

MINUTES of
AIRPORT BOARD MEETING
May 12, 2005
Glacier Fire Station Training Room, 7:00 p.m.

I. **CALL TO ORDER:** Chair Ron Swanson called the meeting to order at 7:03 p.m.

II. **ROLL CALL:**

Members Present:

Pete Carlson	Joe Heueisen	Tom Williams
Fred Gaffney	Ron Swanson	

Members Absent:

Gordon Evans	Eric Forrer
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Staff/CBJ Present:

Allan Heese, Airport Manager	Merrill Sanford, CBJ Assembly Liaison
Patricia deLaBruere, Arpt Business Mgr.	Marc Wheeler, CBJ Assembly Member
Virginia Harris, Airport Planner	Catherine Wilkins, CBJ Engineering
Pam Chapin, Airport Secretary	

Public Present:

Ken Koelsch, Customs & Border Patrol

III. **APPROVAL OF MINUTES:** *Pete Carlson moved, Joe Heueisen seconded, the adoption of the April 13, 2005, minutes as presented. The motion passed by unanimous consent.*

IV. **APPROVAL OF AGENDA:** Chair Ron Swanson suggested moving Item VIII.C., U.S. Customs Request, up before Unfinished Business as Mr. Koelsch is in attendance for this item. Airport Manager Allan Heese asked to add an Introduction of the New Airport Planner which will be immediately after Public Comments. Tom Williams said he wished to discuss the \$1.5 million Anchorage bus stop under Board Member Comments. *Tom Williams moved, duly seconded, and asked unanimous consent to approve the agenda as amended. The agenda, as amended, was approved by unanimous consent.*

V. **PUBLIC COMMENTS:** None.

VI. **INTRODUCTION:** Airport Manager Heese introduced Virginia Harris as the new Airport Planner. Her background is in civil engineering, with anthropology and archaeology schooling. She most recently worked for BIA in Juneau. She was originally in Juneau in 1982, but came back again a couple of years ago.

VIII. C. **U.S. Customs Restroom Request:** Chair Swanson said there was a letter (Attachment #1) in the packet requesting a restroom for the Customs area. Mr. Koelsch said Customs is requesting one bathroom which would be put in the area currently used by the restaurant for storage. Chair Swanson said the restroom would have to go into this space, which means the Airport would have to provide more storage for the restaurant, which may involve a trailer, van or something like that. He asked if Mr. Koelsch would reapply for the funds that were not

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received this year. If the funds are received, would they reimburse Airport for the costs for the bathroom? Mr. Koelsch said they are working on getting a direct appropriation from Congress to provide funding for the restroom. The restroom needs to be there to provide restroom facilities for the traveling public, people who work there or people that would be held in custody. Agriculture is a very large part of what is done. Food that comes in must be destroyed, which could be done through a commercial grade garbage disposal. This will also include a shower facility. Chair Swanson said that the Airport currently has \$300,000 on the books for restroom facilities. He thought that money could be taken from this fund to build this restroom.

Tom Williams asked if this use of the funds would be consistent with the Board intent and asked if Mr. Koelsch was committed to do whatever he can to get the money reimbursed. Mr. Koelsch said he would continue to work toward a grant for the facility. Chair Swanson said that he thought the summer travel season was upon us and that this was a time sensitive item. *Tom Williams moved, Pete Carlson seconded, to appropriate \$72,000 to build a restroom facility for Customs and asked unanimous consent subject to the conditions discussed. The motion passed by unanimous consent.*

VII. UNFINISHED BUSINESS:

A. **Tenant/Manager Meetings:** Attendance at these meetings has been sparse. It was decided that the meetings should be continued, sparsely through the summer and on a more frequent basis during the slower flying months. If there is an issue that affects the tenants, post a meeting notice at the gates, etc., and make sure the tenants are kept informed.

