

MINUTES of
AIRPORT BOARD FINANCE COMMITTEE (FC) MEETING
February 25, 2025
3:00 p.m. Alaska Room/ZOOM

- A. **CALL TO ORDER:** Committee Chair Angela Rodell called the meeting to order at 3:01 p.m.

B. **ROLL CALL:**

Members Present:

Dennis Bedford
Jerry Godkin

Angela Rodell, FC

Charlie Williams, FC

Staff/CBJ Present:

Patty Wahto, Airport Manager
Angelica Lopez-Campos, Bus. Mgr.

Ke Mell, Airport Architect
Angie Flick, CBJ Finance Dept.

Public:

Max Mertz, Alaska Seaplanes
Jodi Garza, Tenant Liaison

Amy Fuller Lyman, Alaska Airlines
Renda Heimbigner, Tenant

- C. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Max Mertz, owner and CFO (Chief Financial Officer) of Alaska Seaplanes, said the information in the packets is great. He said a comment on policy is that the rates that were being proposed before and the analysis done on Attachment #7 is all based on FY26. He did not think it was as strong a policy to base a rate decision on an estimate of future revenues and expenses as basing it on historical actuals. He asked the Board to change the policy versus wait for the dust to settle on FY25 and then look at the rates in October and base it on that information. The City Finance Director just published the City Comprehensive Annual Financial Report (CAFR) and as part of the publishing, noted that they had overestimated the expenses in the budget by about \$10M. The Airport is part of that. When the rate is based on future numbers, the estimation is going to be wrong to some degree. Chair Angela Rodell asked Mr. Mertz to speak during the presentation of the items as this section was for non-agenda items.

D. **UNFINISHED BUSINESS:**

1. Airport Finance 101 Review (Attachment #1). Airport Manager Patty Wahto said airport finance is notoriously complex because of the different user groups, different fees, allocations for both revenues and how it is allocated even on the expense side. This is a recap of the various allocations and how they were set up. The numbers were set up years ago through a group effort with tenants and the Airport. This talks about the breakdown of everything and how it goes to the 95/5 or 85/15 on the airfield. This is how the model was built based on the assumptions that were developed unless the tenants and various user groups want to collectively change the breakdown. The last time it was like a three-day, lock the door, closed session until it was agreed upon.

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Tenant Liaison Jodi Garza asked if the numbers were set a couple of decades ago. Ms. Wahto said it was 18 to 20 years ago. It was reopened just prior to Covid and the airlines asked what basis the request was based on. Ms. Garza asked in Ms. Wahto's opinion with the changes that have occurred, is this something they should look at to make sure the rates and fees are in alignment with grant assurances and are fairly apportioned across user groups. Ms. Wahto said she would encourage the Airport to have a third party look at that: look at each user group, what is spent for expenses, and what is out there for revenues. This would make sure that if there needs to be adjustments there would be justification for it or at least confirm that what is done now is solid.

Ms. Garza asked about the 2000% vs. 200% number that Alicia Hughes-Skandijs had reported at the last Board meeting. Ms. Wahto replied that this was discussed a few weeks ago. The basis was taking two pieces of information, without taking everything into account. It did not even look at landing fees, which is another piece of this. They looked at fuel flowage fees for airlines and air taxis from a history of Airport rates and fees. They looked at a baseline and looked at fuel flowage fees over a 20-year span to make that assumption. It is actually a lot higher because the airlines also have landing fees that went from basically nothing to what they are now at \$3+ per 1,000 pounds. They were just trying to get a ballpark, and they had a bunch of that information, including the history. She thought there was more to the story. Maybe it had to do with the fact that the 85/15 split and 95/5 split came in after the fact. The basis was looking at two fuel flowage fee numbers so they could compare apples to apples.

Committee Member Charlie Williams asked if it was possible to take a look at the whole picture rather than just a couple of numbers that are out of context? He said if that were true, something would need to be done. He couldn't believe it was possible that could be completely true. He asked if the Airport Manager could do a rate comparison of more than a couple of numbers. Ms. Wahto said this is more complex than they will get into. The one thing is what expenses have gone up. There are also security screening fees that weren't in play at the time that the Airport now has that generates a couple hundred thousand per year. The hard basis for this increase is the Airport lost the TSA (Transportation Security Administration) LEO (Law Enforcement Officer) funding; more has been added to the security cost centers that may have affected one group versus the other. With that being said, the history of Airport rates and fees at JNU, it has the list of when everything started back to when there were meters for parking. There is a lot more to it. It has to be mirrored with the expenses. Using the percentages and allocations is a fair way to look at these. She said she has talked with the airlines, who have gone through them with a fine-tooth comb. When she spoke with Ms. Fuller Lyman a few weeks ago, there were no issues with the budget. She said if there was an issue with this, the airlines would step up and say, let's revisit this. The basis comes from the expenses and allocations. Chair Rodell said this had come up shortly before she left the Board. She also knew that things had gone away, such as matching funds for grants from the

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State. She said there have been a variety of changes in both revenue and expenses. She thought it was important to be forward thinking about how the Board wants the Airport to work together in partnership to make sure it has a very functional facility that serves the state's capital city.

Board Member Dennis Bedford asked about State revenue and how the Airport came out. Ms. Wahto said the State is still taking a percentage of the aviation fuel tax that the Airport gets. The Airport needs to go back to the State to get 100%. The Airport is collecting roughly 60% to 70% of that. Board Member Jerry Godkin said there will be similar questions about the percentages. Ms. Wahto said if anyone was to take line items similar to what was occurring with the Assembly, the rate increases have to have a reason as they are very specific to a cost center. Without understanding the model and complexities of Airport finance, anyone could take that information that shows up on the history of rates and fees and make the same assumption, but there is more to it.

2. FY25 Projected and FY26 Revised Budgets Redux (Attachments #2, #3 #4, #5 and #6). Mr. Mertz talked about actuals versus projections for setting rates going forward. He recommended that the Board do that. He is also on the Hospital Board. Every time rates are adjusted, it's based on what is going on with pharmacy prices, salary prices, etc. The reason they don't use forward looking because it is very difficult to project what will be paid two years from now. Attachment #6 is very good information, and feeds from the Power Points, and it gets to the cost center base allocation of expenses and revenues and how those numbers were able to be fed into the original rate recommendation that was made to the Board a month or so ago. He said his observation is there is no starting point. If you are sitting with \$1M in your bank account and you think you're going to draw down your bank about by \$200K during the year, that doesn't really speak to what is available going forward. He asked what the starting point is for the cost center basis. Attachment #3 was confusing. He said the first line under airfield has not changed. Some of the lines under Admin haven't changed between the '25 amended budget, '25 projected and '26 budgets. He asked if it was incomplete.

Attachment #5 Fund Balance seems like there is sufficient Fund Balance at the Airport. The ending balance is about \$4.4M projected and \$4.1M projected for '25 and '26, then you back away the three-month operating reserve, although he did not believe that fund is a sacrosanct amount because the cushion itself is to keep you above \$0. The cushion is the new \$0.

Mr. Mertz said he would be interested in how the numbers were provided for the 2000% vs. 200%. Ms. Wahto said she did not provide these numbers; she just provided the history of rates and fees. It is a spreadsheet of history.

Ms. Wahto said Mr. Mertz mentioned applying or looking at fees for past going backwards as opposed to looking forward. She said airports are typically forward

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thinking. Within that they are also looking at their capital improvement project matches, etc. The Airport is using other funds, and it will be seen in the CAFRs. This is something that will have to be reviewed seriously for matching funds for capital projects. The sales tax is being used judiciously, repaying it with PFCs (Passenger Facility Charges) or finding other funding sources to do this. The Airport is always trying to reimburse the \$3M piece of gold (sales tax) that it received from downtown. At some point in time, that will run out. There are other projects that do not have a funding source that have to be looked at. When the Fund Balance is reviewed, it is up to the Board to consider what is a comfortable Fund Balance. The Airport did a lot of history on that before it was brought to the Board. Airports were all over the place. Some had three months, six months and some had 12 months, which staff would never suggest. Three months appeared to be a conservative amount. It still showed staff were planning and moving around that. This was established a few years before COVID hit. Regarding going backwards, to go backwards it may almost be run as a compensatory model. The Airport runs a hybrid that looks forward. The reason for that is the Airport would not have an easy time collecting after the fact. It could probably be received from the airlines, but not the GA (general aviation) group. The Airport does not look to recoup after the fact or figure out what percentage of the fund balance was put in there to the allocated groups.

