

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

- A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:03 p.m.
- B. **ROLL CALL:**  
Members Present:
- |                |              |              |
|----------------|--------------|--------------|
| Dennis Bedford | Jason Custer | Chris Peloso |
| Al Clough      | Jodi Garza   | Dan Spencer  |
- Member Absent:  
Eve Soutiere
- Staff/CBJ Present:
- |                                  |                                  |
|----------------------------------|----------------------------------|
| Patty Wahto, Airport Manager     | Chris O'Brien, Equip. Op. II     |
| Phil Adams, Deputy Airport Mgr.  | Michelle Hale, CBJ Assembly      |
| Andres Delgado, Airport Sup't    | Sherri Layne, CBJ Law Department |
| Angelica Lopez-Campos, Bus. Mgr. | Mark Fuelle, CBJ Fire Department |
| Ke Mell, Airport Architect       |                                  |
- C. **APPROVAL OF MINUTES:** *Dan Spencer moved approval of the minutes of the August 10, 2023, Board meeting. The motion passed by unanimous consent.*
- D. **APPROVAL OF AGENDA:** *Jodi Garza moved approval of the agenda. The motion was approved by unanimous consent.*
- E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.
- F. **UNFINISHED BUSINESS:**  
1. **Underground Storage Tank (UST) Replacement Update.** Airport Manager Patty Wahto reported the Board approved \$47K for design and testing before the design. This has been completed and the 95% design documents have been delivered. It was decided at that time staff would come back to the Board to approve moving forward. Staff asked the Board to approve \$207,800 of CARES money for the budget. This will finish out the contract administration by the design team during construction removal and replacement of the tank and the cost of the work. The total cost of the project, with design, is a not-to-exceed amount of \$254,950. This project will follow all DEC (Department of Environmental Conservation) requirements: testing, soil remediation, cleanup, etc. Concerns were raised over the cost, and further discussion occurred. Project Manager Ke Mell said the estimate is based on the construction documents prepared by the consultant, which will be provided to the Board. Ms. Wahto said the Airport can just install a new above-ground tank and leave the underground tank for someone else to deal with. She did not recommend this or think that DEC would agree with this. Somehow this will

have to be paid for whether with CARES money or on the tenant's backs. *Jodi Garza moved to approve an increase of \$207,800 (project total not-to-exceed \$254,950) for the construction and contract administration for the removal of the existing 1,200-gallon underground fuel storage tank at the old shop maintenance building, and replacement with a new above-ground fuel tank; funding provided by the Airport CARES funding. The motion passed by a four to two vote (against: Dennis Bedford and Jason Custer).*

**G. NEW BUSINESS:**

**2. LAB Flying Service Hangar Use Change to General Aviation (GA) (Attachment #1).** Ms. Wahto referred the Board to Attachment #1 which has an area marked with a "C" and the red boxed area. The "C" represents commercial. The Bennetts have tried to sell this hangar for a couple of years. There was one person interested but that fell through. A fire occurred and the area was rebuilt. They have someone interested but that person is a general aviation tenant. Staff checked with the FAA (Federal Aviation Administration) who said that as long as the use is aviation related, nothing is needed from them. This is located on the main ramp. This person would have a 135-ramp badge due to the location. The other thing is the rate that is charged. The GA is less expensive. This approval would allow a GA person to operate in a commercial area. Just the opposite has been done where commercial activity is allowed in a GA hangar, but the commercial rate has been charged. Because of the area, she would recommend the rate stay at the commercial rate but allow a GA tenant. Board Member Jodi Garza voiced a concern about increased traffic on the ramp. Ms. Wahto said if it is not this person, it may be some other operator doing a viable business. If this does happen, Alaska Airlines would be told of the hangar sale due to their parking in front of this area at times. *Dan Spencer moved to approve a waiver for the owners of the LAB Flying Service hangar, located on the main, back ramp, the option to sell to a General Aviation tenant for aviation use. The motion passed by unanimous consent.*

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

a. U.S. Secretary of Transportation Pete Buttigieg Visit. U.S. Secretary of Transportation Pete Buttigieg was in Alaska accompanied by Senator Murkowski. He met with several people from the City. He got the experience of Southeast from the weather, using the ferry and the ferry breaking down. He got to see what everyone deals with. A lot of people voiced concerns about various items.