B. **Draft EIS Update:** Byron Huffman and Patti Sullivan of the FAA's Anchorage Airports Division office briefed the Assembly and the Board on EIS issues on April 14, 2005. Their intent was to "demystify" EMAS and address concerns regarding 4(f) issues with respect to Runway Safety Area alternatives and to have a discussion on those topics. At that time, they offered a second opportunity to meet with the Assembly/Board on May 31, 2005, when they will be back in town for public meetings and hearings on the DEIS. Assembly Member Marc Wheeler said that this is not scheduled to be an official meeting and noted he will be out of town.

Chair Swanson said the Board went to the Assembly to request a transfer of land. One of the reasons for this was so that the public comment period on the EIS could run concurrently with the permitting process, which also requires public hearings. The Corps of Engineers does not look upon the permits favorably for land that the Airport does not own. Airport Manager Heese said that there are many permitting agencies, and the State process is the one that is lagging the most. It is questionable whether the Corps will accept the FAA's public hearings as their own or use those comments and testimony to satisfy their needs. The State is probably where the delay will be because of the land transfer request.

Chair Swanson said that every alternative, except the "do nothing" approach, requires some refuge land. He said he would like to go to the Assembly soon and ask for some land. The original thing that was requested was the whole package with the provision that the Airport

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would give back any land that was not needed. The main objection at that time was that the Board should wait until the draft EIS is out. Now that the draft EIS is out, Chair Swanson believed the land process needs to get going. He felt the sooner the land was requested the better.

Mr. Heese said that the desire of the Board has been to have an opportunity to sit down with the Assembly and really discuss the ins and outs and the details of the 4(f) issue and the EMAS issue. It does not sound like the May 31st meeting will be the opportunity to do that. Mr. Wheeler said that he had heard the FAA would be here for an open house and to be there to answer questions. He said he would not be in town and it would be his duty to Chair the Committee of the Whole, if that is what it was. It was suggested that land transfer resolution be added to the Assembly agenda as soon as possible.

Mr. Heese said that official public hearings will occur on June 1 and 2 where official testimony will be received. There will not be an open house or presentation on those meetings. The next deadline is June 30 when the public comment period is scheduled to close. Written comments are being prepared by Terry Stone and Mr. Heese. Mr. Heuelsen said that written comments need to be submitted by the Board. Marc Wheeler suggested that the Board ask the Assembly to support the Board's recommendation by resolution. Perhaps both could be done in one resolution at one time.

Chair Swanson said that Mr. Forrer is quite the wordsmith. Mr. Forrer forwarded a resolution to be discussed in June that states the Board does not support EMAS and will not support EMAS. It is an untried technology in the north. The Airport Board will not support the installation of EMAS in Juneau, Alaska. There may also be an opportunity to get the FAA Washington, D.C., people to step in. But the effort will be helped if a resolution is passed at the next Board meeting. Chair Swanson suggested putting the resolution before the Assembly asking for the land and noting why it is needed. He felt it is too early to ask the Assembly to come in on one side or the other. Mr. Sanford said that the Board members need to make sure they are prepared to testify to the FAA regarding the Draft EIS at the EIS meetings. He suggested a couple of Board members should speak each evening.

Mr. Heese said one of the ideas was to hold a Committee of the Whole meeting to discuss the main points the Airport wants to make. These issues should include the 4(f) issue, the EMAS vs. the Airport's preferred alternative, the wildlife management information, and whatever comments the Board may wish to have. A Committee of the Whole meeting was scheduled for Wednesday, May 18, at 7:00 p.m.

Mr. Heese said that he hoped that the Record of Decision (ROD) would be done in such a time line that as of January 1, 2006, the Airport would actually be able to start on the projects. This gives the FAA six months to take the comments, do whatever is needed to be done in the Final EIS, with a 30-day period of an initial Record of Decision and then a 30-day period after that. This is important as the Airport tries to manage the Capital Management Program going into the project, but there are several projects that need to be done before the Airport begins the

terminal project. If the ROD is received by January 1, this will give the Airport an opportunity to take advantage of the next construction season.