Committee Chair Rodell said the Airport has had discussions about doing the lookback. When some of the numbers are shown as to what could be owed to the Airport, the small carriers in particular take a deep breath and say they cannot afford that kind of unexpected bill from the Airport. She said the Airport runs a hybrid and Mr. Mertz' point was well taken, there is probably a fund balance to be a little more judicious about how much more we do, where it is done and having a current look more balanced with not just a forward look. It is maybe recognizing the Airport is looking too far forward and not enough current on how the Airport is evaluating the budgets. Mr. Mertz encouraged the lookback be part of the decision making that is done with this. The model is not used to collect a past-due amount but using the model to guide the future direction in terms of where the Airport needs to be going forward. It is not a settlement decision. He said that information is imperative to decide if the Airport is too light on GA, etc.

Ms. Wahto said when the actuals are received from downtown, staff tries to do their best (especially when line items are really off from year to year). When the forward projections are made, it is based on something out there ... something historical. Staff may go back and ask Alaska Airlines for the scheduled number of flights, or gallons anticipated. Staff is basing it off of real data. The problem that would be had, especially in arrears, is that when funds come in and they go downtown, they may not be put in the correct line item. There are four line items for fuel flowage fees. Staff tries to catch some of those. For the most part, the line items are true, but there are some significant

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differences. Staff has had to go back in and do journal entries seeing that items have been posted in the wrong categories.

Ms. Wahto said there have been no changes from what was put before the Board in the last Finance Committee meeting. She clarified why the numbers looked like one-third/two-thirds. It comes down to the 91%. It is hoped that it may be explained better. This was the residual. \$374K was part of the excess in the security of which the 91% that Alaska and Delta paid was \$225K. It didn't look right on paper. When all the calculations were done, it showed what the large air carriers had to pay and what their current rate is for security screening fees versus the residual that gets split between Terminal and Airfield, which then gets split again 85/15. It is complicated. She hoped that this paragraph explained this better. The numbers were correct.

3. CARES Grant Summary (Attachment #7). This is the summary for the past five years. This shows where everything went for the CARES money. The Board was busy moving things around and never had a summary of where the money was spent. This summed up the \$30M of CARES money. There is a residual drawdown in this fiscal year.

4. Capital Improvement Plan (CIP) Overview and Project Match Requirements (Attachment #8). This list was presented in December, as it had to be put into the packet for the PFC application. The projects that do not have dates are prior years. The Airport is trying to recoup the money using PFC funds to replenish funds that were temporary sales tax or other types of funds. They are listed in the blue. This money can then be used elsewhere. The other blue for each year, going only two years forward, shows the money planned to be used with PFC10. Part of this is the Airport is still collecting for current projects through PFC9. Some of the projects will not need as much collection. Even though the current PFC collections show through July of next year, the Airport will be done collecting a lot earlier. Therefore, the Airport is moving forward with PFC10. It went before the airlines on March 11 to look at the projects, but it is all part of the bigger plan of the CIP. Moving forward, the Airport may have to forward fund until PFCs are collected. Ms. Wahto said projects are not closed down until the PFC is put into it. Some projects are put back on the list as soon as they are complete. This is a fluid list and updated regularly.

Mr. Williams asked if it would be appropriate for the Finance Committee to start looking at rates and fees in October. Then the full numbers for FY25 will be available. Ms. Wahto said if that is how the Board wants to do, it can be done. The Airport does not know what the contractual agreements are going to be. If the numbers are not received until December or January, all of the numbers won't be together, and they would not be captured in the right years.

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Mr. Williams said that the issue of starting the rates and fees discussion earlier is because the Board got into the problem of having only two or three weeks to get the rates and fees finalized or else they wouldn't get down and go through the process they have to go through to get enacted. He thought it would be good to get the discussions started earlier. Ms. Wahto said there is a lot that goes into it from an airline standpoint and from the small carriers, as well. The airlines have requested starting the security fees, fuel flowage fees and landing fees on May 1 because of how they program things into their system. This was what drew this year's request to get the rates and fees done fast. It is a lot of work to do a mid-year increase. Mr. Williams said this was suggested so that the rates could start at the early part of the airline season. Jodi Garza said that a lot of the fees that are passed on to the airlines are then passed on to the customers. May even sounds like a late date to her because a lot of the people are buying their tickets earlier. Ms. Wahto agreed and said the airlines contact Airport management to find out what percentage the rates will go up.

Jerry Godkin asked how the CIP List folds into a new manager. Is the new manager bound by it. He said the list is dynamic and can be changed by somebody else. Ms. Wahto said it is also dynamic through greater forces, such as the FAA (Federal Aviation Administration). In 2014, the FAA came to the Airport and said to change the CIP because the new runway project would occur the next year. It was plugged in for a few years out. The whole schedule needed to be changed. Sometimes it is related to the funding they see. This is captured on the CIP list and the ACIP (the FAA version). It is a fluid document that can change on available funding.

- E. **NEXT MEETING DATE:** Angie Flick, Finance Director, noted the kickoff for the budget is Saturday, April 5. Enterprise and empowered board budgets are discussed in the afternoon. There will be 30 minutes for the Airport to present their budget.

Finance Committee Meetings: April 22, 2025, 9:00 a.m.; July 22, 2025, 9:00 a.m.

Chair Rodell thanked staff for the flow charts. She added that at the Board meeting it was noted the adoption of a deficit budget. She thought because the Airport forward-looks, it is not known for sure that it will be a deficit budget. With a hole of \$145K, clearly with an excess of \$1.4M in excess fund balance, the Airport has the ability to fund the hole. She thought a deficit budget is when the Airport has to go into the three-month operating reserve to help balance the budget. It is not when the current assets are being used to pay for revenues and expenses. This is her personal philosophy about deficit budgets. She said they need to be very thoughtful of the fund balance. There is a tendency to let it get really big at times. Reducing fees are always hard for people at times in a certain strange sort of counter-intuitive way, but sometimes the step needs to be taken. The Airport wants to make sure that they continue to keep Juneau affordable when they can because it is so dependent on air travel in this community. It makes a difference.

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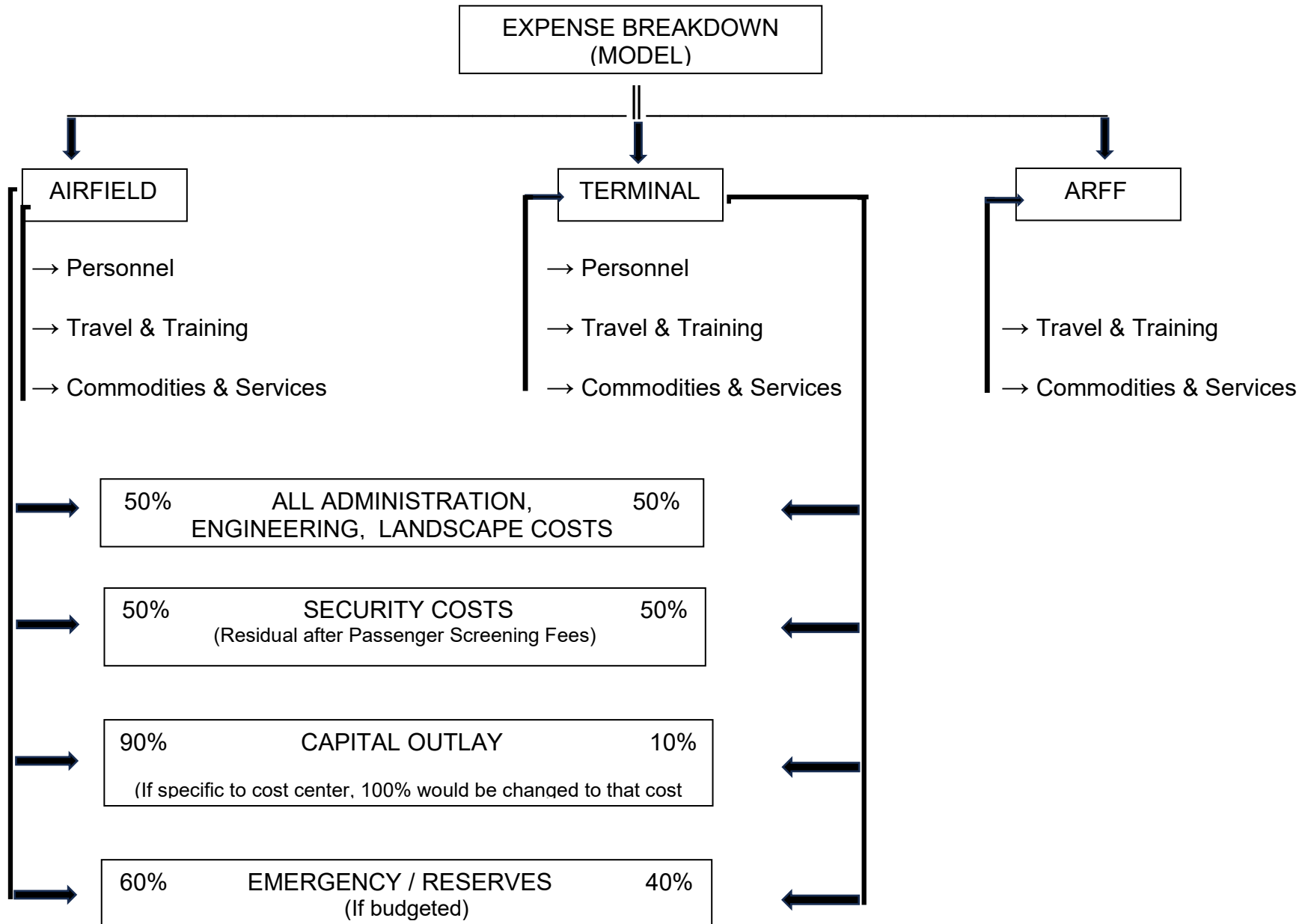
Jerry Godkin added that the budget was balanced using the fund balance, which is a very common procedure that is used by the Assembly and other organizations. A balanced budget was submitted.