b. Transportation Security Administration (TSA) Mandate for Employee Screening into Secured and Sterile Areas. Deputy Airport Manager Phil Adams said the Airport continues to push back on this amendment. Staff recently met with Senator Sullivan's office and through Katie Kachel, a draft letter has been prepared for the Senators and Representative to send to the Administrator of TSA stating their opposition to the national amendment. There have been several states that have done that. The Airport has also exercised the right to submit a petition for reconsideration

## AIRPORT BOARD MEETING

September 14, 2023

Page 3

to the national amendment. Staff has not heard back from that but expect it to be rejected. Most airports that sent this in have had their requests rejected. Staff is exercising every possible avenue. One small win has occurred, TSA has allowed airports to have a long period to comply with the national amendment. They opened an additional 12 months which they called it “informed compliance period” where the Airport can show that steps are being made to meet the requirements of the national amendment. Staff recently met with the TSA Security Director and Deputy Security Director on this to let them know where the Airport is standing and what the Airport is looking at for that compliance period. A letter was sent for the proposal for the next quarter, but the details have not been fleshed out.

Ms. Wahto said this is a multi-phase mandate that TSA is enforcing on airports. Airports are responsible for screening a percentage or some percentage of time for any employees entering the sterile area or the SIDA area. They are starting small, but it is the first phase. It hits back at the airports for doing the screening. The Airport is looking at sending all employees through the screening checkpoint. Some airports are buying equipment and staffing entry points. For this airport, it is absolutely ridiculous. There is an idea that this will grow larger, larger and larger to capture all access points in the terminal and then eventually something broader, which she left up to the Board to think about what it might be.

Mr. Adams said the first phase is only the terminal phase, which involves any entry points to the sterile or secured area. He said the third phase will require airports to have some kind of explosive detection equipment (EDS). If everyone is pushed through the checkpoint for the first phase, this will not have to be worried about. It is very likely that the scope of this will broaden outside of the terminal. At that point the Airport would have to meet the full requirements, which would mean EDS machines and whatever else they decide to put into future phases. There is an aviation workers screening tool that the TSA put out that creates a schedule for us. The Airport decided to set their own schedule through a provision that allows just that. It has to be randomized and approved by the FSD.

Ms. Wahto said a little bit of background is that airports because of international push are trying to follow ICAO (International Civil Aviation Organization) standards because they are doing this in other countries, and you only see it at the really large airports. They are now making it happen everywhere. This is an unfunded mandate.

c. Mendenhall River Flooding Damage to Airport. On August 25, Engineering and Airport staff assessed what happened after the glacial dam release. There is a section of State property near Airport property that sloughed off in the subsequent flooding. There is a section of approximately 110 lineal feet that has washed out. They estimated this will cost about \$110K. Staff was able to get this to the State to be

included in the claim. The letter confirming receipt of the claim has been received. Ms. Wahto said she did not know how it would all work. This will need to be done or it will continue being undermined. There is one year to complete the work.

d. Airport Fund Balance and Capital Revolving Account Balance. There has been no change to these documents.

e. CARES/CRRSAA/ARPA Fund Balance (Attachment #3). This is the update. Ms. Wahto said there is color coding on the sheet. The light green indicates underspent funds. The gray shows slightly over, pending or in progress. The balance remains at \$1.1M. One or two items have been removed from the list as the FAA provided funds for the projects.

**4. Airport Projects Report – Mike Greene:** Ms. Wahto reported the *Terminal Reconstruction Project* continues with the punch list items, including the glass. Another email has been sent to the design group for the glass. There are a couple of things yet to be done on the air balancing, which leads to the cleanout of the heat pump system before the system can be balanced.

The grant has been received for the *Apron Project*. Secon has been given the Notice of Intent (NOI) and they are getting their paperwork together. It is hoped that the project will start in the next few weeks, with a limited amount that can be done this fall. Once the pre-construction meeting has been held, Secon's intentions will be known. The base bid and alternatives were about \$1M less than the engineer's estimate.

The Airport is trying to finalize the last payments and closeouts of the *Taxiway Project*. The four years are up this month and the project will have to be closed out before the end of the year.