VIII. **NEW BUSINESS:**

A. **Project Closeout:** The Cessna/Alex Holden Way Upgrade project is being closed in the City accounting system. As this project came in under budget, the budget needs to be reduced through Board and Assembly action to match actual expenditures. As the funding came from PFC6 collections, the excess collections in the amount \$54,782.44 will be posted to other eligible PFC6 projects. *Pete Carlson moved, Gordon Evans seconded, to approve budget reduction and forward it to the Assembly. The motion passed by unanimous consent.*

B. **Delta-1 Bids:** The bids for construction of the Delta-1 project open May 13. At this time it is unknown what the grant amount will be; however, we do have an engineer's estimate of approximately \$1.31 million. To expedite the grant application and funding appropriation, staff requested Board approval to award the contract, apply for the AIP grant and State match, and appropriate the funding. Currently the anticipated total project budget is approximately \$1.84 million, based on the \$1.31 million. If the Board gave their approval for a total budget of \$2 million, it would allow approximately \$160,000 over the \$1.31 million estimate. Tom Williams was concerned about passing a motion before the bids opened. He thought a special meeting should be held before the Committee of the Whole meeting on May 18 to pass a motion. Mr. Heese said this would work because it would be before the May 23 Assembly meeting. The May 18 meeting will be scheduled immediately before the Committee of the Whole meeting.

C. **U.S. Customs Restroom Request:** This item was discussed earlier in the meeting.

D. **Airport Manager's Report:** Airport Manager Heese reviewed the Airport Manager's Report (Attachment #2).

5. Joe Heueisen asked if the Juneau Rotary Club had contacted staff about the "Welcome to Juneau" sign. He had been approached twice and they said they were ready to go. They want to provide the funding to do a first class sign to replace the Welcome to Juneau sign that has the Governor's and Mayor's names. Merrill Sanford said he was the Juneau Rotary member that would be contacting staff as soon as he got to it.

IX. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Merrill Sanford said about a month ago a report was received from the ADA committee. Mr. Heese said that the review for the Airport had been held and it passed with flying colors. Mr. Heueisen said he had met with the committee who had some concerns, but when they were told of the changes with the new terminal, they were very pleased. A couple of other items included: getting the parking a little closer to the terminal, better signage and reader boards in the terminal (of which research is being done). Mr. Sanford said he had heard there was a complaint.

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Mr. Sanford said he was disappointed that the Airport had not received more sales tax money for the terminal improvements. He suggested keeping the pressure on all the Assembly members that wish to do other things and we'll see where it goes from there.

X. **PUBLIC COMMENTS:** None.

XI. **BOARD MEMBER COMMENTS:**

A. Chair Swanson said he was disappointed in \$11 million because the Airport did not discuss \$11 million. Approximately 30 people in the community gave freely of their time, money was spent on consultants and two years were spent coming up with a number – \$29.4 million. Somehow, some members of the community that did not attend any of the meetings came up with \$11 million, which was the number that was given to the Assembly and it became a valid number. The process that came to the number was outside the scope of what good honest citizens spent a great deal of time coming up with. If the tax bill passes, the Airport has \$11 million that was not there before. It wouldn't have been so bad if perhaps the people that came up with the \$11 million had attended the meetings, gave of their time, said the Airport can make it work with \$11 million and convinced the committee that \$11 million was what was needed.

B. Fred Gaffney said he appreciated both Assembly Members' attendance at the Airport Board meeting. Both Members are championing expensive projects – one for the Airport and one for the valley community center. He noted the wants and needs of the community are outstripping the 1% sales tax. It appears the solution to this is a larger pool of money and a general obligation bond is probably warranted in this instance.