- F. **ADJOURN:** *Charlie Williams moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 4:05 p.m.*

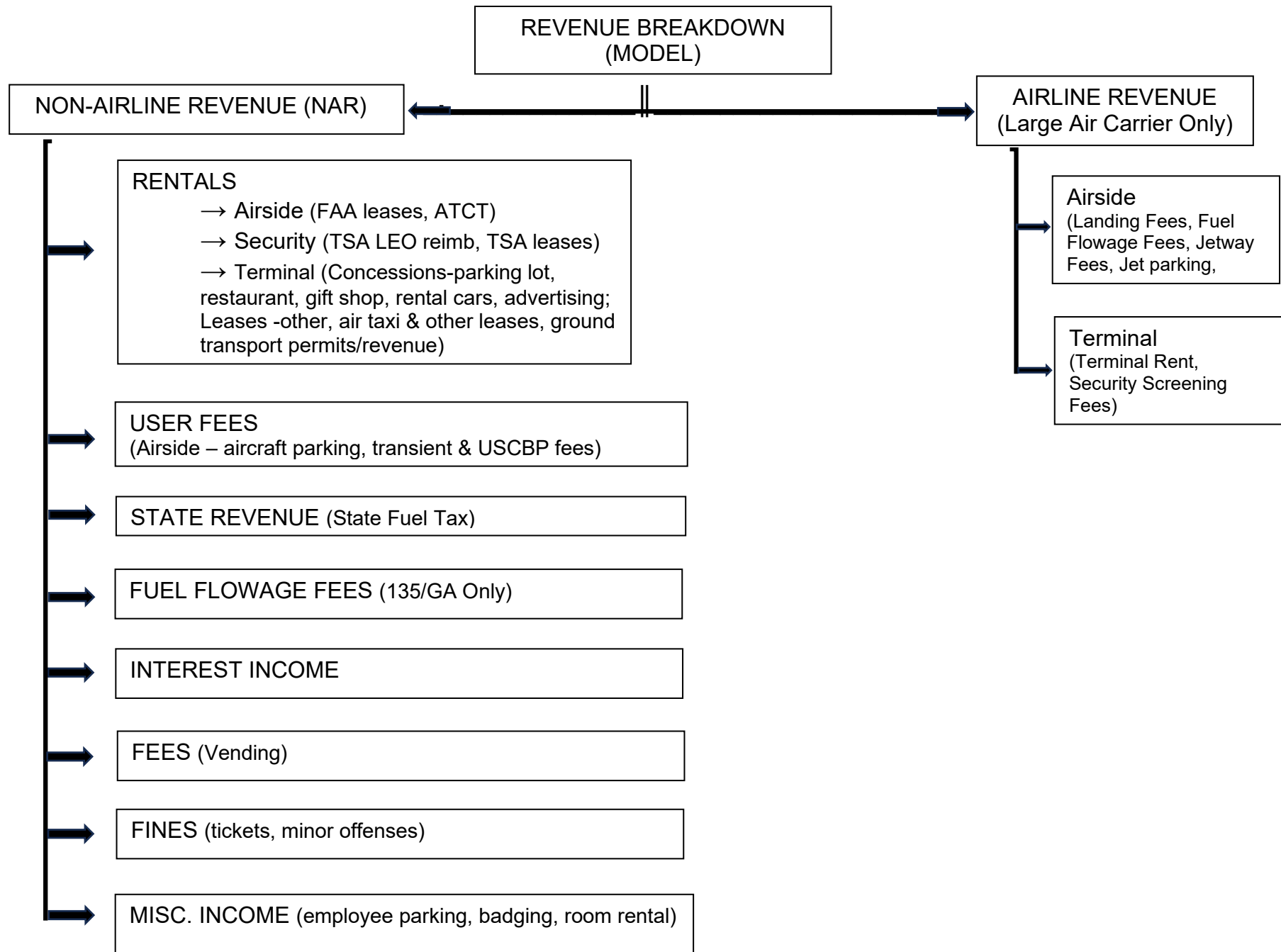
KEY BUDGET POINTS

- JNU Airport is a CBJ Enterprise Fund
- Airport Financial Model assists in balancing Revenues and Expenses
- Expenses and Revenues are allocated to cost centers through negotiations
- Airport Rates & Fees are continuously compared against industry standards (other airports)
- Airport must consider equitable balance between Airport and tenants/user; *'fair and not unjustly biased'*
- Establishing Rates/Fees is a public process and set by Regulation