*Gate K Culvert at Jordan Creek* has the water flowing through the culvert. This was a matter of bringing Cox Environmental in to pull the filtering because there has been more rain than groundwater. Since the culvert was in place, the water was allowed to go through the culvert; otherwise, the water would be backing up in the valley. It is a matter of filling it in and waiting for some dry weather to pave. This was a small utility project. The cost for the filtration, not including the disposal of the drums, is about \$88K. There may be additional costs, but the cost will fall well short of the \$600K. Chair Clough said good access was maintained throughout this process and he appreciated it.

Board Member Dennis Bedford asked about the cost of the *glycol replacement* for the ground source heat pump system and if it would be a major hit. Ms. Wahto said the glycol will be changed out. The system currently uses a fluid that may have been eating up some of the hoses that go into the heat pump motors. The contractor wants to flush

the system, replace the hoses and put in a different fluid. The engineer ran the numbers and made sure the heat loss or gain was negligible between the two fluids. It will cost more to get rid of the fluid than anything else. The cost is not known at this time.

**5. Airport Projects Report – Ke Mell:** Ke Mell, Airport Architect, reported the *Gate 5 Passenger Boarding Bridge* is a prime example where the engineer's estimate and the actual bid price were wildly divergent. The estimate was \$3M and the bid was about \$2M. Notice to Proceed will be issued shortly as the contractor, Dawson Construction, has turned in their documents to CBJ (City & Borough of Juneau).

*Terminal furnishings* are in Juneau. A sample was brought to the meeting. They will be installed in the departure lounge. The current seating in the departure lounge will come out and will furnish some of the sparse sections of the terminal. This will take months to assemble and place in the terminal. This furniture is very solid and heavy and should last well.

Dawson connected the belt tunnel through the terminal's north wall to the *Alaska Seaplanes hangar*. There is now a piece of vapor retarder plastic over the opening. The baggage belt will be installed next week. Ms. Mell has been observing the construction and said both the design of the details and the quality of construction are very good. Dawson is also working on the canopy along Shell Simmons, which will include new siding.

When asked about the *tenant improvement process*, Ms. Wahto replied there is a difference between something in the terminal or improvements to a hangar. Some of the things that the Airport looks at because the hangar is attached to the terminal there has been a lot more interaction. There are designs the Airport looks at: drainage, electrical, coordination efforts. She said the tenant improvements are on a case-by-case basis because they have different requirements. NorthStar is building a facility and there were things that came up in the tenant improvement request, such as bringing in a different power, but they were going to put it in the ditch on the public side. The Airport made sure it was up on a platform and not subject to flooding. The Airport looks at the request to insure it will not affect the Airport's operations. Chair Clough said there is a process, from filling out a form and bringing it to staff for approval.

Chair Clough said the *Parking Lot progress* is very much appreciated.

**6. Airfield Maintenance Project Updates:** Airport Superintendent Andres Delgado said the *greenbelt adjacent to the Glory Hall* is a focus point for the Airfield crew. They regularly patrol the area. Encampments popped up throughout the summer. A good relationship has been developed with the Glory Hall management. Whenever these items

## AIRPORT BOARD MEETING

September 14, 2023

Page 6

come up, the Glory Hall handles it with their staff and the users of Glory Hall. The Airfield crew thanked them for their service and volunteering the time.

There have been several inquiries this summer from *Boeing 767 and 747* operators about coming to Juneau. Staff had to turn them away due to the fact that the Airport does not have the equipment to offload or onload passengers. Quotes have been requested for a larger version of the ramp currently owned by the Airport. Ms. Wahto said that although the Airport has the runway and parking for the larger aircraft, it does not have the ability to handle the passengers.

Airfield staff have begun the *semi-annual inspections for the SREB (Snow Removal Equipment Building) doors*. The doors are huge, beautiful and heavy. It is unfortunate that it seems the framing is a little bit too weak, so it is causing some warping on the doors. The doors are not cheap, so staff is looking at everything they can. They would like to get a manufacturer representative to come up and give their diagnosis.

The area near the *Flight Service Station* was *cleaned up*. Mr. Delgado thought this may have discouraged UPS (United Parcel Service) package thefts in the last several months. Originally UPS had a very small box to accept packages. People would often break into that, or it would be overflowing with packages that would be taken into the nearby group of trees. UPS has added another box. It seems that most of the issues have been taken care of.

Extensive work is occurring on the *south side of the float pond road*. Due to the float pond access road rehabilitation, it has been found that it will be better to widen that area with RAP (recycled asphalt product) so that snow removal will be better. This will also help Wildlife Control.

