MINUTES of
AIRPORT BOARD MEETING
January 12, 2023
6:00 p.m. via ZOOM

A. **CALL TO ORDER**: Chair Al Clough called the meeting to order at 6:01 p.m.

B. **ROLL CALL**:

Members Present:

Dennis Bedford	Jerry Kvasnikoff	Eve Soutiere
Al Clough	Chris Peloso	Dan Spencer

Member Absent:
Jodi Garza

Staff/CBJ Present:

Patty Wahto, Airport Manager	Ke Mell, Airport Architect
Phil Adams, Deputy Airport Mgr.	Robert Dilg, Maint. Mech. III
Andres Delgado, Airport Sup't	Christopher O'Brien, Equip. Op. II
John Coleman, Airport Business Mgr.	Michelle Hale, CBJ Assembly
Mike Greene, Project Manager	

Public:

Jaci Hayden, DOWL/HKM	Steve Noble, DOWL/HKM

C. **APPROVAL OF MINUTES**: *Dan Spencer moved approval of the minutes of the December 8, 2022, Board meeting. The motion passed by unanimous consent.*

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

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

F. **UNFINISHED BUSINESS**:

1. **Janitorial Services (Attachment #1)**: Airport Manager Patty Wahto said this is a continuation of the discussions at the December 8 meeting. The Board had a lot of questions to get more detail on the hours and the justification behind additional staff, whether contractual or in-house. She said Bobby Dilg had worked on this and put things together and included additional items that were requested. Robert Dilg, Terminal Maintenance Supervisor, said he preferred to go in-house because those staff members can be used for painting projects, etc. The contractual people would be here for specific items only. Chair Clough said an advantage of hiring an employee is more of a career track into a Maintenance Technician. *Dan Spencer moved the Board approve the addition of two custodian positions (employees or contractual) for the*

airport terminal, at a cost not-to-exceed $150,000/year. The motion passed by unanimous consent.

G. **NEW BUSINESS**:

2. **Hangar Authorized Use Change**: Ms. Wahto said that a use in a particular type of hangar is normally a personal use compared to commercial use. To change this, it must come before the Board. K&C Leasing wants to sell the hangar to RED Leasing and then sublease it to Ward Air. Chair Clough said that currently the hangar is being used for non-commercial purposes. Once the lease is transferred to Ward Air, they will be storing commercial aircraft. Ms. Wahto said it will still be hangar storage but it will be commercial. *Chris Peloso moved to approve the change of Authorized Use of Block L, Lot 8 to commercial use. The motion passed by unanimous consent.*

3. **Airport Manager's Report**:

a. Air North Service Update: Deputy Airport Manager Phil Adams said he had been talking with Air North. They plan to start operation roughly in the middle of May through the end of October. It will be two flights a week in ATR42s on Monday and Friday. They will be parking at Gate 2 and Alaska Seaplanes will be doing the ground handling for them. The seating capacity is 32 to 42 people. They will work with Alaska Airlines and Delta to figure out the best times to fly in.

b. Airport Fund Balance and Capital Revolving Account Balance (Attachment #2). This will be updated with downtown once the budget goes in. The Airport is still finalizing FY22 numbers.

c. CARES/CRRSAA/ARPA Fund Balance (Attachment #3). This the breakdown of projects that the Board has approved. There has been no change since the December meeting.

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

- *Title 49 (Jordan Creek) Variance Request.* Staff continues to wait and see what can be done through Title 49 through the Community Development Department.
- *Juneau Douglas North Crossing Project.* There have been some good discussions outside of the Technical Advisory Committee with DOWL and the State. Ms. Wahto is trying to make sure that the Airport and its approach needs are met with any future development to the east. She is keeping this in the forefront of everyone's mind. Three meetings have been held in the last week. They are making sure that Alaska and Delta and anyone else interested are getting their comments in. The comment period has been extended to close of business February 3. There are a lot of people looking at this, as well.

- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. Ms. Wahto said she continues to work on the Corps permit. With the legislative session beginning, the D.C. Lobbyist Katie Kachel will be in town toward the end of the month. Further discussions will be held on the language put forth through Senator Sullivan's office that would help with the transfer of ownership.

