

MINUTES of
AIRPORT BOARD MEETING
December 14, 2023
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:00 p.m.

B. **ROLL CALL:**

Members Present:

Al Clough	Jodi Garza	Dan Spencer
Dennis Bedford	Chris Peloso	
Jason Custer	Eve Soutiere	

Staff/CBJ Present:

Patty Wahto, Airport Manager	Mike Greene, Airport Project Mgr.
Andres Delgado, Airport Sup't	Christopher O'Brien, Senior Equip. Op.
Angelica Lopez-Campos, Bus. Mgr.	Sherri Layne, CBJ Law
Ke Mell, Airport Architect	

Public:

Alex Wertheimer, Public	Dave Hanna, Access Alaska Coalition
Ron Sommerville, Public	Sarah Lowell, Coastal Helicopters
Tom Williams, Ward Air	

C. **APPROVAL OF MINUTES:**

1. Dan Spencer moved to approve the November 9, 2023, Airport Board minutes. The motion passed by unanimous consent.
2. Eve Soutiere moved to approve the November 30, 2023, Airport Board minutes. The motion passed by unanimous consent.

D. **APPROVAL OF AGENDA:** *Eve Soutiere moved approval of the agenda. The motion passed by unanimous consent.*

E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Tom Williams, Ward Air, spoke to testify on the letter that was drafted and removed from the agenda. He applauded the Board for removing it from the agenda. He thanked the staff for participating on the Technical Advisory Committee. He said it seemed the Board was prematurely and unduly stopping two of the options that were still out for public comment. If the Airport Board has concerns, he was sure they were being expressed in the public process. He thought it was premature because there are no specifics as to whether or not the two spots were going to be adopted or any specific design. There were too many generalities to simply say don't look at it. He thought any legitimate safety hazards should be and will be raised, regardless of which selection of the five DOT (Department of Transportation)

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recommends. He is a proponent of the second crossing. His preferred route is the Mendenhall Peninsula because he did not think it should cross the wetlands if they don't have to. He was confident that DOT will take concerns into consideration. He was glad the Board did not proceed with shortcutting the public process. Board Member Dan Spencer asked at what point should the Board note their concerns. Mr. Williams thought the Board was weighing in on the public process. He thought the technical committee was there to meet those needs. He said the process needs to work out. There is a lot more to the whole process than just the Airport's concerns. Mr. Spencer said if the Board doesn't communicate their concerns now, then why would they wait until a decision is made before raising a concern.

Chair Clough said the Airport has been involved in this since the beginning. The information exchange that has come back to the Board and staff has been underwhelming to say the least. The Board remains very concerned that alternatives are moving forward and that the best the Board can tell with the information provided could very well conflict with Runway 26 RNP (required navigations performance). This is an extremely important issue, and the Board needs to get some higher attention to it. He understood letting the public process operate, but he also thought that as an airport user, Mr. Williams would share their concerns on anything that would compromise the Runway 26 RNP. Mr. Williams said they are all concerned about safety. He did not think the Board had enough information to say that any of the alternatives and the actual design cannot mitigate any concerns. Ward Air, as an operator, would definitely weigh in on anything they thought was a safety issue. There could be and he thought that was what the public process is, and it is very important to follow and raise the concerns. Chair Clough said that if the process would state that an alternative will not compromise an instrument approach into the airport, then the Airport is happy. That has not been stated and it gives the Board grave concern. He said Mr. Williams was well aware of the effort that was put forth to put in the RNP approach and the benefit that has been given to aviation throughout Alaska. This project does not take note of that, and it gives the Board an incredible amount of pause for what is going on. Comments have been given and the Board believes the concerns are starting to be heard. It has not been an easy road to get where we are now. The second crossing is not what the Airport is worried about. The Airport is worried about compromising the instrument approach. Mr. Williams said he would find it amazing that the DOT would not consider that. Chair Clough said he would agree but that is where the Board is concerned. They have not transmitted that line back to the Board.

