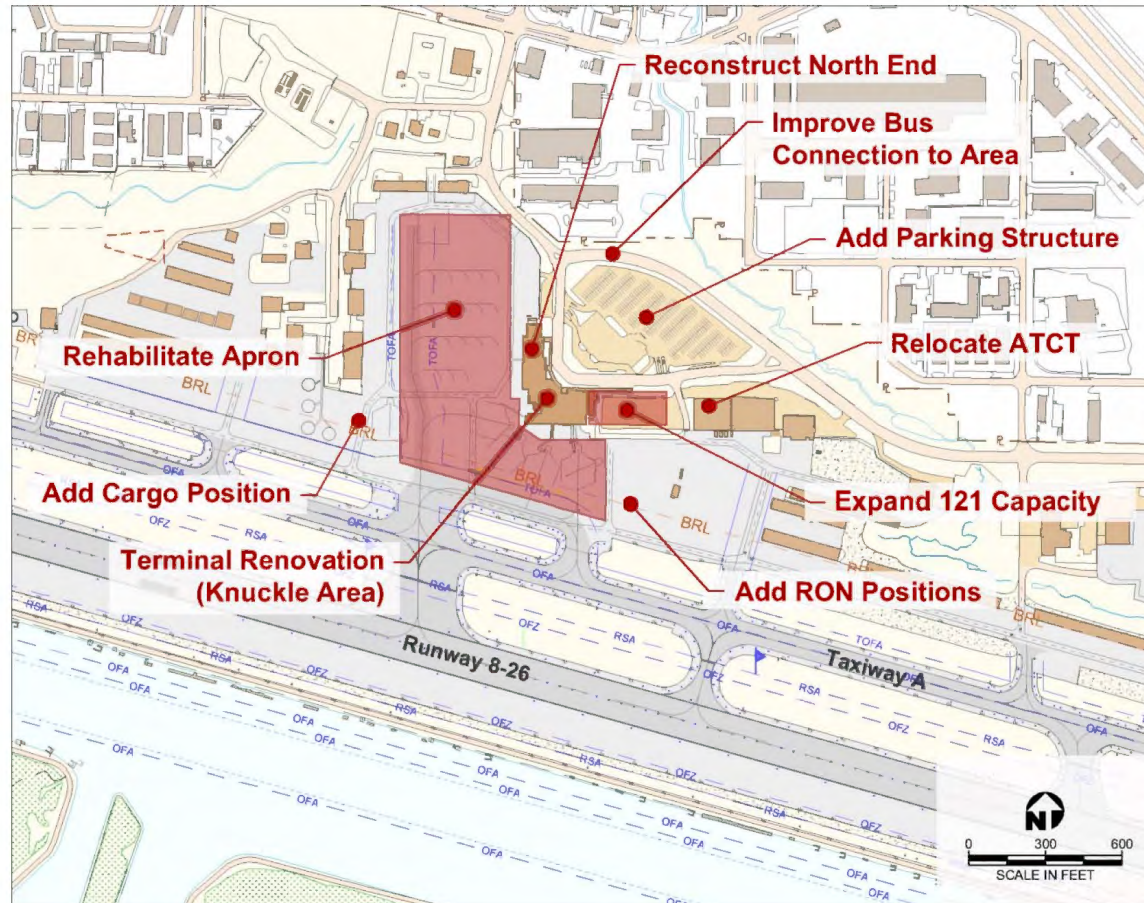
- Master Plan Recommendations
- Financial Implementation Analysis
- Economic Impact Study