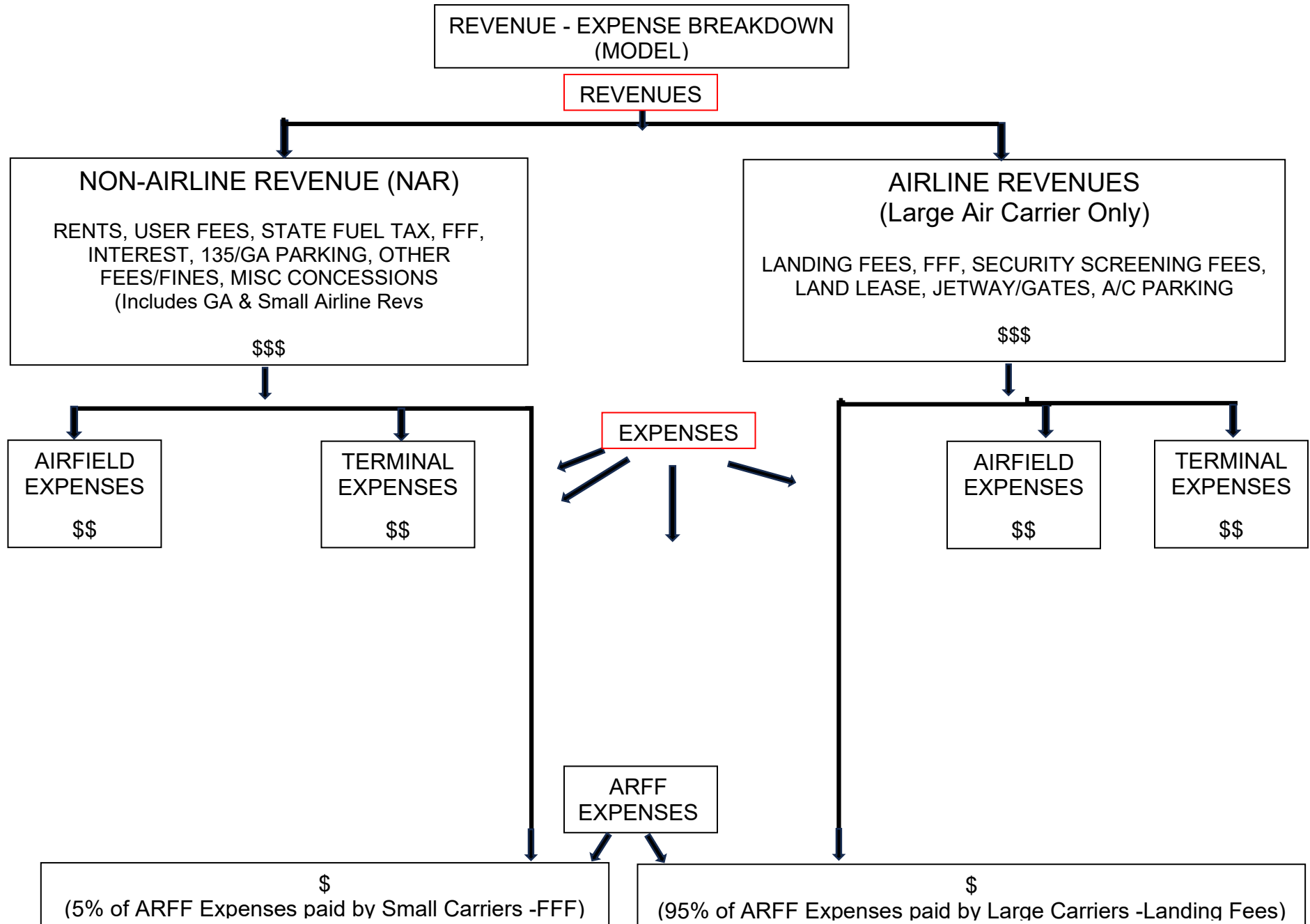
ATTACHMENT #1



ATTACHMENT #1



ATTACHMENT #1



NON-AIRLINE REVENUE BREAKDOWN

does not include Airline Revenue (Air Carrier)

		Industry Standard Allocations	
		Terminal	Airfield
RENTALS			
Concessions			
	Parking Lot	100%	
	Restaurant	100%	
	Rental Car	100%	
	Rental Car Storage		100%
	Gift Shop	100%	
	Taxi/Access Fees	100%	
	Advertising	100%	
Terminal Leases			
	TSA-LEO Lease/reimb	100%	
	FAA Leases	100%	
	Other Terminal Leases	100%	
Airfield Leases			
	Airfield Ground Leases		100%
USER FEES			
	Terminal Jetway		100%
	Airfield A/C pkg		100%
STATE REVENUE	(State fuel tax)		100%
FUEL FLOWAGE FEES	(non air carrier)		100%
INTEREST INCOME		50%	50%
FEES (vending)		100%	
FINES (tickets, minor offenses)		100%	
MISC. INCOME			
	Phone,	100%	
	Fire Dept fuel reimburse		100%
	Employee parking,	50%	50%
	Badging	50%	50%
	Water/sewer utilities		100%
	Other Misc.	50%	50%

ATTACHMENT #2

Budget FY26 Revised EXPENSES

ADMIN	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
Admin	560500101	5110-(	Salaries	555,276	577,295	1,052,500	552,639	1,070,800	1,059,872
Admin	560500101	5111-(	Overtime		89		200		
Admin	560500101	5116-(	Accrued leave	119,670	127,967		120,371		
Admin	560500101	5120-(	Benefits	296,545	315,418	525,500	294,640	534,800	523,983
Admin	560500101	5121-(	Deferred Comp Employer Match		2,434	3,600	3,631	3,600	4,465
Admin	560500101	5130-(	Workers compensation	9,600	13,000	13,200	13,200	14,200	10,700
Admin	560500101	5140-(	ENG & CBJ workforce		156	(608,200)		(620,500)	(621,800)
Admin	560500101	5200-(	Business travel						
Admin	560500101	5202-(	Travel and training						
Admin	560500101	5310-(	Telephone	8,519	8,727	10,000	10,000	10,000	10,000
Admin	560500101	5320-(	Printing	2,861	1,714	2,000	2,000	2,000	2,000
Admin	560500101	5322-(	Advertising	480	1,096	1,000	1,000	1,000	1,000
Admin	560500101	5332-(	Electricity	2,210	3,416	3,500	3,500	3,500	3,500
Admin	560500101	5335-(	Water service						
Admin	560500101	5336-(	Wastewater service						
Admin	560500101	5380-(	Dues and subscriptions	10,805	10,380	12,000	12,000	12,000	12,000
Admin	560500101	5390-(	Contractual services	60,741	35,117	25,000	61,000	25,000	55,000
Admin	560500101	5394-(	Full Cost Allocation	412,600	374,500	358,000	358,000	395,200	359,900
Admin	560500101	5453-(	Insurance premiums						
Admin	560500101	5480-(	Office supplies	741	1,546	1,500	1,500	1,500	1,500
Admin	560500101	5481-(	Postage and parcel post	134	41	400	400	400	400
Admin	560500101	5490-(	Materials and commodities	1,464	870	2,000	2,000	2,000	2,000
Admin	560500101	5494-(	Loss contingency			1,000	1,000	1,000	1,000
Admin	560500101	5496-(	Minor equipment			1,000	1,000	1,000	1,000
Admin	560500101	7005-(	Reimbursable Expense - Externa	(350)					
TOTAL			TOTAL	1,481,296	1,473,766	1,404,000	1,438,081	1,457,500	1,426,520

ATTACHMENT #2

Terminal	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
Terminal	560500201	5110-(	Salaries	418,353	475,007	631,500	497,852	644,600	638,939
Terminal	560500201	5111-(	Overtime	50,530	35,717	15,000	54,000	15,000	15,000
Terminal	560500201	5116-(	Accrued leave	63,950	83,590		82,156		
Terminal	560500201	5120-(	Benefits	295,070	340,169	414,600	372,778	422,500	420,287
Terminal	560500201	5121-(	Deferred Comp Employer Match		5,372	6,700	5,164	6,700	9,030
Terminal	560500201	5130-(	Workers compensation	6,700	9,200	9,400	9,400	10,100	7,600
Terminal	560500201	5140-(	Engineering workforce						
Terminal	560500201	5202-(	Travel and training						2,000
Terminal	560500201	5205-(	Contractual training						
Terminal	560500201	5310-(	Telephone	5,449	6,183	6,000	7,200	6,000	7,200
Terminal	560500201	5320-(	Printing						
Terminal	560500201	5332-(	Electricity	185,681	191,229	185,000	200,000	185,000	202,000
Terminal	560500201	5333-(	Fuel oil & propane	4,906		4,000		4,000	4,000
Terminal	560500201	5334-(	Refuse disposal	16,459	23,865	16,000	33,000	16,000	33,000
Terminal	560500201	5335-(	Water service	5,206	5,341	6,000	6,000	6,000	6,000
Terminal	560500201	5336-(	Wastewater service	19,622	20,094	20,000	20,000	20,000	20,000
Terminal	560500201	5340-(	Repairs	29,622	6,727	35,000	53,000	35,000	35,000
Terminal	560500201	5344-(	Maintenance - buildings	182,103	13,297	8,000	8,000	8,000	8,000
Terminal	560500201	5370-(	Spec & Prop	110,648	125,889	134,600	134,600	144,400	128,300
Terminal	560500201	5390-(	Contractual services	165,485	257,820	220,000	220,000	220,000	220,000
Terminal	560500201	5480-(	Office supplies	258					
Terminal	560500201	5490-(	Materials and commodities	213,889	179,767	153,200	180,000	128,200	172,800
Terminal	560500201	5494-(	Loss contingency			1,000	1,000	1,000	1,000
Terminal	560500201	5496-(	Minor equipment			55,000	30,000	40,000	45,000
Terminal	560500201	5510-(	Vehicles and equipment	9,108	19,210	9,000	0	20,000	20,000
TOTAL				1,783,037	1,798,476	1,930,000	1,914,150	1,932,500	1,995,156