Airport Manager Patty Wahto said she understood where Mr. Williams came from. The problem that the Airport has had is that numerous comments have been made and they are not in the summary at all. There have been a number of meetings where comments were made through the Technical Advisory Committee, and it has not shown up anywhere. That is where the concern has come from. Mr. Williams said he cannot tell why the comments were not put in there. It was possible that they were not considered a game changer. That is what he surmised. He found it amazing that DOT would just say they did

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not care about the RNP. Ms. Wahto said the comments were very generalized comments that were submitted no less than six different times, and nothing shows up in the summary. Mr. Williams suggested any specific concerns are dealt with through the process. He said this town is all about process. Board Member Dennis Bedford said short and simple, the Board is very concerned that the process has been circumvented. They are not taking the Airport's comments seriously, if at all. It's like the comments just went away.

Dave Hanna said he is wearing two hats: a member of the Access Alaska Coalition, which helps foster transportation around the area. They are strong proponents of the second Douglas crossing. Their preferred alternative is the Mendenhall Peninsula route. He was also glad the letter was pulled for pretty much the same reason as Mr. Williams. He said let the process take place. He was concerned that the Airport's concerns have not been addressed. He said he would talk to Commissioner Anderson tomorrow and let him know that there has been a breakdown in communication. It is not acceptable. He thought the Airport's concerns could be addressed very soon in this process. He has talked to people in various agencies. He believed that even the Sunny Point crossing could be done without compromising the approach. He knows the Mendenhall Peninsula could be done without compromising the approaches. There are some really valid reasons for doing the Mendenhall Peninsula route. Not the least of which is if you went down the center of the peninsula and you needed all that rock to build the road all the way through, you take it out of the cut and straighten out the approach to the runway. With all of that aside, he hoped that the Airport could let the process play out and he will do his best to help the Airport – to see why the Airport's concerns are not put in the summary documents, because they certainly should be.

Mr. Hanna said the other hat is that he is a founding member of the Mendenhall Watershed Partnership, which turned into the Juneau Watershed Partnership, which actually works for the Southeast Alaska Watershed Coalition now. He has been very involved either orchestrating or actually constructing a plethora of mitigation projects, mostly in the Mendenhall Watershed, but outside, too. Over the last 20 to 30 years, he has compiled a big laundry list of mitigation projects, some of which have been accomplished. Most of them are waiting for funding. He said he had spoken to a couple of people he has worked with in the past and they are beginning to realize that the North Douglas crossing is an incredible environmental opportunity. A project like this comes up with mitigation funding and a lot of it. They could fix so many problems with this money. He encouraged the Board to keep in mind that this could be turned into a restoration opportunity, with a net benefit to the watershed.

Ms. Wahto said she had held a meeting with the FAA (Federal Aviation Administration) Airports Division Manager Kristi Warden who had talked to Commissioner Binder at the time and then sent out an email requesting that he contact the Airport about issues, specifically Sunny Point, but in general about the approaches. She never heard back and then it changed hands. This was started already by the FAA. She did not know if

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Commissioner Anderson was brought up to speed. Mr. Hanna said he thought he could do that and make sure Mr. Noble was brought up to speed, too. He will do what he can. Chair Clough said he wanted it made clear – the Airport is not against bridge access to Douglas Island. What the Airport is concerned about is preserving the instrument approaches to the runways. We feel strongly that this current process is not paying proper attention to preserving those approaches, especially the RNP on Runway 26. It's very demonstrable of what geometry has to be that is a clear path for that approach. This is not being given its due deference in this process. The access to Douglas Island is not the Airport's issue. The Airport's issue is preserving the instrument approaches. He appreciated Mr. Hanna's efforts and understanding. Thus far the Airport has been very underwhelmed in how the process is dealing with that.