The *painting* was completed fairly early this season. The lines and markings in the movement and non-movement areas were completed.

Deicing materials are arriving. The road salt was received a few weeks ago. Sand is expected this month, along with the New Deal deicer.

The *Airport certification inspection* is scheduled for late November. The crew is out cleaning up the airfield and paying special attention to the fence line and airfield signage.

When asked about *staffing* issues, Mr. Delgado said he is anticipating full staffing this year. Three seasonal positions were cut to hire a full-time mechanic.

H. **CORRESPONDENCE:** None.

## AIRPORT BOARD MEETING

September 14, 2023

Page 7

### I. **COMMITTEE REPORTS:**

7. **Finance Committee:** Next meeting: October 3, 2023.

8. **Operations Committee:** A meeting will need to be scheduled later on the access road. Ms. Wahto said this is a follow-up to the 135 roadway. Once Alaska Seaplanes opens up in their new hangar, this item will be revisited. Snow removal may throw a kink into this, so everything might not be known until spring.

J. **ASSEMBLY LIAISON COMMENTS:** Assembly Member Michelle Hale said the Assembly said goodbye to Rorie. There is a new City Manager, Katie Koester, who has a lot of experience as city manager. The Assembly is glad to have her on board. The transition is going well. Denise Koch was the Deputy Director of Engineering/Public Works and is now the Director. Denise also came from DEC. She said the City is lucky to have Denise in that position because she has a lot of experience dealing with regulatory agencies, environmental agencies, as well as the experience she has had at Public Works and Engineering.

The Assembly has been spending quite a bit of time on the New City Hall discussion. Ms. Hale said this will probably be her last meeting with the Airport Board. The Assembly will change in October and the Airport Board will probably have a new liaison. Ms. Hale said she very much enjoyed being the liaison. She was eager to report to the Assembly that the new furniture is here, and the Airport is really happy that it is not comfortable.

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

### L. **BOARD MEMBER COMMENTS:**

9. Board Member Dennis Bedford said coming into the parking lot it is very unclear on the way to get to the terminal. Ms. Mell said that wayfinding is not Secon's strength. She will pass on the comments about the difficulties finding one's way between the short-term parking and the terminal.

10. Jodi Garza said she will be out of town for the next meeting as her daughter is getting married out of town. She extended an invitation to the Board to tour the Alaska Seaplanes facility once that is open and functional. She thanked Ms. Hale for her support. She sent an invitation to everyone to attend the Finance Committee. She said whether or not someone is on the committee, she encouraged them to attend the October 3 meeting.

11. Dan Spencer asked if the handicapped parking spots in the current area is where the handicapped spots will be. Ms. Mell said the spots currently available will be for the long-term parking. The short-term parking will be the long, skinny lot on the terminal side of the parking spaces. It will have handicapped accessible spots toward the terminal near the taxi staging area. The employee lot's current handicapped accessible spaces will remain the spaces for the employee lot.