ATTACHMENT #2

Airfield	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
Airfield	560500301	5110-(	Salaries	762,858	805,085	1,246,100	882,938	1,263,000	1,304,613
Airfield	560500301	5111-(	Overtime	143,722	138,805	200,000	200,000	200,000	200,000
Airfield	560500301	5116-(	Accrued leave	106,663	96,209		77,964		
Airfield	560500301	5120-(	Benefits	515,285	494,566	809,000	548,594	820,600	778,982
Airfield	560500301	5121-(	Deferred Comp Employer Match		8,628	15,600	10,388	15,600	13,345
Airfield	560500301	5130-(	Workers compensation	16,900	23,200	23,500	23,500	25,300	19,000
Airfield	560500301	5140-(	Engineering workforce			(462,500)		(462,500)	(418,300)
Airfield	560500301	5150-(	CBJ OH						
Airfield	560500301	5200-(	Business travel	240					
Airfield	560500301	5202-(	Travel and training			3,600		3,600	3,600
Airfield	560500301	5310-(	Telephone	6,090	6,361	5,000	6,000	5,000	6,000
Airfield	560500301	5332-(	Electricity	133,528	116,696	136,500	120,000	136,500	125,000
Airfield	560500301	5333-(	Fuel oil & propane	81,721	52,878	30,000	40,000	30,000	45,000
Airfield	560500301	5334-(	Refuse disposal	12,637	2,690	5,000	9,000	5,000	9,000
Airfield	560500301	5335-(	Water service	13,861	14,246	15,000	15,000	16,000	16,000
Airfield	560500301	5336-(	Wastewater service	67,904	81,887	45,000	82,000	45,000	82,000
Airfield	560500301	5340-(	Repairs	51,884	27,543	55,000	55,000	55,000	55,000
Airfield	560500301	5344-(	Maintenance - buildings	49,925	0	4,000	4,000	4,000	4,000
Airfield	560500301	5360-(	Equipment rentals	47,613	94,316	25,000	30,000	25,000	30,000
Airfield	560500301	5362-(	Fleet replacement reserve	30,000	30,000	60,000	60,000	60,000	60,000
Airfield	560500301	5370-(	Spec & Prop	221,195	251,878	269,300	269,300	288,600	256,300
Airfield	560500301	5375-(	General Liab, Auto & EE Pract	7,200	4,900	4,600	4,600	4,800	1,300
Airfield	560500301	5390-(	Contractual services	628,765	1,375,767	376,000	387,000	358,000	381,000
Airfield	560500301	5392-(	Management and consultant fees	210,924	197,009	215,000	230,000	215,000	235,000
Airfield	560500301	5480-(	Office supplies	5,488	4,951	5,000	5,000	5,000	5,000
Airfield	560500301	5490-(	Materials and commodities	1,271,684	1,343,342	1,250,600	1,250,600	1,352,600	1,352,600
Airfield	560500301	5492-(	Gasoline and oil	110,949	133,499	130,000	130,000	130,000	130,000
Airfield	560500301	5496-(	Minor equipment	3,173	0	2,500	2,500	2,500	2,500
Airfield	560500301	5510-(	Vehicles and equipment	48,715	10,000		18,800	0	0
Airfield	560500301	5690-(	Construction	271,865	211,397	0	0	0	0
TOTAL			TOTAL	4,825,039	5,531,851	4,468,800	4,462,184	4,603,600	4,696,940

ATTACHMENT #2

ARFF	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
ARFF	560500401	5202-(	Travel and training	22,740	33,363	62,600	62,600	54,700	57,300
ARFF	560500401	5310-(	Telephone	1,774	1,845	1,800	1,800	1,800	1,800
ARFF	560500401	5330-(	Rental		12,000	24,000	24,000	24,000	24,000
ARFF	560500401	5332-(	Electricity	9,605	10,510	9,900	25,500	9,900	25,500
ARFF	560500401	5333-(	Fuel oil & propane	28,611	25,270	31,800	400	31,800	500
ARFF	560500401	5334-(	Refuse disposal	2,681	2,382	2,900	2,600	3,000	2,600
ARFF	560500401	5335-(	Water service	399	388	500	500	500	500
ARFF	560500401	5336-(	Wastewater service	1,511	1,465	1,600	1,500	1,700	1,500
ARFF	560500401	5340-(	Repairs	13,785	13,297	25,200	25,200	25,200	25,200
ARFF	560500401	5344-(	Maintenance - buildings						
ARFF	560500401	5345-(	Building Maint Division Charges	27,800	29,100	32,400	32,400	34,700	29,700
ARFF	560500401	5380-(	Dues and subscriptions	540	205	300	1,900	300	1,900
ARFF	560500401	5390-(	Contractual services	1,064,800	1,206,854	1,358,500	1,358,500	1,365,300	1,330,800
ARFF	560500401	5488-(	Uniforms and safety equipment	172	4,984	5,000	5,000	5,000	5,000
ARFF	560500401	5490-(	Materials and commodities	620	243	2,000	2,000	2,000	2,000
ARFF	560500401	5491-(	Safety programs and equipment						
ARFF	560500401	5492-(	Gasoline and oil	5,000	5,000	5,000	5,000	5,000	5,000
ARFF	560500401	5493-(	Chemicals	4,994	6,594	5,000	5,000	5,000	7,500
ARFF	560500401	5496-(	Minor equipment	17,356	35,761	32,000	32,000	32,000	32,000
TOTAL			TOTAL	1,202,390	1,389,261	1,600,500	1,585,900	1,601,900	1,552,800

ATTACHMENT #2

Security	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
Security	560500501	5110-(	Salaries				32,374		80,935
Security	560500501	5120-(	Benefits				21,170		52,926
Security	560500501	5310-(	Telephone	1,283	1,330	1,300	1,300	1,300	1,300
Security	560500501	5370-(	Spec & Prop	36,916	41,996	44,900	44,900	48,200	42,700
Security	560500501	5390-(	Contractual services	767,162	907,305	1,016,600	1,000,700	1,020,200	1,057,100
Security	560500501	5392-(	Management and consultant fees	10,000	12,000	10,000	10,000	10,000	10,000
Security	560500501	5489-(	Uniform and tool allowance			6,500	6,500	6,500	6,500
Security	560500501	5490-(	Materials and commodities	6,270	9,476	6,000	6,000	6,000	6,000
TOTAL			TOTAL	821,632	972,108	1,085,300	1,122,944	1,092,200	1,257,461

Landside	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
Landside	560500801	5332-(	Electricity	1,159	1,097	1,300	1,300	1,300	1,300
Landside	560500801	5350-(	Landscape Division Charges	29,000	44,100	39,400	39,400	46,800	15,400
TOTAL			TOTAL	30,159	45,197	40,700	40,700	48,100	16,700

PFAS	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
PFAS	560501301	5390-(	Contractual services	16,589	0	20,000	20,000	20,000	20,000

AIRPORT TOTAL OPERATING EXPENSES: 10,160,142 11,210,659 10,549,300 10,583,959 10,755,800 10,965,577

ATTACHMENT #2

Non-Ops	Accounting Unit	Acct Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
Non-Dept	560010101	5950-32	Transfers Out - JIA GO Bond debt svc	660,300	657,100	-	-	-	-
Non-Dept	560010101	5950-46	Transfers Out - Airport projects		822,066				
Debt Serv	560500601	5810	Principal	2,175,000	2,285,000	2,395,000	2,395,000	2,515,000	2,515,000
Debt Serv	560500601	5820	Interest and service charges	158,950	120,269	110,100	110,045	68,400	68,413
Subtotal:				2,994,250	3,884,435	2,505,100	2,505,045	2,583,400	2,583,413
TOTAL CBJ spreadsheet				13,154,392	15,095,094	13,054,400	13,089,004	13,339,200	13,548,990