Ron Somerville, Mendenhall Wetlands Study Group (26 professional people who have dealt with the Refuge) and Territorial Sportsman, got the idea that they would participate in the process because they knew it was coming. They appeared at the last Airport Board meeting for some of the things that were going on. One was that something was submitted by DOWL to DOT, and it never appeared anywhere. They had other people who told them the exact same thing. Whether or not the Board feels appropriate for them to participate is up to the Board. He said they were not comfortable anymore. When they started this thing, they said it is all above board. They were not opposed to having a second crossing, but they wanted to make sure that the things that they were concerned about were included in the process. They have had to fight tooth and toenail. For instance, the Refuge is important to them, which was never shown on their maps until after they had a public voting process to determine which routes to be selected. People didn't even realize that the Refuge was there. They feel that the Refuge deserves special attention. They are adamantly opposed to the Sunny Point crossing. They have been in support of the crossing at Salmon Creek. If the Board waits much longer, you will be participating in the EIS process. Once DOWL gets done with this process, they will determine which routes they will continue with. If the Board has concerns about any route, they should make it known now. They received information that DOT is locked in on Sunny Point, that's why a lot of the stuff doesn't appear anymore. It is troubling to them because they were told from the beginning that this would be an open process. Everybody will be able to participate, and everything will be included. This is not true. Now they are fighting this behind the scenes. He encouraged the Board not to wait very long and say something, to at least express their concerns.

Alex Wertheimer, Mendenhall Wetlands Study Group, said he questioned the Board process. He was confused, having been at the November meeting and having a motion passed by unanimous consent by the Board to go forward with these comments and he understood that the comments were not going forward and being withdrawn. He said nothing about that has been reflected in the minutes at that meeting, this meeting or in the agenda packet. He asked if the Board would take action to reverse the unanimous decision. Chair Clough said the Board remains acutely involved and concerned about this

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whole issue specific to the instrument approaches and the safety of aircraft transiting in and out of the airport area. Specific to these current comments, the Board was requested by the Mayor and Assembly to hold fast for a period of time so that more discussion can take place. The Board feels that their issues have risen to the top. The Board is an instrument of the City & Borough of Juneau and does work for the Mayor and the Assembly. The Board wants to get along with them and have them understand the Airport's issues and the Board likewise needs to understand their issues. Based on recent discussions with the Mayor and Assembly, it appears that the best course of action is to hold pat at the moment, continue the discussions and as Tom Williams and others have pointed out, there is a process that is moving forward. It should be clear to him and others that the sanctity of the instrument approaches remains the primary concern of the Airport and the Board will continue to raise the flag as necessary. The Board is an instrument of the City and when the City leaders ask the Board to hold still a little bit, it is probably the right thing to do to give them due deference.

Mr. Wertheimer said that there should be some sort of motion to take action to put this on hold, rather than determining it outside of the public process. Along that line is that within the existing process, there could still be a directive to the Manager who participates in the Technical Advisory Committee, which in their experience the group has not been particularly collaborative or cooperative with the Technical Advisory Committee, but still participates at that level and they are still open for comments from the Technical Advisory Committee to express the Board's concerns. Perhaps not to take it to the level of the previous motion, but to express the Board's concerns within the existing process. He knew that it had been done before, but it needs to be done again because they seem to ignore what has been done before.

Board Member Jodi Garza said the letter the Airport Manager put together that was published and removed included very general statements. Like Mr. Williams said, a lot of the stuff is unknown and undetermined because it is still in the feasibility sort-of stage. There was not anything specific, but very general. There is more information that needs to be gathered before a letter can be written with specific risks and specific concerns from the Airport. It is not known if the approaches are going to be troubling just based on what is known now from the committee. The Board decided to take a step back and communicate directly with DOWL and the Assembly and figure out the specific concerns from the process. If there are concerns, she hoped that the Airport would go on record.