C. Joe Heueisen said that the Airport Board does not want a them vs. us concept. The Airport is not better than the other projects. A lot of effort and study were done to decide that the request was the bottom line. The parking garage is an integral part of the project. There is no more room other than off-site parking. The Airport went to the City and asked for matching funds, however the funds might be raised. Perhaps there are unclosed CIP moneys out there, etc. The second approach is thank the City for the \$11 million, but ask what else might be done from other funds. He did not feel the Assembly was given enough information about what is going on at the airport. A lot of money was spent for charts and graphs and a consultant and then someone else decided the Airport can get by with \$11 million. The Board wants the Assembly to have the opportunity to become completely educated in every aspect of the project and everyone can get together to figure out what other sources within the City can be used in addition to a portion of the 1% sales tax.

D. Pete Carlson said his biggest disappointment was where the \$10.9 million figure came from because it is 15% of what the Board wants. The Airport goes in with a program where it needs \$29 million, which the Airport will match 100%. No other project on the block had any kind of a match.

E. Tom Williams said he tallied the votes on the Assembly of who was supporting what projects. There were three projects that had unanimous support at one level or another. The

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Airport Terminal was one, the Area-Wide Sewer Expansion, and the Transit Parking. The Diamond Park Community Center had six of nine; Eaglecrest had support from five of nine; and Harbor improvements only had the support from three of nine. Obviously, there is not enough money to go to all projects. He appreciated the support by the Assembly. Either the pool of money gets expanded or you come up with some way of staging. In the plans for the Terminal work, some stages of the project came beyond five to seven years down the road. Bonding or some method of staging (as the Airport is the most stageable project) needs to be developed. The Board ought to work with the Assembly to try to get some sort of mechanism where there can be a guarantee of the funds down the road.

Chair Swanson said there is start-up money but time to work out the rest of the funding. Mr. Williams said the Assembly needs to understand the parking garage money has to come from sales tax money or some other source. It is not federal money.

Marc Wheeler said he was sorry that anyone might feel offended or disappointed after last night's meeting. He said the meeting was basically sausage making. No one got everything they wanted. If it had been up to him, he would have put the whole thing for the recreation center. His hope was to build a package that would receive broad support and move forward on many different projects. He thinks there is support for the terminal and \$10.9 million will get that project going forward. The Assembly can work with the Board to try to figure out how to make it happen with other funds. Perhaps the road can be federal dollars. A transit center may be built into the parking garage and get federal transit money to pay for that. He did not think there would be support for general obligation bonds.

Patty deLaBruere, Airport Business Manager, said that staff had discussed this and found parking spaces that will be inconvenient with shuttle service. Tenants will have to be asked to move, which means the rental revenue would decrease. The Police Department may have to move, which loses more money and would trickle down throughout the City because they do not have a place to put the impounded vehicles.

Chair Swanson said it took two years to get to where the Board is with this project. It cannot solve the problems in this meeting. He said the money is not available until after the October elections. The people he is around are not in favor of a terminal, a rec. center or more sewer. He had concerns that the 1% sales tax might fail. If the sales tax passes, what will the Board do with it? Once a plan is drawn up, the Board needs to ask the Assembly to put the priorities very high on the lobbyist list. Mr. Sanford said this cannot be promised as priorities change.

Airport Manager Heese said that staff is currently reviewing the options for parking if the garage is not funded. The consultants – Jensen Yorba Lott, with their subs, Dowell Engineering and Ken Sura doing the financial – had looked at various things and have some information that may be extracted to try to flush out some ideas in the future. Ken Sura will run some numbers on if the parking lot is removed from the project. He will run some numbers to see how the project flows from a phasing of the project to fit in with AIP, PFC and other funding. Beyond that, there is no money for additional contractor work. If anything further is required of the consultants, more money will be needed; staff time is very limited.