4. **Project Report – Mell**: Ke Mell, Airport Architect, reported the conclusion of the *Bagwell Mechanical Repair* construction is anticipated for March 5, 2023.

   The final report has been received for the *Terminal Hazmat*. No asbestos or lead paint were found in the unrenovated portions of the terminal. There is lead paint on Gate 5 Passenger Boarding Bridge. When it is replaced, that will go away. Some fluorescent light fixtures in the unrenovated portions of the terminal have magnetic ballasts which may contain PCBs and will need to be individually inspected before disposal. No further action is required at this time.

   Dawson is pouring the foundations for *Alaska Seaplanes hangar* next door. Dawson requested Notice to Air Missions (NOTAMs) on January 4, 13, 16, and 28.

   City & Borough of Juneau (CBJ) is submitting four projects to the State of Alaska Department of Transportation (DOT) under the *Community Transportation Program* of which the Shell Simmons and Yandukin roadway improvements is one. Staff will meet with DOT South Coast Transportation Planner to discuss the application that is due at the end of February. This is a three-year cycle of applications.

   The *Parking Lot Project* has had a lot of development over the last few days. Design of the drainage system has revealed a significant issue of which staff was previously unaware. The existing main storm drain line from the parking lots, which heads directly south at the east end of the terminal building was not originally part of the project scope. However, quoting Nick Reid, DOWL's design engineer, "The storm line needs to be re-routed for future terminal expansion and to fix some issues with the existing storm system." The issues include, "aging CMP (corrugated metal pipe) pipe, very flat slope in one pipe (flatter than the proposed design), (and) adverse slope in one pipe (the end of the pipe is actually higher than the start)". If addressed, these issues will impact the project budget.

   There are four options:
   a. Do not address the issues. Do not replace the existing main storm drain line across the west end of the rental car lot. No additional cost.

b. Replace two sections of pipe on the west end of the rental car lot that run directly south from Shell Simmons and connect with airfield drainage. Replacing the pipes will improve their slopes, but will greatly complicate the future terminal east expansion. It is extremely poor engineering practice to run drain lines from the exterior through building foundations and out the other side of the building. Due to the elevations of the drain lines in the parking lot, these two sections of pipe are shallow and will penetrate the foundation stem walls. Potential additional cost of $100K, but there is a great deal of uncertainty in this estimate, as it is not at all clear why the pipes are the way they are, and we may not know what is going on until the contractor digs them up.

c. Re-route the drain line from the west end of the rental car lot to the east end, beyond the footprint of the future terminal expansion. Moving the drain requires reversing the direction of some drain lines e within the parking lot. The new line would run south along the west side of Coastal Helicopters' lease lot, across Taxiway Hotel, and discharge into the airfield swale. This facilitates future terminal construction, but reduces the slope of the line, but the increased distance significantly reduces the slope of the drain line. Cost of re-routing is about $400K.

d. The slope of the new drain line in c. can be increased by raising the drain lines under heated sidewalk. Cost of re-routing and raising drain lines is about $700K.

Cost considerations: New storm drain lines being installed as part of this project have at least a 30 year useful life. The terminal expansion is expected within 30 years. According to DOWL, this would be three or four times as expensive to do the work described in options c. and d. as a separate project in the future. The cost of option b. would not change significantly.

Juneau Airport has been used for nearly 100 years. As you are all painfully aware, this is the flattest place in Juneau. The airport can't be moved. Poor drainage is a longstanding and continuing issue that cannot be escaped. Given that—and that we will live with the consequences of our decisions for a very long time— Ms. Mell strongly supported improving drainage to the greatest extent possible in the context of the current projects. Given the Block M hangar drainage issues, she thought a reasonable case can be made to invest in the best drainage that can be managed under the circumstances, coordinated between the parking lot and remain overnight/air operations area (RON/AOA) projects. This project is a once in a lifetime opportunity to improve drainage with minimal impact on operations and other projects.