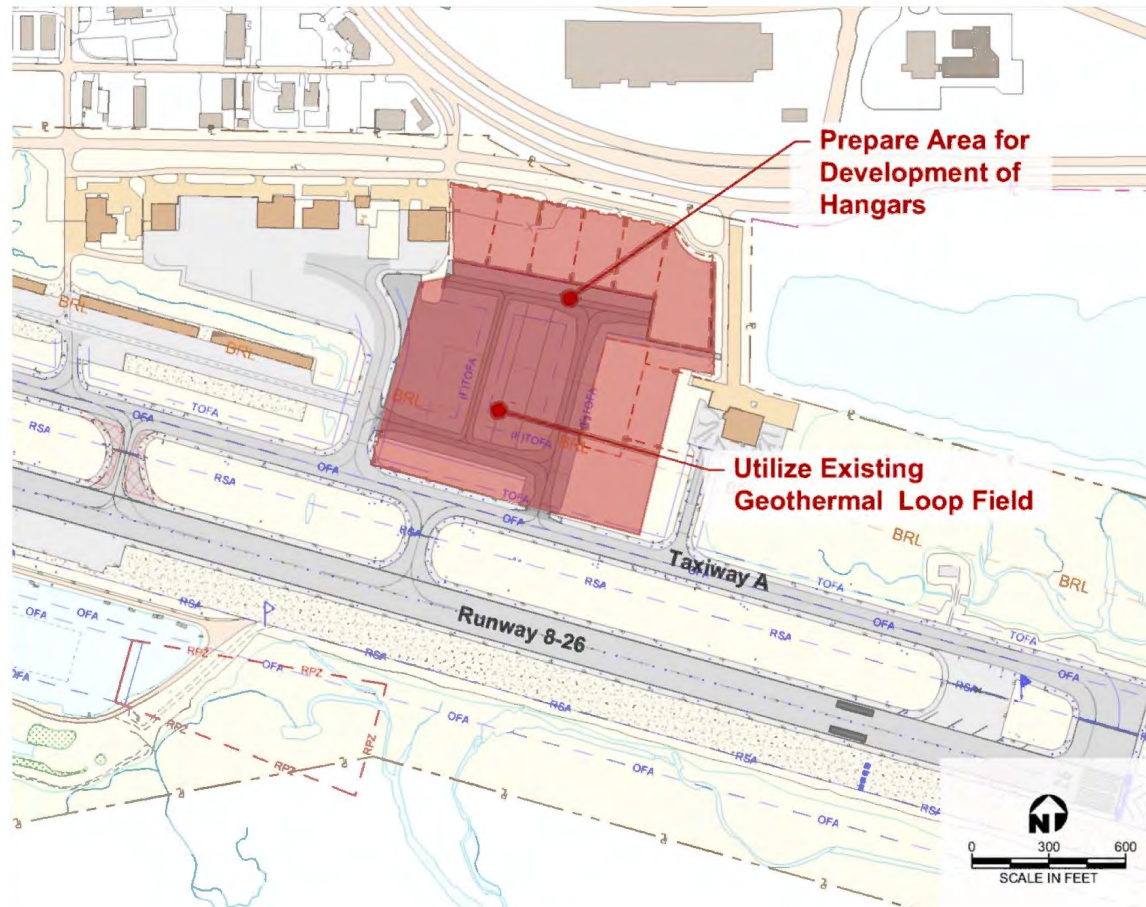
Airfield Recommendations



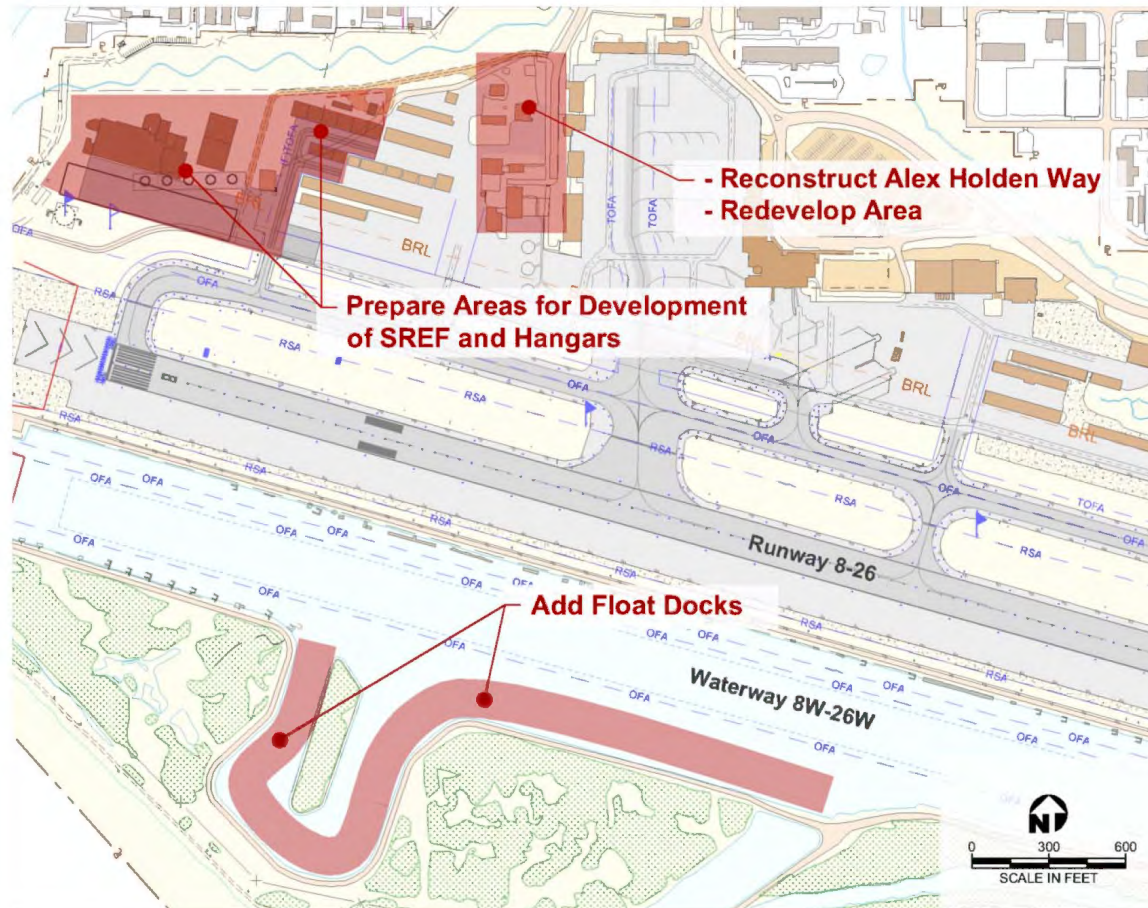
Terminal Area Recommendations



East GA Area



West GA Area



Juneau International Airport | Sustainability



Financial Implementation Analysis Approach

- Review Airport documents related to historical financial operating results, capital improvement plans and Airport policies
- Interview Airport management personnel
- Review aviation demand forecasts
- Review cost estimates and CIP development schedule
- Determine sources and timing of available capital funds



Financial Implementation Analysis Approach

- Analyze historical operating expenses and develop 20-year projections
- Analyze historic operating revenues and develop 20-year projections
- Prepare detailed financial projections for the planning period
- Develop a Financial Plan Summary



Summary of Sources and Uses of Capital Funding

	Phase I	Phase II	Phase III	Totals
Sources of Capital Funding				
AIP Entitlement Grants	\$ 17,345,632	\$ 14,940,902	\$ -	\$ 32,286,534