ATTACHMENT #3

Budget FY26 Revised REVENUES

Accntint Unit	Account Code	Account Description	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
NON-DEPT	4720-0000	Bad debts combo cost cente	(34)	4,421				
NON-DEPT	4799-0000	Miscellaneous revenue	(1,431)					
NON-DEPT	4800-0000	Interest income	(56,871)	(29,961)	(87,200)	(44,400)	(90,500)	(38,600)
NON-DEPT	4800-0402	AR interest and fines	(3,884)	(1,326)		(2,000)		(2,000)
NON-DEPT	4800-0403	UB Fin Chg Rev	(218)	(230)				
NON-DEPT	4950-0460	Airport projects		(14,620)	-			
ADMIN	4013-0000	State shared revenues	(76,565)	(57,554)	(90,000)	(90,000)	(90,000)	(90,000)
ADMIN	4300-0036	Fingerprinting Fees	(8,400)	(13,150)	(18,000)	(15,000)	(18,000)	(15,000)
ADMIN	4300-0037	Badging Fees	(43,620)	(68,890)	(60,000)	(70,000)	(60,000)	(70,000)
ADMIN	4300-0038	Taxi, Bus Access Fees	(67,194)	(117,608)	(75,000)	(117,600)	(75,000)	(117,600)
ADMIN	4340-0007	Water Services	(21,695)	(23,849)	(23,000)	(23,000)	(23,000)	(23,000)
ADMIN	4340-0008	Sewer Services	(67,349)	(74,769)	(72,500)	(72,500)	(72,500)	(72,500)
ADMIN	4799-0000	Miscellaneous revenue	(1,480)	(12,124)	(500)		(500)	
AIRFIELD	4300-0029	Fuel Flowage Air Carrier	(633,275)	(884,970)	(1,125,600)	(1,125,600)	(1,125,600)	(1,125,600)
AIRFIELD	4300-0031	Air carrier Landing Fees	(2,248,968)	(2,837,882)	(3,273,900)	(3,118,500)	(3,273,900)	(3,118,500)
AIRFIELD	4300-0032	Commercial Aircraft Parking	(1,860)	(11,897)	(130,700)	(140,540)	(130,700)	(127,500)
AIRFIELD	4300-0033	Transient Fees	(400)					
AIRFIELD	4300-0043	Small Aircraft Parking/Tiedo	(49,924)	(48,396)	(39,800)	(49,000)	(39,800)	(49,000)
AIRFIELD	4300-0044	Fuel Flowage GA and Taxi	(209,107)	(314,387)	(352,300)	(365,400)	(352,300)	(365,400)
AIRFIELD	4300-0045	Fuel Flowage Non-Signatory	(126,722)	(220,438)	(147,300)	(169,100)	(147,300)	(169,100)
AIRFIELD	4300-0046	Landing Fees Non-Signatory	(86,219)	(87,195)	(105,600)	(94,700)	(105,600)	(94,700)
AIRFIELD	4300-0048	Air Carrier Security Fee (AK A	(305,141)	(726,342)	(872,700)	(919,324)	(872,700)	(919,324)
AIRFIELD	4549-0001	Fuel Sales/ARFF Budgeted A	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)
AIRFIELD	4550-0010	FAA-CWO Lease	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)
AIRFIELD	4550-0011	Airfield Ground Leases	(507,474)	(598,848)	(1,164,200)	(1,029,700)	(1,164,200)	(1,258,800)
AIRFIELD	4799-0000	Miscellaneous revenue	4,186		-			
SECURITY	4037-0001	TSA LEO Reimb	(74,900)	(148,000)	(127,700)	-	(127,700)	-
PFAS	4799-0000	Miscellaneous revenue						
TERMINAL	4300-0030	Jetway Use (Jetbridge 5 & 2 s	-		(126,000)	(112,000)	(126,000)	(112,000)
TERMINAL	4300-0039	FAA Tower/Equip Rm	(22,014)	(213,804)	(117,900)	(131,200)	(117,900)	(131,200)
TERMINAL	4300-0040	Advertising Display	(76,429)	(175,582)	(86,000)	(139,600)	(86,000)	(139,600)
TERMINAL	4300-0041	Customs Fees	(124)	(80)	(100)		(100)	
TERMINAL	4420-0000	Fee revenues CAR RENTAL	(686,716)	(653,357)	(600,000)	(653,400)	(600,000)	(653,400)
TERMINAL	4420-0002	Vending revenue	(46,449)	(50,087)	(52,000)	(52,000)	(52,000)	(52,000)
TERMINAL	4450-0001	Minor Violations	(825)	(650)	(2,000)	(1,500)	(2,000)	(1,500)
TERMINAL	4550-0000	Facility rental revenue	(3,650)	(2,215)	(1,500)	(2,200)	(1,500)	(2,200)
TERMINAL	4550-0001	Federal Terminal Lease	(28,837)	(28,362)	(29,000)	(28,400)	(29,000)	(28,400)
TERMINAL	4550-0003	Parking Lot Lease	(451,371)	(285,840)	(480,000)	(400,000)	(480,000)	(480,000)
TERMINAL	4550-0004	Air Carrier Terminal Lease (p	-		(803,700)	(788,000)	(803,700)	(788,000)
TERMINAL	4550-0005	Rental Car Storage	(107,525)	(151,275)	(125,000)	(151,300)	(125,000)	(151,300)
TERMINAL	4550-0006	Other Terminal Leases (ATM	(28,366)	(31,821)	(152,000)	(102,000)	(152,000)	(102,000)
TERMINAL	4550-0007	Rest., Bar, Flight Kitchen (Cc	(155,650)	(161,910)	(165,000)	(161,900)	(165,000)	(161,900)
TERMINAL	4550-0008	Gift Shop (Concessions)	(10,229)	(13,263)	(27,500)	(27,500)	(27,500)	(27,500)
TERMINAL	4550-0009	Staff Parking Fees	(47,053)	(60,510)	(55,000)	(60,500)	(55,000)	(60,500)
TERMINAL	4799-0000	Miscellaneous revenue	-	(540)	(1,000)		(1,000)	
TOTAL OPERATING REVENUES:			(6,270,783)	(8,134,311)	(10,606,700)	(10,274,864)	(10,610,000)	(10,565,124)

ATTACHMENT #4

EXPENSE - REVENUE SUMMARY FY26 Revised Budget

	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
OPERATING:						
EXPENSES	10,160,142	11,210,659	10,549,300	10,583,959	10,755,800	10,965,577
REVENUES	(6,270,783)	(8,134,311)	(10,606,700)	(10,274,864)	(10,610,000)	(10,565,124)
EXP/REV SHORTFALL /(OVERAGE)	3,889,359	3,076,348	(57,400)	309,094	145,800	400,453

ATTACHMENT #5

Available Fund Balance Summary

Airport Fund

Last Update: 1/17/2025

W/O Rate INCREASEs

	<u>FY24 Actuals</u>	<u>FY25 Amended</u>	<u>FY25 Proj</u>	<u>FY26 Budget</u>	<u>FY26 Budget Revised</u>
Beginning Available FB	3,783,400	2,606,000	2,606,000	4,416,691	4,416,691
Operational Expenses:	(11,199,334)	(10,549,300)	(10,583,959)	(10,755,800)	(10,965,577)
Debt Service (OUT):	(3,064,200)	(2,505,100)	(2,505,045)	(2,583,400)	(2,583,413)
Transfers to Capital Projects:	(822,066)		-		
Other Non-Oper Expenses:	-	-	-	-	-
JNU Total Expenses:	(15,085,600)	(13,054,400)	(13,089,004)	(13,339,200)	(13,548,990)
Minus Non-operational Exp & Debt Serv:	3,886,266	2,505,100	2,505,045	2,583,400	2,583,413
Operational Expenses:	(11,199,334)	(10,549,300)	(10,583,959)	(10,755,800)	(10,965,577)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
CARES Reimb (operations):	3,054,045	-	1,910,131	-	-
PFC for Rev Bond Interest:	434,625	317,600	317,600	194,900	194,900
***Other Financing Sources (Uses):		-	2,100	-	-
JNU Total Revenues:	11,623,200	10,924,300	12,504,695	10,804,900	10,760,024
Minus Non-operational REV & Debt Serv:	(3,488,670)	(317,600)	(2,229,831)	(194,900)	(194,900)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
Operating FB Increase(Decrease):	(3,064,804)	57,400	(309,095)	(145,800)	(400,453)
JNU EXP minus REV:	(3,462,400)	(2,130,100)	(584,309)	(2,534,300)	(2,788,966)
Increase (decrease) in Debt Service Reserve:	(2,285,000)	(2,395,000)	(2,395,000)	(2,515,000)	(2,515,000)
Increase (decrease) in Fund Bal (FB):	(1,177,400)	264,900	1,810,691	(19,300)	(273,966)
Ending Avail FB, including Reserve:	2,606,000	2,870,900	4,416,691	4,397,391	4,142,725
Less 3 Mo. Operating Reserve	(2,799,800)	(2,637,300)	(2,646,000)	(2,689,000)	(2,741,400)
Ending Available Fund Balance	(193,800)	233,600	1,770,691	1,708,391	1,401,325
Uses Fund Balance (no rate increases):			309,094		400,453

ATTACHMENT # 6 Financial Model Summary

FY26 by Cost Center		
Admin	\$1,426,520	split 50/50 Terminal/Airfield
Terminal	\$1,995,156	
Airfield	\$4,696,940	
ARFF	\$1,552,800	95/5% lg carrier/sm carrier GA allocation
Security	\$1,257,461	91% lg carrer / 9% split 50/50 term/airfield
Other	\$36,700	split 50/50 Terminal/Airfield
\$10,965,577 Total		

Expense Allocations By Cost Center

		Airfield	Terminal	Security (SSF)	ARFF
Security	91 % check point			\$1,144,290	
	9 % Residual split 50/50 Terminal / Airfield	\$56,586	\$56,585		
Admin	split 50/50 Terminal/Airfield	\$713,260	\$713,260		
Other	split 50/50 Terminal/Airfield	\$18,350	\$18,350		
ARFF	95/5 Split below				\$1,552,800
Terminal	100% Terminal		\$1,995,156		
Airfield	100% Airfield	\$4,696,940			
TOTALS by:	Airfield (85%/15%)	\$5,485,136			
	Terminal (85%/15%)		\$2,783,351		
	Security (only 91%)			\$1,144,290	
	ARFF (95%/5%)				\$1,552,800