Drainage is the foundation of a sustainable project. No action is required at this time. Ms. Wahto said the project has found out how extensive the drainage problems are. The drainage in the parking lot needs to be fixed. It is just how far out this is taken

and should it be done now. This has been brought to the Board because it seems like it is outside of the parking lot, but the cost is unknown. This could be done in the parking lot to a certain point, then do an additive alternate for the bid specs. She said the timeline and how it impacts Mike's project on the ramp and RON part of it, if this is done, some of the paving and work on the airfield side of it can be wrapped into that project. That would save some money not having to pave anything inside the fence. Board Member Dennis Bedford said if you're going to do something, do it right. Chair Clough agreed with Mr. Bedford. Ms. Mell said she would tell DOWL to give them the solution that gives the best drainage system for the long term. Chair Clough agreed.

5. **Project Report – Greene**: Mr. Greene reported the *Terminal Reconstruction Project* is still in the punch list work. It is down to three pages.

   The *Terminal Fire Alarm Project* has a problem that the experts are scratching their heads on. There is a feedback issue that when someone makes an "all terminal" page, they get feedback. None of the manufacturers want to take responsibility for the problem. A third party vendor has been contacted to try to figure out how to eliminate the frequency feedback. The systems are working, just not the way they are supposed to.

   The *Main Ramp Project* is working with the Parking Lot Project and DOWL to figure out the drainage system. From an airfield standpoint, the parking lot currently drains to the airfield now, so extra loading is not a concern. He shared the concern that if the drainage system is not a total replacement from the airfield back into the parking lot, the drainage system will require a lot of annual maintenance. If this is not done, the system won't function properly. DOWL is still working with tenants and stakeholders to develop the CSPP (construction safety and phasing plan) to make sure that all of the impacts are identified that might occur. The schedule is calling for a bid in May 2023, which may slip a bit. It would put the construction in early August. The Phase 1 scope of work is the RON area, which would jockey them into a good spot to pick up whatever might be needed if the parking lot needs to get the storm drain line in. It can be cleaned up and do the final phasing and striping. The rest of the work – 121 Ramp work and the 135 Ramp work – would be done in 2024.

   The *Sand/Chemical Building and the Snow Removal Equipment Building (SREB)* commissioning effort is going forward. The engineers will get back in the swing of things now that new pumps are running in the SREB. Daikin is on board and will be here within the next week or so to do repairs to two heat pumps. Once that is done, the system can be diagnosed to see if there are any remaining problems.

The pond water will be lowered for the *Rehab Access Road Project*. It will be done in increments. They will monitor and keep an eye on the tenant docks to make sure the gangways don't slip off of the docks. The float pond is scheduled to reopen on March 31.

Gate K Culvert at Jordan Creek will have 95% documents toward the end of this month. After review, it will be put out for bid. The CBJ Engineering is aware of this project and are standing by. This will put construction in the early spring. The next move will be tenant notification as Gate K will not be available for hangars or Aircraft Rescue Fire Fighting (ARFF).

Upgraded Power to the Northwest Development Area has AEL&P (Alaska Electric Light & Power) coming back this spring to finish the work. They will also be extending the power along the north side of the float pond access road to extend primary power to Ward Air, Alaska Seaplanes and Wings Airways. Most of the work has been contracted.

The Airport has accepted Dawson's proposal for the *SREB Wash Bay Water Protection Project*. The work will begin in the spring of 2023 as soon as they can get in there after the Airfield's use of the space is reduced.

H. **CORRESPONDENCE**: Ms. Wahto reported that an e-mail had been received that due to weather in Seattle, both the long-term and short-term parking in Juneau was full. A public service announcement was put out to let people know to look at alternate ways to get to the airport until it cleaned up. The e-mail requested alternatives to the closed lot. For the most part, this worked out well and parking cleared out within a day and a half.

I. **COMMITTEE REPORTS**:

6. **Finance Committee**: Dan Spencer reported staff provided information on the FY22 closeout review. The operation projected deficit was $1.8M to $3M due to lease rental credits. Insurance premiums increased. The deficit was covered by the CARES Act. There was a draft preliminary FY23/FY24 budgets. Staff was still waiting for numbers. Ms. Wahto said those numbers have been received and a Finance Committee meeting is scheduled for January 19 at 2:00 p.m. The final numbers will be presented at that meeting, with some directions. Mr. Spencer said the last thing that was discussed was rates and fees. They were last changed in 2016. There was a proposal to increase rates in 2020, but CARES Act funds came in. The Airport now needs to be an enterprise again. This will come up again. Ms. Wahto said just a couple of rates were changed in 2016. The last major changes occurred in 2013.