AIP Discretionary Grants	52,155,598	22,318,763	-	74,474,361
ADOT & PF Funding	-	-	-	-
Other Federal Funding	4,029,000	58,005,783	-	62,034,783
Passenger Facility Charges (PFCs)	6,543,613	2,095,178	-	8,638,791
CBJ Capital/Debt	13,457,798	25,970,126	-	39,427,924
Ballot Measure Sales Tax	3,197,204	25,796	-	3,223,000
Other Unidentified Funding	4,688,179	44,628,199	-	49,316,378
Cash Reserves/Net Ops Cash Flow	106,121	-	-	106,121
Total Sources of Capital Funding	\$ 101,523,145	\$ 167,984,747	\$ -	\$ 269,507,892
Uses of Capital Funding				
Runway/Taxiway Improvements	\$ 27,560,000	\$ 9,860,983	\$ -	\$ 37,420,983
Aircraft Apron Improvements	21,544,768	6,380,636	-	27,925,404
Terminal & Landside Improvements	22,915,362	69,142,894	-	92,058,256
GA Facility Improvements	110,408	12,181,214	-	12,291,622
SRE Facilities & Equipment	28,193,022	6,148,613	-	34,341,635
ARFF Facilities & Equipment	-	2,320,231	-	2,320,231
Other Improvements	1,199,585	61,950,176	-	63,149,761
Total Uses of Capital Funding	\$ 101,523,145	\$ 167,984,747	\$ -	\$ 269,507,892