F. UNFINISHED BUSINESS:

3. **Parking Lot Improvements Update:** Ms. Wahto said staff has kept the Board updated on change orders that have occurred throughout the project. The final numbers are now available. *Jodi Garza moved to approve an increase to Secon's construction contract for the JNU Parking Lot project at an amount not-to-exceed \$600,000. Funding provided by Airport CARES funding. The motion passed by unanimous consent.* Ms.

Wahto said the final numbers total is well under the \$600K. The change orders final total is \$460,745.

G. NEW BUSINESS:

4. Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service:

Ms. Wahto said that during the FAA certification inspection, the ARFF trucks were inspected. A-1 is the 3,000 gal. chemical truck; A-2 is a 1993 1,500 gal. truck; and A-3 is a 1,500 gal. truck that is a little newer. A-2 is so old that parts are no longer available to test the chemicals. It flows water and has chemicals, but it cannot be tested. Therefore, this vehicle has to be removed for ARFF as it cannot be tested. This leaves the bare minimum between the remaining vehicles. If either one of those goes down, the ARFF Index, which is what airlines require to fly into JNU, will go down. This means that Alaska Airlines would have to close down their flights until the Airport ups the index or they use smaller planes, which would be the 700s. The 800s and 900s aircraft frequency puts the Airport into the next ARFF Index requiring two vehicles. The Airport is scheduled to get a new truck, but it will take one year to make. The Airport is looking for a rental ARFF truck, which is available. Ms. Garza asked the ages of A-1 and A-3. Ms. Wahto replied A-1 is seven to eight years old. A-3 is 20 years old.

5. Airport Manager's Report:

a. Federal Aviation Administration (FAA) Annual Certification Inspection. Two inspectors were in town from November 28 to November 30. Overall, Ms. Wahto does not worry about the inspections. There is a great group of people between the Airfield crew and the ARFF station. This is a safe airport. A lot of the time it is administrative items – making sure records are properly documented or are in the right place. The biggest thing this year was the ARFF truck that had been in use. It is a huge item, but it has to be removed from the records and in the certification manual. Everything else went very well.

b. Coastal Helicopters Light Flights Fundraiser. Coastal Helicopters does the fundraiser every year. These flights were scheduled December 15 from 4:30 p.m. to 7:30 p.m. It benefits the Mendenhall Flying Lion's Club and Cancer Connection. They will be doing a food drive downstairs. Coastal Helicopters and the Airfield crew are working to make sure it is cleaned up on the ramp. It is hoped that the weather will allow the flights.

c. Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas. The Airport has filed with other airports against the mandate. Comments are due from the TSA on December 7. The Airport will receive an update soon and nothing further will happen with this until sometime in January.

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d. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Reports:

- *Alaska Department of Natural Resource (ADNR) Land Conveyance Closeout*. Ms. Wahto spoke with DNR earlier in the week. They have all the mylars and are ready to do things but because the Airport has an aviation easement ready for the continuation of the MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights), they want to wait to transfer the final conveyance and do it at the same time as the aviation easement. The land is the Airports, it has not been recorded yet.

6. Airport Projects Report – Mike Greene. Mike Greene, Project Manager, reported the *Terminal Reconstruction Project* has four remaining issues that need to be addressed.

1) The glass guardrail replacement has moved forward to the point where a revised RFP (Request for Proposal) can be given to Dawson Construction for pricing. This will introduce full-height glass at the through-floor opening and get rid of the lower guard-rail glass that there is a disagreement about code compliance. Pricing should be received shortly.

2) The ground source loop field glycol replacement is basically a deferred maintenance item that must be addressed before the final terminal air balancing can occur. Dawson issued a proposal that was considered the Cadillac proposal that was a very thorough cleansing of the entire loop field and terminal heat pump system. After going back to the drawing board, it is thought that there is a simpler way to do the same process that is less labor intensive but would still result with a clean existing methanol system and give the Airport a brand-new system with new filters, strainers and everything up to speed so that after the system is balanced, it will be as good as it can be made for the next iteration. Hopefully this will come in somewhere lower than the \$480K from the Cadillac version to somewhere around \$150K.