7. **Operations Committee**: None.

J. **ASSEMBLY LIAISON COMMENTS**: Michelle Hale reported a meeting was held on Monday. They were down three members, which made votes cliff-hanging as five votes are needed to pass items. Everything passed. There was a resolution from the Visitor Industry Task Force to accept the recommendations in the consent agenda. It was pulled out of the consent agenda because a lot of people were worried there wasn't enough time for people to comment on it. It has been postponed until the January 30th meeting. A joint facilities meeting with the Juneau School District will be held in early February. There will be a lot to talk about, like are there too many schools. Katie Kachel will meet with the local delegation on the 26th and also with the D.C. Lobbyist to make sure that everyone is on the same page in terms of priorities. The Assembly has prioritized a list of projects that are important for Juneau.

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

L. **BOARD MEMBER COMMENTS**: None.

M. **ANNOUNCEMENTS**: Ms. Wahto reminded everyone that the Finance Committee meeting is scheduled for next Thursday.

N. **NEXT MEETING DATE**: The next regular Airport Board meeting will be held on February 9, 2023, 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 by unanimous consent at 7:06 p.m.*

ATTACHMENT #1

FROM: Robert Dilg, Building Maintenance Mechanic III, Supervisor

The Airport Terminal Building has over 70,000 sq ft of public space with both tiled and carpeted flooring, numerous bathrooms/family rooms, sitting areas and utility areas such as bag claim/mechanical penthouses (x2), ticketing, and passenger screening. Terminal Building Maintenance (TBM) is responsible for this area, plus cleaning Air Traffic Control tower, breakroom and administration suites per a CDC Covid disinfecting contract; Airport Administration offices, many mechanical areas, including TSA baggage screening areas, and the Alaska Room meeting room set up/tear down and cleaning. A custodian working a 10-hour shift at a level 2/3 cleaning (see attachment) would be expected to get through 25,000-32,000 sq ft in a ten-hour shift. The Airport essentially has one custodian on staff at a time, the current schedule is 4am-3pm morning swing shift then an afternoon swing shift 1pm-12am both shifts together producing 50,000-64,000 sq ft of cleaning falling short of the 70,000+ sq ft mark every day. There is approximately 35,000 sq ft of tile downstairs and to just dust mop in an effective manner is a 6-hour job, with an additional 4 hours of auto-scrubbing which should happen twice a day. The numbers sourced (see attachment) are reflective of a building that has a shut down period leaving a custodian able to work freely and unimpeded. The airport is open 24/7/365; people are everywhere utilizing the bathrooms, conducting business, getting on and off planes, sending freight, sleeping and or waiting here overnight, plus the countless employees round-the-clock (official weather station/aviation weather is 24/7). During standard summertime operations, the airport has 10,000 people coming through the terminal building in a day and the checkpoint remains open for 22-24 hours.

Janitors, the “Terminal Building Maintenance” staff, are expected to respond to calls to fix and repair jet bridges, baggage conveyors, heating/ventilation/air conditioning (HVAC), ground source circulation and heating pumps, unit heaters, airport network security, access control and surveillance issues, plumbing, lighting, electrical, emergency lighting, refrigeration, and overhead doors. TBM responds to most, if not all, of these issues over four separate buildings: Terminal, Airfield Maintenance shop (AFM), Snow Removal Equipment Building (SREB) and the Sand/Chemical Building (SCB). Additional duties include: Snow removal, grounds and sidewalk cleaning, spills (people messes/dog messes), window cleaning (including contractual with ATC), siding and awning pressure washing, parking lot gates, auto doors, incoming/outgoing conveyor resets, Passenger Boarding Bridge (Jet Bridges 2 and 5) resets and operator error calls, too hot/cold call outs, power interruption resets including escalators (not including escalator services for trips/falls/malfunctions before State will allow reset), ALL the doors auto/roll-up/security, SCB/SREB/AFM call-outs for doors/HVAC/etc., access/door issues, breaker panel resetting (operator over use error), escorting contractors, Exit Lane reset (post alarms; daily), supplies delivery and restock, pickup/shopping for non-delivered supplies (trash bags, lights, cleaning supplies), lighting change-out, network/cameras/internet/access control, repainting/ painting walls, clogged drains, tripping hazards/pulled up carpet/spills, graffiti clean-up in bathrooms, etc.