Summary Application of Funding By Source to CIP Projects

Project Groups	AIP Grants		Other Federal Funding	PFCs	CBJ Capital/Debt	Ballot Measure Sales Tax	Other Unidentified Funding	Cash Reserves/ Net Revenues	Total Cost/Funding
	Ent	Disc							
Runway/Taxiway Improvements	\$ 11,562,487	\$ 19,933,747	\$ 3,825,000	\$ 650,250	\$ -	\$ 833,188	\$ 616,311	\$ -	\$ 37,420,983
Aircraft Apron Improvements	5,547,939	20,632,127	-	327,774	-	1,018,774	398,790	-	27,925,404
Terminal & Landside Improvements	8,537,100	-	204,000	6,858,970	30,792,821	483,546	45,181,819	-	92,058,256
GA Facility Improvements	3,450,325	7,969,563	-	-	-	-	871,734	-	12,291,622
SRE Facilities & Equipment	3,188,683	22,987,400	-	520,920	6,072,445	861,616	710,571	-	34,341,635
ARFF Facilities & Equipment	-	2,175,217	-	-	-	-	145,014	-	2,320,231
Other Improvements	-	776,307	58,005,783	280,877	2,562,658	25,876	1,392,139	106,121	63,149,761
Total	\$ 32,286,534	\$ 74,474,361	\$ 62,034,783	\$ 8,638,791	\$ 39,427,924	\$ 3,223,000	\$ 49,316,378	\$ 106,121	\$ 269,507,892



Statistical Results for Projected Financial Operations

	JNU Average	Small Hub Average
Operating Cost Per Enplaned Passenger		
2017 - 2022	\$17.36	\$21.31
2023 - 2027	\$18.21	\$25.06
2028 - 2037	\$19.62	\$31.36
Operating Revenues Per Enplaned Passenger		
2017 - 2022	\$16.82	\$30.97
2023 - 2027	\$17.79	\$36.42
2028 - 2037	\$19.17	\$45.59
Airline Cost Per Enplaned Passenger		
2017 - 2022	\$8.97	\$9.13
2023 - 2027	\$9.47	\$10.73
2028 - 2037	\$10.20	\$13.44