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- F. Tom Williams said that if Anchorage is not able to expend all of the \$1.5 million on their bus stand, Juneau International Airport could use the funds.
- XII. **AIRPORT MANAGER'S ANNUAL REVIEW:** The Board will discuss this at the June meeting. It was noted that if this review is not done at this meeting, the City will have to pay Mr. Heese \$10 per month until the review is done.
- XIII. **ANNOUNCEMENTS:** Pete Carlson will be traveling to Anchorage for a conference, which includes a discussion on EMAS.
- XIV. **TIME AND PLACE OF NEXT MEETING:**
- A. The Airport will present their FY06 budget to the Assembly Finance Committee on May 18, 2005, at 5:00 p.m. in the Assembly Chambers.
- B. A Special Airport Board meeting will be held on May 18, 2005, at 7:00 p.m. in the Aurora Room, regarding the Delta-1 Ramp Bids.
- C. An Airport Board Committee of the Whole meeting will immediately follow the May 18, 2005, Special Airport Board meeting in the Aurora Room, regarding the Draft EIS.
- D. The next regular Airport Board meeting will be held on June 8, 2005, at 7:00 p.m. in the Aurora Room.
- XV. **ADJOURN:** *Joe Heuelsen moved, Pete Carlson seconded, to adjourn the meeting. The meeting adjourned by unanimous consent at 8:47 p.m.*

ATTACHMENT #2

JUNEAU INTERNATIONAL AIRPORT MANAGER'S REPORT

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1. Wide Area Multi-Mode System (WAM): Juneau has again been selected as a test site for new aircraft monitoring and navigation systems – in this case the WAM system. This system capitalizes on some of the same technology used to build the CAPSTONE system. The concept of this system is that transmissions from an aircraft are picked up by various ground stations and then fed into processing computers. Through a triangulation from a minimum of three stations, the aircraft's position can be pinpointed very accurately. This position can then be re-transmitted to other aircraft equipped with CAPSTONE-type of equipment where it is displayed. This display of information allows pilots in various aircraft to “see” other aircraft electronically, increasing situation awareness and ultimately safety. We hope to have a video or computer display at a future meeting to demonstrate this system. According to one FAA source, the information displayed was very impressive in its wide area coverage. It is hoped that a representative will be in attendance at the Board meeting in July.
2. The Assembly Finance Committee met to discuss the 1% sales tax on Wednesday, May 11, 2005. The Airport Terminal project was one of the projects vying for a portion of the sales tax.
3. Construction Projects:
 - A. Terminal Access Road Rehabilitation. No Change - Construction is complete except for seeding and an ADA sidewalk adjustment, which will occur this month.
 - B. Taxiways C-1 and W-2 extensions. Paving began Monday, May 2. The taxiway interlinks will be re-designated, which will be coordinated with tenants and FAA. Due to slow deliveries of sign parts and panels, this designation change will not occur until late June to early July. Public notice and meetings will be held to understand this before they have to operate on the new taxiway interlinks.
 - C. Delta-1 Ramp Expansion. The bids will be opened May 13th and work should be completed this year. A grant application and appropriation of an FAA grant is needed.
 - D. Fencing Upgrades. This work was delayed due to contractor's illness, but should be complete by the time of May Board meeting.
 - E. Airfield Maintenance Shop Water Line. Cameron Plumbing should finish the waterline within the next two weeks.
 - F. Crest Street Reconstruction. Crest Street and Gate K near the fire hall are deteriorating due to the heavy use through that area. Because of this, we are looking at the possibility of performing reconstruction work next spring at the earliest.
 - G. Part 121 Ramp Reconstruction. We are re-evaluating this project in the context of the condition of the total ramp and available funding over the next few years. Options are that this project may be postponed or the work scope changed. Part of the concern is that funding for subsequent phases is uncertain. Therefore, we think there is a need to take a harder look at main ramp (both Part 121 and 135 ramps) conditions and priorities.
 - H. The Compass Rose was relocated after it was found that the old location was inaccurate. The new Compass Rose will be reestablished at the east end of the airport at “Echo” Intersection. It will be painted in the near future.

4. Alaska Airline Enplanements were up almost 6% over where they were in April 2004. This is two months in a row, probably four out of the last six or seven months where they have exceeded the levels of 2001 (before the terrorist attacks). Enplanements are finally back to where they were four years ago.