Anything that the crew gets called out to do, pulls them from their assigned janitorial duties.

Cleaning Time Estimator

These cleaning time estimates represent average cleaning times. Layout, obstacles, maintenance level desired, environmental conditions, etc., will effect cleaning time.

Cleaning Time Estimator - Floor Operations

Sweeping	**1000 sq. ft.**
Halls & Corridors	10 min.
General Rooms	20 min.

Mopping	**1000 sq. ft.**
Dust mop (unobstructed)	5 min.
Dust mop (obstructed)	10 min.
Damp mop (unobstructed)	16 min.
Damp mop (obstructed)	30 min.
Wet mop & rinse (Unobstructed)	35 min.
Wet mop & rinse (obstructed)	50 min.

Scrubbing	**1000 sq. ft.**
Hand scrub 12” brush	300 min.
Deck scrub	100 min.

Machine Scrubbing	**1000 sq. ft.**
Machine scrub 12” dia.	48 min.
Machine scrub 14” dia.	40 min.
Machine scrub 16” dia.	36 min.
Machine scrub 18” dia.	31½min.
Machine scrub 19” dia.	30 min.
Machine scrub 21” dia.	27 min.
Machine scrub 23” dia.	25 min.

Vacuuming	**1000 sq. ft.**
Vacuum pick up (Unobstructed)	20 min.
Vacuum pick up (Obstructed)	30 min.

Wax	**1000 sq. ft.**
Wax	30 min.
Machine polish (19” mach.)	15 min.
Rectangular Machine (48” plt)	3.5 min.
Buff with steel wool	20 min.
Strip and rewax (1 man)	150 min.
Dry strip and rewax (1 man)	120 min.

Spray Buffing	**1000 sq. ft.**
Spray buffing (Unobstructed)	30 min.
Spray buffing (Obstructed)	45 min.

Carpeting	**1000 sq. ft.**
Vacuuming (unobstructed)	20 min.
Vacuuming (obstructed)	30 min.
Spot vacuuming	16 min.

ATTACHMENT #1

Machine scrub 24” dia.	24 min.
Machine scrub 32” dia.	18 min.
Machine scrub 36” dia.	16 min.
Auto. Scrub Machine (24”)	6 min.
Rectangular Machine (48” plt)	6.3 min.

Shampoo (dry-foam)	60 min.
Pile Lift	30 min.

Cleaning Time Estimator - Furniture & Fixtures

Dusting

Air conditioners	.30 min.
Ash trays (desk)	.25 min.
Book cases (3-tier sec.)	.30 min.
Chairs	.40 min.
Cigarette stands	.40 min.
Couch	.25 min.
Desks	.80 min.
Desk trays	.15 min.
File cabinets (4drawer)	.40 min.
Lockers	.20 min.
Radiators	.30 min.
Tables (medium)	.50 min.
Telephones	.15 min.
Towel Dispensers	.12 min.
Towel disposal cans	.40 min.
Typewriter & stand	.50 min.
Wash basin (office)	.60 min.
Wastebasket	.50 min.
Window sill	.20 min.
Venetian blinds std. Size	3.50 min.

WASHROOMS

Cleaning

Cleaning commode	3.83 min.
Door (spot wash both sides)	.83 min.
Mirrors	.66 min.
Sanitary napkin dispenser	.16 min.
Urinals	3.00 min.
Wash basin/soap dispenser	3.00 min.

General Washroom Cleaning

General cleaning per

1000 sq. ft. 120.00 min.

Cleaning Time Estimator - Miscellaneous Operations

Wall Washing	**1000 sq. ft.**
Painted walls (manual)	240 min.
Painted walls (machine)	150 min.
Marble walls (manual)	92 min.

Ceiling Washing	**1000 sq. ft.**
Ceiling washing (manual)	300 min.
Ceiling washing (machine)	180 min.

Window Washing	**1000 sq. ft.**
Single pane	125 min.
Multi pane	170 min.
Frosted single pane	190 min.
Opaque glass	50 min.
Plate glass	35 min.
Office partitions (glass)	110 min.