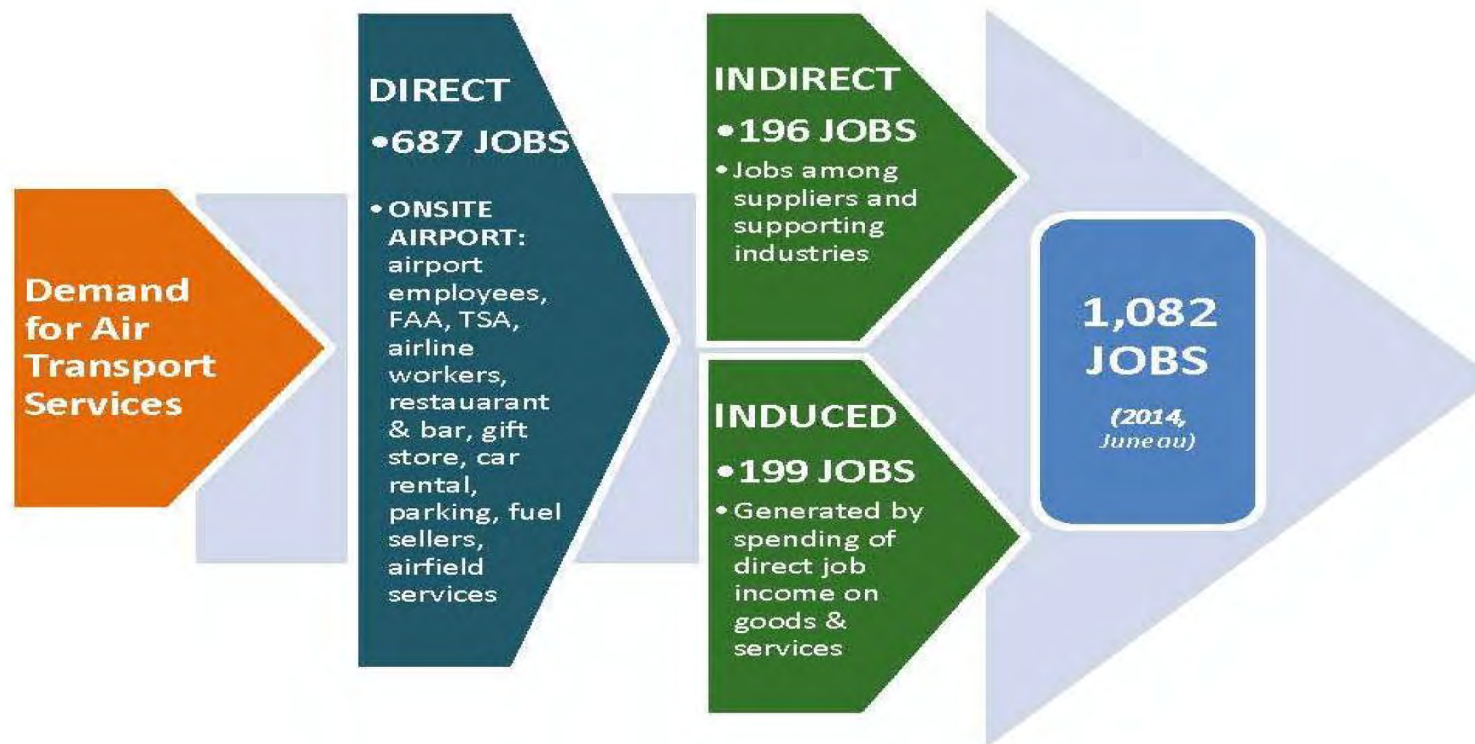


2017 Economic Impact Study

- The combined payroll, capital, and operations and maintenance spending at the airport created 1,082 jobs in Juneau.
- Total labor income for airport workers (private, CBJ, federal) was \$63.6 million.
- The operational and maintenance spending and purchases by the airport and airport related businesses totaled \$51.7 million. Capital spending that year was \$17.5 million.
- Demand for air transportation services and goods at JNU generated \$174 million in income and spending.



JNU Job Creation



JNU Economic Contribution



Next Steps

- Present Final Draft to Board – March 13.
- Final Draft of Master Plan out for Public Review – March 23
- Submit for final FAA review and approval – March 23
- Airport Board Approval – June 2018
- Final Assembly Approval – July 2018 (est.)





Questions/Discussion

Presented by: The Manager
Introduced:
Drafted by: A. G. Mead

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2018-01

An Ordinance Amending the Airport Operations Code Relating to Parking, Standing, and Stopping for the Active Loading and Unloading of Passengers and Providing for a Penalty.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJ 05.10.050 Motor vehicle rules, is amended by adding a new subsection to read:

05.10.050 Motor vehicle rules.

...

(g) *Parking.*

(1) No person shall park a motor vehicle on the airport except in the areas specifically established for parking and in the manner prescribed by the airport manager.

(2) No person shall abandon any motor vehicle on the airport or park a motor vehicle on the airport for a period in excess of 72 hours unless express approval for such parking is obtained from the airport manager. Unless otherwise approved by the airport manager, a vehicle continuously parked on the airport for longer than 30 days, and unmoved during that period, will be conclusively presumed to have been abandoned.

(3) No person shall park a motor vehicle in any space marked off for the parking of vehicles, in such manner as to occupy part of another marked space.

(4) No person shall park any motor vehicle in excess of the time limit prescribed by the airport manager for the particular parking area, or park any motor vehicle in any restricted or reserved area unless authorized by the airport manager to do so.

(5) No person shall park a motor vehicle in an area requiring payment for parking thereon without paying the required parking fee.

(6) No person shall stand, stop, or park a vehicle in any area adjacent to a yellow curb unless actively engaged in the loading or unloading of passengers. Leaving an unattended vehicle stopped, standing, or parked in an area adjacent to a yellow curb is strictly prohibited.

...