Expense Allocations By User Groups		
121 Lg Carrier		135 small /GA
\$4,662,365		\$822,771
\$2,365,849		\$417,502
\$1,144,290		
\$1,475,160		\$77,640
\$9,647,664		\$1,317,913

Revenue Allocations (based on projected rents & fees w NO fees increase)

	Rents/Concessions/ Fees anticipated	Expenses	(Over)/short	
Terminal	(\$3,105,850)	\$2,783,351	(\$322,499)	applied to Airfield Cost Center as Credit
Airfield	see below	\$5,485,136		
Security (91%)	(\$918,690)	\$1,144,290	\$225,600	Needed in SSF
ARFF	see below	\$1,552,800		
	Airfield <i>adjusted w/Terminal credit (\$322,499)</i>	\$5,162,637		
	ARFF	\$1,552,800		
			Total	

Airfield/ARFF Calculation		
121 Lg Carrier		135 small /GA
\$4,388,241		\$774,396
\$1,475,160		\$77,640
\$5,863,401		\$852,036

Airfield Rents/Concessiona Fees lg	(\$5,714,507)	
Airfield Rents/Concessiona Fees sm/GA		(\$825,760)
Balance (Over)/Short	\$148,894	\$26,276

ATTACHMENT #7

\$30,491,692.12 TOTAL COVID GRANTS/REVENUES *(does not include Concessions Grants)*

EXPENSES	FY20	FY21	FY22	FY23	FY24	Total
GO BONDS		602,375.00	662,600.00	660,300.00	657,100.00	2,582,375.00
Commercial Tenant ABATEMENET		1,203,398.00	1,243,436.00	1,249,052.00	1,537,305.00	5,233,191.00
Operations Expenses (Budget)	724,663.71	3,119,923.00	1,213,092.00	3,120,589.00	1,749,647.00	9,927,914.71
PROJ on CIP's:						
Gate K Culvert					575,853.00	575,853.00
Parking Lot Rehab					10,095,648.00	10,095,648.00
Bag Belt Replacement					1,317,365.36	1,317,365.36
Terminal Lounge Furniture					427,024.80	427,024.80
Terminal Suspended Ceiling					213,506.25	213,506.25
Airfield Lighting Regulator					118,814.00	118,814.00
	724,663.71	4,925,696.00	3,119,128.00	5,029,941.00	16,692,263.41	30,491,692.12
CONCESSIONS Relief Grants				98,347.00	63,838.61	162,185.61

12/17/24												FEDERAL					State				
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax
	Cell Phone Parking/waiting Lot	\$23,900	\$23,900																\$23,900		
	Float Pond Improvement & Access Road	\$3,262,373	\$3,262,373									\$3,058,475							\$203,898		
	Construct NW Apron Ph 2, NE Apron Ph 3	\$9,517,587	\$9,517,587									\$8,922,738							\$594,849		
	DESIGN Terminal Area (121/135) Apron Rehab, RON & N ramp light/fence	\$2,152,407	\$2,152,407									\$2,017,882							\$134,526		
1	Construct Terminal Area (121/135) Apron Rehab, RON & N ramp light/fence	\$17,710,467		\$17,710,467								\$5,355,840	\$11,247,723		\$312,500				\$1,136,904		\$794,404
	DESIGN PBB Gate 5	\$199,937	\$199,937									\$187,441							\$12,496		
2	PBB Gate 5 (new jetbridge)	\$1,914,951		\$1,914,951										\$1,795,267					\$119,684		\$119,684
3	Design Safety Area Grade; RW Shoulder/NAVAIDs	\$400,000			\$400,000							\$375,000		\$0			\$0	\$25,000			\$25,000
4	Replace ARFF truck (1993)	\$1,070,116			\$1,070,116							\$1,003,234		\$0					\$63,000		\$66,882
5	Planning Master Plan/ALP Update	\$972,691			\$972,691									\$911,897					\$60,794		\$60,794
6	Acquire Wetlands Access Vehicle (ARFF)	\$300,000				\$300,000						\$281,250							\$18,750		\$18,750
7	Design & RA 26 MALSR	\$900,000				\$900,000								\$843,750			\$0		\$56,250		
8	Const. Safety Area Grade; RW Shoulder/NAVAIDs	\$3,300,000				\$3,300,000						\$3,093,750						\$206,250			
9	Equipment ARFF Tuck (A3) Replacement	\$1,700,000				\$1,700,000								\$1,593,750					\$125,000		
10	Acquire Snow Removal Equip	\$6,000,000					\$6,000,000					\$4,443,750		\$243,750					\$375,000		
11	Construct 26 MALSR	\$6,700,000					\$6,700,000							\$6,281,250		\$93,750			\$418,750		
12	Design E-1 Ramp	\$750,000					\$750,000							\$703,125					\$46,875		

12/17/24												FEDERAL					State				
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax
13	Channel Flying Property Acquisition (FAA compliance)	\$3,000,000					\$3,000,000							\$2,812,500					\$3,000,000		
14	ADA Elevator Access Departure Lounge Ground Load Gate 6	\$2,500,000					\$2,500,000					\$2,343,750							\$156,250		
15	Camera/Surveillance Equipment	\$50,000						\$50,000											\$50,000		
16	Reconstruct E-1 Ramp	\$5,500,000						\$5,500,000				\$3,200,000		\$1,956,250					\$343,750		
17	Runway Edge Light Replacement	\$2,000,000						\$2,000,000				\$1,875,000							\$125,000		
18	Replace Trash Compactors/Pads	\$350,000							\$350,000							\$0	\$350,000				
19	Design Fuel Farm Access Rd (airside fence - RSA phase)	\$500,000							\$500,000					\$468,750						\$31,250	
20	Design Conversion RWY 8/26 to 9/27 - MAGVAR	\$400,000							\$400,000			\$375,000								\$25,000	
21	ARFF Truck Replacement A-1 (2016) 3,000 gallon	\$2,000,000							\$2,000,000			\$1,875,000								\$125,000	
22	Passenger Boarding Bridge Gate 6 Design	\$400,000							\$400,000			\$375,000								\$25,000	
23	Construct Fuel Farm Access Rd	\$1,500,000								\$1,500,000				\$1,406,250						\$93,750	
24	Passenger Boarding Bridge Gate 6 Install	\$4,000,000								\$4,000,000		\$3,750,000								\$250,000	
25	Construct RWY Conversion 8/26 to 9/27 MAGVAR (2030)	\$750,000								\$750,000		\$703,125								\$46,875	
26	Design & Reconstruct Alex Holden Way, Cessna and Renshaw	\$2,200,000								\$2,200,000							\$2,200,000				
27	NE Development Area Sewer Infrastructure	\$300,000								\$300,000							\$300,000				
28	Phase IC SREB (remainder of maint shop) non -FAA elig.	\$12,300,000								\$12,300,000							\$12,300,000				
29	Planning Terminal Expansion Planning - Baggage, Departure Loounge	\$600,000								\$600,000							\$600,000				

12/17/24												FEDERAL					State				
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax
30	Terminal Infrastructure Replacement	\$5,000,000									\$5,000,000						\$5,000,000				
31	Snow Removal Equipment Acquisition 2030	\$5,000,000									\$5,000,000	\$1,793,750	\$2,893,750							\$312,500	
32	Design Remaining NEDA/TL / F-1 Rehab/Environmental 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500	
33	Design Emergency Vehicle Access Road (EVAR) extension 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500	
34	Construct Emergency Vehicle Access Road (EVAR) extension 2031	\$3,000,000									\$3,000,000	\$2,812,500								\$187,500	
35	Construct Remaining NEDA/TL / F-1 Rehab 2031	\$5,000,000									\$5,000,000	\$4,687,500									
36	Design Taxiway C Reconfiguration (RIM)	\$750,000									\$750,000	\$703,125								\$46,875	
37	Construct TWY C (RIM)	\$5,000,000									\$5,000,000	\$3,167,793								\$312,500	
38	Replace Bag Claim (2030)	\$5,000,000									\$5,000,000										
39	Airport Master Plan Update (2034)	\$1,200,000									\$1,200,000	\$1,125,000								\$75,000	
40	ARFF Truck Replacement A2 (2025) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500	
41	ARFF Truck Replacement 32 (2026) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500	
42	Parking Garage /Relocate Rental Cars for Term Expan	\$75,000,000									\$75,000,000						\$75,000,000				
43	Terminal Expansion Construct	\$25,000,000									\$25,000,000						\$25,000,000				
44	Landside Access Roads Pavement Rehab	\$15,000,000									TBD	TBD									
45	ARFF Truck Replacement	\$1,700,000									\$1,700,000	\$1,593,750								\$106,250	
46	Snow Removal Equipment Acquisition	\$7,000,000									\$7,000,000	\$7,000,000									
47	Replace Outbd Baggage belt (2034)	\$4,000,000									\$4,000,000						\$4,000,000				