Dusting Lamps & Light Fixtures	**1000 sq. ft.**
Wall fluorescent fixtures	13 min.
Desk fluorescent Lamp	.30 min.
Table lamp & shade	.58 min.
Floor lamp & shade	.58 min.

Washing Fluorescent Light Fixtures	
1000 sq. ft.	
Ceiling fixture (egg crate)	
4' ea.	9 min.
Ceiling fixture (egg crate)	
8' ea.	12 min.

Fabric Upholstery Cleaning	**1000 sq. ft.**
Whisk or vacuum armless chair	.50 min.
Whisk or vacuum armchair	1 min.
Whisk or vacuum couch	2 min.
Shampooing armless chair	1 min.
Shampooing armchair	7 min.
Shampooing couch	20 min.

Stairway cleaning	**1000 sq. ft.**
Sweep and dust 1 flight	
15 steps	6 min.
Damp mop 1 flight 15 steps	5 min.
Scrubbing (hand)	20 min.

ATTACHMENT #1

Different facilities require different levels of cleaning, an airport such as ours will fall in the level 2 category, right now I would say we are barely keeping a level 3. Level 4 is not recommended.

Level 1 – Orderly Spotlessness

• Floors and base moldings shine and/or are bright and clean; colors are fresh. There is no buildup in corners or along walls.

• All vertical and horizontal surfaces have a freshly cleaned or polished appearance and have no accumulation of dust, dirt, marks, streaks, smudges, or fingerprints. Lights all work and fixtures are clean.

• Washroom and shower fixtures and tile gleam, and are odor-free. Supplies are adequate.

• Trash containers and pencil sharpeners hold only daily waste, are clean and odor-free.

Level 2 – Ordinary Tidiness

• Floors and base moldings shine and/or are bright and clean. There is no buildup in corners or along walls, but there can be up to two days worth of dust, dirt, stains, or streaks.

• All vertical and horizontal surfaces are clean, but marks, dust, smudges, and fingerprints are noticeable upon close observation. Lights all work and fixtures are clean.

• Washroom and shower fixtures and tile gleam, and are odor-free. Supplies are adequate.

• Trash containers and pencil sharpeners hold only daily waste, are clean and odor-free.

Level 3 – Casual Inattention

• Floors are swept or vacuumed clean, but upon close observation there can be stains. A buildup of dirt and/or floor finish in corners and along walls can be seen.

• There are dull spots and/or matted carpet in walking lanes. There are streaks or splashes on base molding.

• All vertical and horizontal surfaces have obvious dust, dirt, marks, smudges, and fingerprints. Lamps all work and fixtures are clean.

• Trash containers and pencil sharpeners hold only daily waste, are clean and odor-free.

Level 4 – Moderate Dinginess

• Floors are swept or vacuumed clean, but are dull, dingy, and stained. There is an obvious buildup of dirt and/or floor finish in corners and along walls.

• There is a dull path and/or obviously matted carpet in the walking lanes. Base molding is dull and dingy with streaks or splashes.

• All vertical and horizontal surfaces have conspicuous dust, dirt, smudges, fingerprints, and marks.

• Lamp fixtures are dirty and some (up to 5 percent) lamps are burned out.

• Trash containers and pencil sharpeners have old trash and shavings. They are stained and marked.

• Trash containers smell sour.

Level 5 – Unkempt Neglect

• Floors and carpets are dull, dirty, dingy, scuffed, and/or matted. There is a conspicuous buildup of old dirt and/or floor finish in corners and along walls. Base molding is dirty, stained, and streaked. Gum, stains, dirt, dust balls, and trash are broadcast.

• All vertical and horizontal surfaces have major accumulations of dust, dirt, smudges, and fingerprints, all of which will be difficult to remove. Lack of attention is obvious.

• Light fixtures are dirty with dust balls and flies. Many lamps (more than 5 percent) are burned out.

• Trash containers and pencil sharpeners overflow. They are stained and marked. Trash containers smell sour.