3) The lighting control replacement is a deferred maintenance item discovered during construction. The existing lighting control for the older portion of the terminal had failing components and the components were not replaceable. The system that was selected did not survive its first 15 years of production and went out of production. The replacement components are being looked at to see if it will really cost upwards of \$160K and is there a better way to do it.

4) The terminal air balancing is the last piece that Dawson is contractually obligated to continue with and complete. It cannot be done until everything is up and running.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Staff has been working with Secon on project scheduling. The initial project scheduling has been included. It is a very lineal approach and was used to provide the project duration.

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Another project schedule that Secon submitted is very aggressive, they have missed a few key points of the CSPP (Construction Safety and Phasing Plan) wanted to be done in relation to what areas you could work on and the impacts to tenants, airfield operations and safety concerns. Staff has met with Secon, and they have already changed the schedule, but they still missed some of the key points. From a meeting held earlier in the day, Secon will pull together another schedule, which will be more in tune with what has to happen on the airfield getting aircraft in and around work areas, into work areas, what gates will be available when, getting pedestrians in and out of ground loading areas, getting ground traffic in and around the work areas, minimizing impacts to Taxilane Hotel, etc. The process and meetings have been very productive and Secon is very willing to work on this.

Yesterday it was found that Alaska Airlines wants to replace Gates 3 and 4 passenger boarding bridges, which had been assumed to be pushed off. In a conversation with Alaska Airlines earlier in the day, Alaska Airlines was sure they would want to get them replaced this summer. Staff is waiting for confirmation from Alaska Airlines. Secon can work with that in trying to work that into the schedule, but this throws a huge wrench into everything they thought of so far. With the positive attitude from Secon, Mr. Greene thought those projects could be meshed together. Alaska Seaplanes and FAA Air Traffic Control Tower had meetings earlier in the day. This was meant to show them Secon's aggressive schedule and let them know that it was expected but would not be allowed without tenant input. The Airport will not allow Secon to do things that would jeopardize tenant's operations on the airfield or airfield safety. There are a few months before the work begins, so there will be another round of tenant conversations once the revised schedule is received.

Mendenhall River Armor Rock Repair Work. A good quantity of Class 2 armor rock has been lost from a portion of the riverbank. Staff is working with a few different folks to get a description to allow the Airport to go out for quotes. There is an area that is approximately 110' long x 50' wide x 4' deep, which is what was originally installed. That is 22,000 cubic feet of rocks, 1,000 cubic yards of rock that is gone. It washed away. In conversations with Gene Cheeseman, he was amazed that the rock washed away. His advice was that it wasn't thick or deep enough. Staff is working with ProHNS to verify that. You cannot get much heavier than Class C rock which is an average of 700 pounds per stone or more. Staff is thinking it may be a thickness issue. This will be squared away and sent out for quote. There are two contractors that are standing by and ready to work immediately as soon as the scope of work is provided, and a price is quoted. The Alaska Department of Fish and Game has no problem with repair work. Since it was already installed and we are putting rock back, they have approved the project. This leaves the Department of Natural Resources. Basically, the information was a generic statement issued after the flood, but staff will verify specifically that the Airport's repairs will not require any extensive permitting. The Emergency Vehicle

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Access Road will have to be closed for the duration of the construction. This is not anticipated to be very long, but every closure gets some people riled up, but this is a safety issue.

Safety Area Grading at Runway Shoulder and NAVAIDS Project. Mr. Greene is working on getting a scope of work together for the RFP project. As soon as it is finished and reviewed, it will be given to CBJ Contracts for release.

East / West General Aviation (GA) Taxiways and Apron. The FAA has determined that the majority of the taxiway and apron areas that were identified are not eligible for AIP (Airport Improvement Program) funding. Out of the projected \$10M in construction costs, \$7M was deemed ineligible. That would result in a project that was a cookie cutter approach of what needs to be done. Therefore, this project has been put on hold.