12/17/24												FEDERAL					State				
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CRRSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax
48	Runway Rehab (2035)	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000	
49	NE/NW Apron Rehab	\$25,000,000									\$25,000,000										
50	Taxiway Rehab (2040) A-H	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000	
51	PBB Gate 2 Replacement (2035)	\$3,500,000									\$3,500,000	\$3,500,000									
52	PBB Gate 5 Replacement (2044)	\$3,500,000									\$3,500,000	\$3,500,000									
53	Main Apron /Gate Rehab (2044)	\$25,000,000									\$25,000,000	\$25,000,000									
54	Terminal Rehab / Extend 2045	\$40,000,000									\$40,000,000						\$40,000,000				
55	Design/ Construct 2nd Parallel RWY & Environ/mitigation	\$250,000,000									\$250,000,000	\$3,000,000	\$231,375,000						\$15,625,000		
56	Relocate/Construct FAA ATCT	\$50,000,000									\$50,000,000				\$50,000,000						
57	Multi-Modal Feasibility Plan	\$100,000													\$0						
58	Sand Chem brine tank ladder	\$20,000													\$0						
59	Block O paving/drainage	\$280,000													\$280,000						
60	Biffy Dump Station	\$100,000													\$100,000						
61	Compass Rose	\$50,000													\$50,000						
62	Sidewalk Plow/blower w/attachments	\$30,000													\$30,000						
63	Water/Sewer Extension	TBD																			
64	Gate upgrades (chain driven)	TBD																			
65	East end access road	TBD									TBD										
66	Civil Air Patrol Hangar Relocate	TBD									TBD										
67	Fish & Wildlife Service Hangar Relocation	TBD									TBD										
	TOTAL	\$747,337,849										\$119,491,416	\$303,244,598		\$64,518,256	\$93,750	\$164,750,000	\$231,250	\$22,358,503	\$5,787,500	\$1,560,511

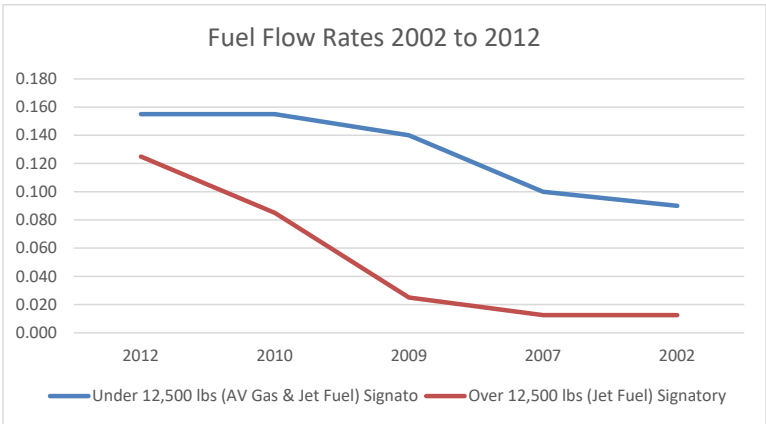
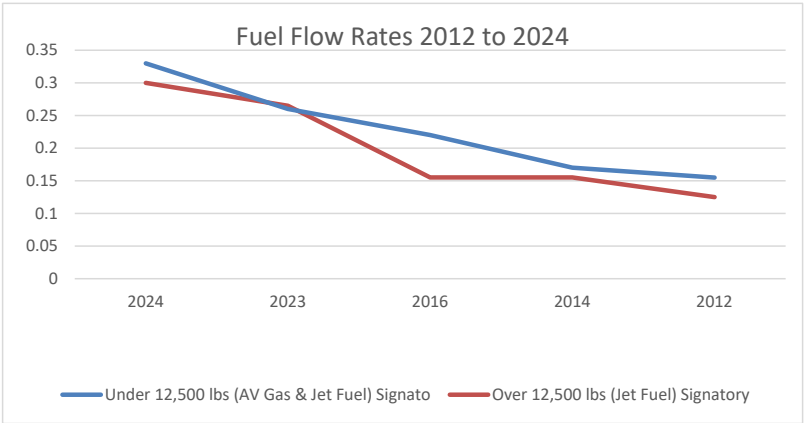
1FAA:Facilities & Equipment, Transportation Security Administration, Homeland Security, Federal Economic Development Agency, CARES/CRRSAA grants, etc.

After spending time talking with staff Mr. Barr said the thing that stood out to him the most and had concerns on was the trajectory; the trend line of some of the rate increases over the past two decades that was part of his review. Since 2001, fuel flowage rates for small operators and private aviators have increased over those 20 – 23 years by 267%. For large operators, Alaska and Delta Airlines, those fuel flow rates over the same period by 2,300% on top of an additional landing fee that only large operators pay. He said he hadn't had time to review other rates at a fine level of detail, but lease rates would be the next thing to review. He said, if he had a conflict-of-interest antenna the difference in the significant changes that we've seen to that one particular rate would have raised it.

History of the Rates Barr is referring to:

	2024 RATES (5/1/24 & 7/1/24)	2023 RATES (5/1/23 & 7/1/23)	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2012 RATES (7/1/12)	2010 RATES	2009 RATES	2007 RATES (10/1/07)	2002 RATES	2001 RATES eff 7/1/01	1983 RATES	1977 RATES	1967 RATES	1953 RATES
FUEL FLOWAGE FEE	2024	2023	2016	2014	2012	2010	2009	2007	2002	2001	1983	1977	1967	1953
Under 12,500 lbs (AV Gas & Jet Fuel) Signato	\$0.33	\$0.26	\$0.22	\$0.17	\$0.16	\$0.16	\$0.14	\$0.10	\$0.09	\$0.09	\$0.03	\$0.03	\$0.02	\$0.01
Over 12,500 lbs (Jet Fuel) Signatory	\$0.30	\$0.27	\$0.16	\$0.16	\$0.13	\$0.09	\$0.03	\$0.01	\$0.01	\$0.01	\$0.03			

	Change 2012 to 2024	Change 2002 to 2012
Under 12,500 lbs (AV Gas & Jet Fuel) Signato	\$0.175	\$0.07
Over 12,500 lbs (Jet Fuel) Signatory	\$0.175	\$0.11



Anchorage and Fairbanks Fuel Flow (https://dot.alaska.gov/aias/rates_fees.shtml)

Signatory Airline Aircraft	\$0.027 per gallon
Aircraft 12,500 lbs and less CMGTW	\$0.027 per gallon
Non-Signatory Airline Aircraft >12,500 lbs CMGTW	\$0.067 per gallon

Ketchikan Fuel Flow (<https://ketchikangateway.borough.codes/KGBC/10.10.070>)

(1) Nonsignatory rate per gallon	\$0.23 per gallon
(2) Signatory rate per gallon	\$0.12 per gallon

Bellingham Fuel Flow (<https://www.portofbelllingham.com/ArchiveCenter/ViewFile/Item/1185>)

General Aviation Only	\$.10/gallon
(Commercial Airlines in-to plane only)	\$.04/gallon

Landing Fees for Anchorage and Fairbanks

Aircraft over 6,000 lbs	\$1.77 lbs per 1000 pounds Gross Weight
Aircraft under 6,000 lbs	\$0

Landing Fees for Ketchikan

Aircraft over 12,500 lbs	\$2.27 lbs per 1000 pounds Gross Weight
Aircraft over 6,000 lbs	12.35 flat fee
Aircraft under 6,000 lbs	\$0

Landing Fees for Bellingham

Commercial over 7,500 lbs	\$1.38 per 1000 lbs Gross Weight
Aircraft under 7,500 lbs	\$0

Landing Fees for Juneau

Signatory over 12,500 lbs	\$3.34 per 1000 lbs Gross Weight
Aircraft Under 12,500 lbs	\$0