ATTACHMENT #1

Description	Definition
Level 1 cleaning	`Spotless` cleaning, such as might be found in a hospital or corporate suite. One custodian, properly supplied and equipped, should be able to clean 10,000 square feet in an 8-hour period, depending upon the condition and level of utilization of the facility.
Level 2 cleaning	Intensive cleaning, reserved for areas such as restrooms, special education areas, kindergarten areas, or food service areas. One custodian, properly supplied and equipped, can clean approximately 11,000-18,000 square feet in an 8-hour period, depending upon the condition and level of utilization of the facility.
Level 3 cleaning	Cleaning is required to ensure the health and comfort of building users. One custodian, properly supplied and equipped, should be able to clean 19,000-25,000 square feet of space in 8 hours to this standard, depending upon the condition and utilization of the facility.
Level 4 cleaning	Not generally acceptable for a school environment. One custodian cleans 26,000-46,000 square feet in an 8-hour period.
Level 5 cleaning	Not considered healthy. One custodian, even properly supplied and equipped, will not be able to clean 47,000-80,000 square feet in an 8-hour period, to a healthy standard, whatever the underlying condition or utilization of the facility.

ATTACHMENT #2

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/**no** reimbursement	Description
	$819,246	-	-	-	**BUDGET**
Aug-18		$23,438	($23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		$3,000	($3,000)		SREF Geothermal remaining encumbrance
Jan-14		$39,063	($39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		$32,849	($32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		$310,000	($310,000)		Sand/Chem/Fuel Design.
Nov-18		$21,988	($21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org $106,250)
Apr-19			($477,000)	**	*NO LONGER REQ.Termnl Recon -less Float Pond Design ($40k and $108K) / Property Acq ($50k)*
Jan-21			*($50,000)*		Property Acquisition Frwd Fund Specialist
Jan-21			*($40,000)*		Float Pond Frwd Fund Design
May-21			($108,000)		Float Pond Frwd Fund Design
	$144,246				**AVAILABLE BUDGET**

*Represents all three Capital Accounts: Airport Revolving Captial Reservce Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

***Terminal bonds have been sold; all funding is in place; temp forward funded $675K to be credited once Controller's completes transfer back to acct*

ATTACHMENT #2

AIRPORT

	FY21 Actuals	FY22 Amended Budget	FY22 Projected Actuals	FY23 Adopted Budget	FY24 Approved Budget
EXPENDITURES					
Personnel Services	$ 2,892,100	2,988,200	2,837,700	3,261,400	3,295,600
Commodities and Services	5,095,700	5,065,700	5,360,900	5,570,700	5,623,900
Capital Outlay	27,600	-	433,000	-	-
Debt Service	2,073,500	2,722,300	2,722,300	2,721,100	2,719,600
Support to:					
Debt Service	602,400	662,600	662,600	660,300	657,000
Total Expenditures	**10,691,300**	**11,438,800**	**12,016,500**	**12,213,500**	**12,296,100**
FUNDING SOURCES					
Charges for Services	2,892,900	3,368,200	3,633,300	4,173,900	4,326,900
Licenses, Permits, and Fees	336,800	342,000	451,000	455,000	480,000
Sales	4,000	4,000	4,000	4,000	4,000
Fines and Forfeitures	1,800	8,000	5,000	8,000	8,000
Rentals and Leases	945,300	1,039,200	2,243,400	2,359,100	2,419,100
Federal Revenue	16,111,900	3,779,300	3,249,300	2,360,100	2,206,200
State Shared Revenue	112,400	-	50,000	100,000	100,000
Investment and Interest Income/(Loss)	90,900	54,000	(85,100)	22,800	22,800
Other Revenue	79,500	9,500	9,500	9,500	9,500
Total Funding Sources	**20,575,500**	**8,604,200**	**9,560,400**	**9,492,400**	**9,576,500**
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	1,412,800	11,563,200	11,563,200	8,840,900	6,119,800
Increase (Decrease) in Reserve	10,150,400	(2,722,300)	(2,722,300)	(2,721,100)	(2,719,600)
End of Period Reserve	**$ 11,563,200**	**8,840,900**	**8,840,900**	**6,119,800**	**3,400,200**
Available Fund Balance					
Beginning of Period	3,699,800	3,433,600	3,433,600	3,699,800	3,699,800
Increase (Decrease) in Fund Balance	(266,200)	(112,300)	266,200	-	-
End of Period Available Fund Balance	**$ 3,433,600**	**3,321,300**	**3,699,800**	**3,699,800**	**3,699,800**