Section 3. Amendment of Section. CBJ 03.30.070 Violations; civil fines, is amended to read:

03.30.070 Violations; civil fines.

(a) Notwithstanding any provision of the CBJ Code to the contrary, the offense listed in the table below shall be considered violations subject to a civil fine not to exceed that set forth in the table below; payment of the listed civil fine shall be accepted in satisfaction of the violation; and the violation shall be subject to the procedure set forth in CBJ 03.30.075 – 03.30.085:

CBJ	Type of Violation	Civil Fine
	JUNEAU INTERNATIONAL AIRPORT	
05.10	Airport Operations	
05.10.050(g)(1 – 5)	Airport parking	\$25.00
05.10.050(g)(6)	<u>Standing, stopping, parking in active loading zone</u>	<u>\$100.00</u>
...		

Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2018.

Kendell D. Koelsch, Mayor

Attest:

Laurie J. Sica, Municipal Clerk

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Balance or 1% Sales Tax to the Ramp LED Lighting Capital Improvement Project. The motion passed by unanimous consent.

D. Airport Improvement Program Grant—Acquire Snow Removal Equipment. The FAA has issued an AIP grant in the amount \$4,823,551 for this project. Local match is \$321,571, which was approved for appropriation from Airport Fund Balance (or 1% Sales Tax) at the August 28, 2017, Finance Committee meeting. *Angela Rodell moved the Board approve the appropriation of an Airport Improvement Program grant award in the amount \$4,823,551, and local match funds in the amount \$321,571 from the Airport Fund Balance or 1% Sales Tax to the Snow Removal Equipment Capital Improvement Project. The motion passed by unanimous consent.*

E. Airport Improvement Program Grant Amendment—Snow Removal Equipment Building (SREB). Staff requested a SREB grant amendment in the amount \$290,764.65 for SECON, F&W, and ECI/Hyer change orders. Approximately \$261,000 has been approved, with the balance to be approved soon—it was split due to the availability of funds across the federal fiscal years. There is sufficient funding for local match in the project. Staff requests approval to appropriate the federal funds upon receipt of the second approval. Match for this amendment will be met with existing appropriated local funds. *Angela Rodell moved the Board approve the appropriation of an Airport Improvement Program grant amendment in the amount \$290,764.65 to the Snow Removal Equipment Building Capital Improvement Project upon receipt of the remaining requested amount from the FAA. The motion passed by unanimous consent.*

F. Front Curb Enforcement. Mrs. Wahto said several meetings have been held and this was referred to the Operations Committee for some suggestions of how to deal with the front curb – patrolling, etc. Deputy Airport Manager Marc Cheatham said an Operations Committee meeting was held on September 29, 2017, to come up with the options for the front curb. It was thought that Community Service Officers (CSOs) could be utilized. This is not a possibility as they are currently overworked. The Operations Committee thought raising the fine will hit home. Most of the time when people get tickets, they rip them up and do not care. The Committee thought \$100 is substantially more. The Airport cannot ride the current ordinance as this is geared toward the entire city. He is currently working with the Law Department to find out how this can be changed. It looks like it would be handled through 05, if the Board decides to go that direction. A couple of other things came from the Committee meeting.

Operations Committee Chair Marty Myers said other possibilities were to put up an L.E.D. traffic sign that says fines will be issued for parking in the “no waiting zone”. This would not have to be done all the time, but could be lit up during the high traffic times. Another suggestion was to increase the social media outreach for letting people know about the problem that it is creating and the fact that it is more than just parking your car on a City street for longer than they are supposed to. It is actually impeding a

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federal regulation on parking and waiting in an area that is subject to people coming in and out and also threats against this airport. The Committee looked into JPD (Juneau Police Department) and considered the possibility of private security to come in at times and have the authority to write those tickets as armed officers. For the most part, he thought the fine was absolutely ridiculous. If they are going to argue with people about the fact that they are there, he thought a higher fine makes it more substantial on someone who disregards the regulation.

Mrs. Wahto said tickets are issued and handled by JPD and their collection system downtown. Because of how the ticket was written and where it was written, the fine comes back to the Airport as revenue. Assembly Member Loren Jones said that the Assembly changed its City ordinance to allow officers to issue tickets to vehicles. This also changed the person who hears protests to the ticket to the Deputy City Manager. These hearings are held once every couple of weeks.