Land Acquisition of Loken Property. DOWL is pulling together the scope of work specification that needs to go into the RFP. That will be released by CBJ Contracting to get a consultant that is completely versed in the FAA's airport land acquisition process.

Gate K Culvert at Jordan Creek. The project is essentially complete, with one last punch item that Secon needs to complete, which is readjusting the streambank material that was placed within the culvert per Alaska Department of Fish and Game direction. When it was initially put in there, the water was so high that it had to be stuffed in from both ends. It is hoped for colder weather and lower creek levels that that can be straightened out and finalized. Secon is standing by and willing to do this as soon as possible.

7. Airport Projects Report – Ke Mell. Ke Mell, Airport Architect, reported the *terminal furnishings funding* has a small amount of money (\$25K) left from what the Board approved. The Airport is working with a local contractor under a term contract who will provide electricity through the floor from the baggage to allow the airport to install charging receptacles in the seating. This will take most of the remaining money. Staff plans to purchase additional charging units over time. The problem with purchasing additional charging units at this time is there is a Buy American requirement for made in America components as a percentage of the work. In this case, the work is the furnishings and the charging units do not meet Buy American so the Airport cannot buy very many of them and meet the requirements. The Airport has elected to buy a few at a time to increase the number of charging units in the departure lounge. Discussions were held regarding Buy American requirements.

A quote was received from the design engineers of \$461K (excluding architectural which is estimated at \$10K to \$30K) for the Snow Removal Equipment Building and the Sand Chemical Building for the *Backup Electric Boiler and the electrical work*. Ms. Mell contacted Harri Plumbing to find out what it would cost for a portable electric boiler.

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The lead time for the boiler will be about four months. Harri's Plumbing believed that \$165K would cover the procurement and assembly of a portable heating trailer, fuel tank and hose similar to what we are using now but with approximately 300 billion BTUs per hour capacity, which is the capacity of the boiler the engineers specified. This will go before the Finance Committee at the next meeting.

H. **CORRESPONDENCE:** None.

I. **COMMITTEE REPORTS:**

8. **Finance Committee:** None. There is a meeting scheduled next week.

9. **Operations Committee:** None.

J. **ASSEMBLY LIAISON COMMENTS:** None.

K. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

L. **BOARD MEMBER COMMENTS:**

10. Jason Custer wished everyone a happy holiday season and a great new year.

11. Jodi Garza said regarding the public testimony from earlier, she felt this needs to be kept at the top of mind before the EIS phase of the project begins. Whether that is meeting with DOWL and inviting them, or meeting with the Assembly. She wanted to make sure that the Airport Board was staying on top of that and not dropping that completely.

12. Chris Peloso apologized for missing the last meeting.

13. Dan Spencer agreed that the Board needs to not lose sight of the ball on comments. The problem from his perspective is that sometimes things get done when you are not expecting it and the time for comment is over. He noted a project in Fairbanks and noted people wished they had commented. He wanted the Board to stay engaged.

14. Eve Soutiere said the phone calls say that the Board has their attention now, but the point is well taken. Their attention could be lost very quickly.

15. Chair Clough concurred with everybody's comments specific to the Douglas Island access and the Airport issues. He has talked with Patty, and he knows she is involved in trying to orchestrate meetings sooner rather than later with the CBJ leadership and to the extent practicable, work within their constraints to make sure that the Airport issues are dealt with properly and in a timely fashion. There is more to come. This is a primary concern by this Board and remains such. Their job is to continue to advocate properly for

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the Airport and not get high centered around other individuals and groups issues. It is the Airport issue, and the other things are up to somebody else to resolve.

M. **ANNOUNCEMENTS:** None.

N. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on January 11, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.

O. **EXECUTIVE SESSION:** None.

P. **ADJOURN:** *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:23 p.m.*