***FY22 not closed out yet**

ATTACHMENT #3

Projects for CARES Funding

12/1/22

Project #	Project Name	Cost Est.	Board Approved	Description	Status
	Public Parking Rehab - Design	$600,000	$600,000	Design long, short, employee, rental car	Board approved
	SREB Circulation Pump Replace	$165,000	$165,000	Updated May 2022 Board meeting bid $156.2K	Board approved
	Outbound Bag Belt/ Conveyor Sys	$1,610,000	$1,610,000	Design/Construct motor, belts, fire door, MCP	Board approved
	Sand/Chem Back-up Boiler	$175,000	$175,000	in design, tbb in July 2022	Board approved
	TWY Regulator Upgrade	$203,028	$203,028	cost	Board approved
	Bagwell Gas Detection System	$238,400	$238,400	Design and Replace pend bid approv $195.4K	Board approved - pending
	Forklift for SREB/SCAB Chem	$48,715	$50,000	Approved Dec 2021	Board approved
1	Public Parking Rehab	$5,000,000		LT, ST, employee, rental car, lighting, drainage ADA	
2	Terminal Seating	$450,000	$450,000		Board approved
3	Terminal Lighting Replacement	$0	$75,000	LED replace fluorescent old/remaining terminal	FAA Elig now
4	Acquire Man Lift	$20,000	$20,000	In-terminal Man Lift for maintenance/cleaning	Board approved
5	Fuel Station Access Control	$20,000	$20,000	Automated fuel access control	Board approved
6	Fuel Station Back-up Generator	$15,000	$15,000	In-Line and portable generator + enclosure cost ??	Board approved
7	TSA Bag Screening Floor Replace	$20,000	$20,000		Board approved
8	Ceiling Tiles Replacement Old/DL	$350,000	$350,000	350k-1M Bulk tile order replace all remaining	Board approved
9	SREB Wash Bay Protection	$32,000	$32,000	Ext curtains, ceiling protect, seal/paint dr	Board approved
10	Compactor Relocation / Replace	$350,000		$250k design/pad electrical $100K compact	
11	Blk M, N, O trench drain/paving	$1,000,000		Est for trench drains and paving	
12	Blk O paving behind hangars	$280,000		may combine with above	
13	North AK Seaplane/Ward Paving	$150,000		between tenant lease and TL, TL repair work	
14	Power/Electric to Float Pond	$190,000	$190,000	est only to extend down north rd, not to each dock	Board approved
15	Water/Sewer Float Pond/Other			TBD	
16	NWDA Electrical 3-Phase Site Only	$296,400	$296,400	brought to box only, not to lease lots update 6/22	Board approved
17	Gate K Culvert Replacement	$572,200		culvert/pavement failure $49.1K eng/CA, $523.1K est	New Pending
18	Old Shop UST remove/replace	$120,000		remove UST/replace above ground tank/cleanup	New Pending
19	Biffy Dump Station	$90,000		DOES NOT INCLUDE DESIGN/CA	
20	Compass Rose	$10,500		Siting only; not include painting	
21	Penthouse (2009) DOAS Repair	$100,000		est for entropy wheel compressors, etc.	
22	Alex Holden Re-design/Repave	$2,100,000		Cargo Road, raise bed, curb gutter, drainage, pave	
23	Sidewalk Blower/Plow	$30,000			
24	SREB Maintenance /Addition	$12,300,000		Est ECI, FAA ineligible maintenance bays/shops	
25	Penthouse (2009) Cooling System	$30,000		terminal project	
26	Sand/Chem Ship Ladder - Mix Tank	$15,000		plus shipping??? 2019 quote	
27	Floor Tile Replacement Dep. Lounge	$10,000			
28	Lighting&Cameras/Security Upgrade			no est yet	
29	Coastal Helicopter Paving			TBD…part of RON parking in master plan	
30	Chain Drive Security Gates			tenant request	
31	Anchor West End Pull-out				
32	Power to N Terminal Ramp Side			tenant request	
33	Water to N Terminal Ramp Side			tenant request	
34	Lactation Pods North End			tenant request; not federal requirement	
35	Food Concession 1st Floor			tenant request; concessionaire viability	
		$26,591,243	$4,509,828		
		Total Project	Approved spending	NOTE: Projects only, not operational uses	