Ms. Rodell said that a concern that has been noted is inconsistent enforcement on the front curb. Part of that has to do with being able to staff and be mindful of what is going on. She asked how the Airport planned to enforce a \$100 versus \$25 fine. Is it possible to use security cameras to get license plate numbers and follow-up if it is not possible to physically police it at all times. Mrs. Wahto said the increased fine was one part of it – which would make the statement that you cannot do this due to federal regulations – but the other part of the discussions focused on how to enforce the rules seven days a week during peak traffic times and random thereafter. Contract security was discussed. Some information was to be gathered and brought back to the Operations Committee probably in December. The consistent enforcement is lacking, but the problem is how to pay for it and support it. JPD is short on officers. Maybe contract security should be visited or maybe in-house enforcement on the curb.

Mr. Harris said they had discussed hiring security services to cover the 9:30 p.m. coverage. The curb turns into a real zoo. It made him appreciate using the area across the street because the front curb was four-wide and packed solid. This needs to be stopped. The Board needs to be willing to set the fines high and hope that the fines would support the extra security, but if not, the Airport will need to eat the cost. He said this is the only way – having someone in uniform and writing a ticket – to get people to pay attention. Unfortunately everyone thinks that they are special and the law does not apply to them. Private security and publicity push telling people the reason it is being done because the Airport is not going to risk federal funding.

Ms. Rodell asked how many tickets have been issued over the last year, month, or a set time frame. Mrs. Wahto said she does not have any of those numbers. People are kicked off the curb more than ticketed as it is the first line of defense. The tickets are written to the most egregious ones who just say, “Ticket me” or “I’m not moving” or the vehicles are completely empty. Those are the ones that are getting tickets.

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Board Member Jerry Godkin asked if one of the Airfield Maintenance staff could be used help educate people. He said Pam is doing well and keeps people moving. If there was the ability to duplicate some of what Pam does – put on an orange vest and keep them moving. He was not asking Airfield to write tickets but just keep them moving. If the Airport could educate some of the time, some of the problem might be alleviated. *Marty Myers moved to approve the increase to the front curb parking violation at the Airport terminal to \$100 per violation and begin the public process to adopt this change in code. The motion passed by unanimous consent.* Chair Epstein said that along with this motion, a public outreach needs to occur so the public is aware that the fines are going up, among other things.

G. Airport Manager's Report:

1. Enhanced TSA Passenger Screening Procedures. Deputy Manager Marc Cheatham said the TSA (Transportation Security Administration) is doing enhanced passenger screening procedures. Any electronic larger than a cell phone must be removed from the bag, as well as encouraging passengers to reduce clutter in the bins for faster vetting. This change may increase wait times, and we strongly encourage passengers to arrive two hours before their scheduled flight. Ms. Rodell said that she cleared TSA at 5:15 a.m. for the 5:20 a.m. flight. She was in the terminal at 4:15 a.m. She said if the recommendation is to come two hours early, people will be at the airport at 3:15 and the facilities are not here for people to stretch out and sleep. She was curious to educate the public about getting people here. Mrs. Wahto replied there is four-hour window between the last arrival and the next flight. TSA will be doing a media outreach.

Ms. Rodell asked about TSA Pre-Check. Mrs. Wahto said this was addressed with the TSA this summer, who expressed concern about the numbers being too low to warrant TSA Pre-Check. However, the enplanements did not warrant an in-line system for baggage screening, nor two in-line systems. She said the Airport will continue pushing this. People aren't going to sign up for it locally because it is not here. Mr. Jones noted that TSA did not open the passenger screening checkpoint until 4:30 a.m. for the 5:20 flight, even though he showed up two hours early.

2. Escalator/Elevator Injury Reporting. Mr. Cheatham said a gentleman riding the escalator up tumbled down. The man was not holding onto the handrails and was quite wobbly. This man reported the fall to the State of Alaska Labor Standards and Safety Division. The Airport did not know there is a reporting necessary for falls/slips on escalators and elevators. From here forward, anytime a person is injured and has to be seen by a doctor, the Airport must report it immediately to the State. If it was a mechanical failure, the equipment has to be shut down completely until the inspector can come through and verify the mechanical reason. Any injuries that have occurred have been reported within the City to the Risk Management group. Video is