AIRPORT BOARD MEETING

September 14, 2023

Page 8

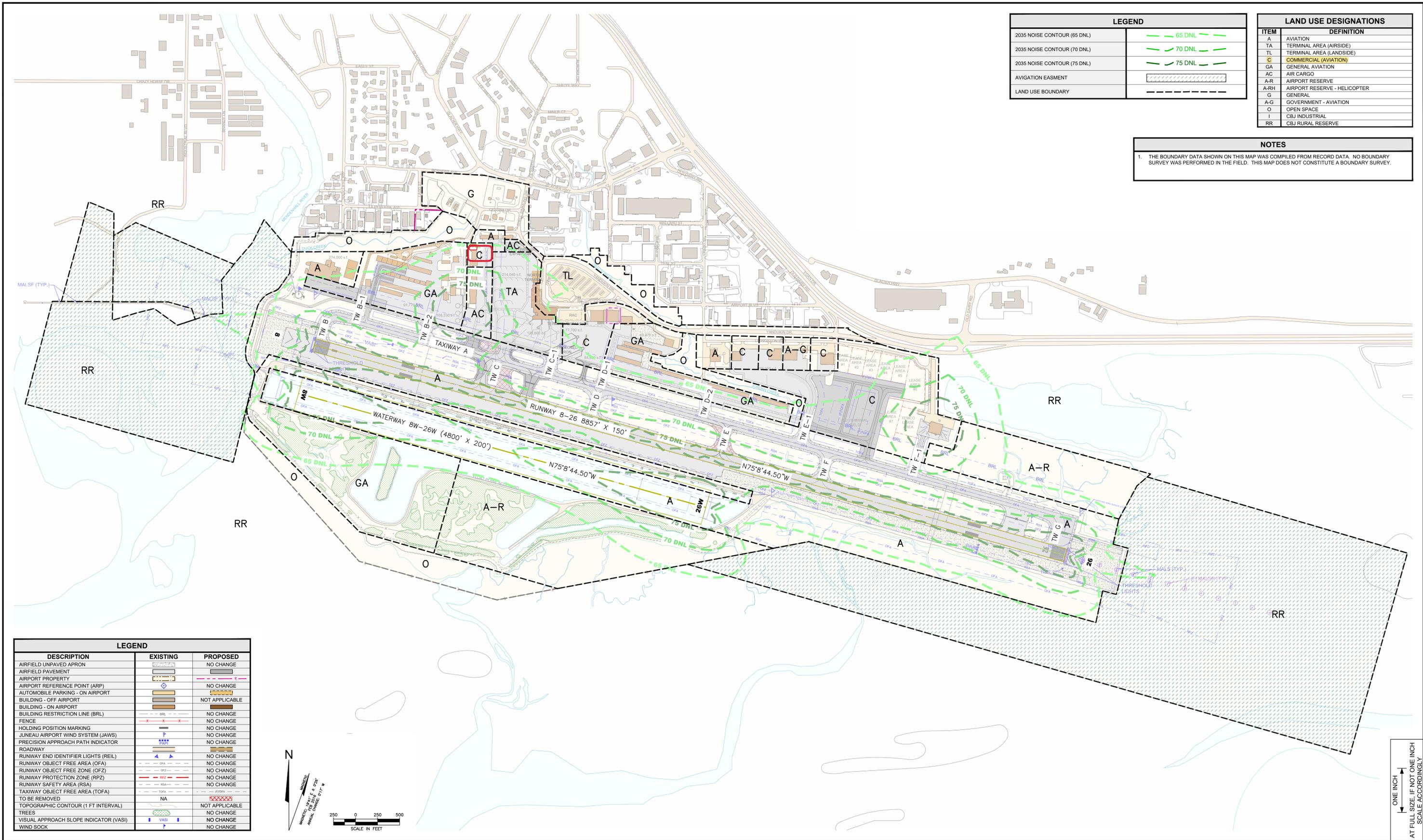
12. Chair Clough appreciated Ms. Hale's participation at the Airport Board meetings.

M. **ANNOUNCEMENTS:** None.

N. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on October 12, 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 at 7:45 p.m.*



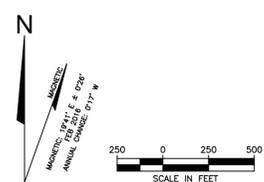
LEGEND	
2035 NOISE CONTOUR (65 DNL)	65 DNL
2035 NOISE CONTOUR (70 DNL)	70 DNL
2035 NOISE CONTOUR (75 DNL)	75 DNL
AVIGATION EASEMENT	[Hatched Box]
LAND USE BOUNDARY	[Dashed Line]

LAND USE DESIGNATIONS	
ITEM	DEFINITION
A	AVIATION
TA	TERMINAL AREA (AIRSIDE)
TL	TERMINAL AREA (LANDSIDE)
C	COMMERCIAL (AVIATION)
GA	GENERAL AVIATION
AC	AIR CARGO
A-R	AIRPORT RESERVE
A-RH	AIRPORT RESERVE - HELICOPTER
G	GENERAL
A-G	GOVERNMENT - AVIATION
O	OPEN SPACE
I	CBJ INDUSTRIAL
RR	CBJ RURAL RESERVE

**NOTES**

1. THE BOUNDARY DATA SHOWN ON THIS MAP WAS COMPILED FROM RECORD DATA. NO BOUNDARY SURVEY WAS PERFORMED IN THE FIELD. THIS MAP DOES NOT CONSTITUTE A BOUNDARY SURVEY.

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRFIELD UNPAVED APRON	[Symbol]	NO CHANGE
AIRFIELD PAVEMENT	[Symbol]	NO CHANGE
AIRPORT PROPERTY	[Symbol]	NO CHANGE
AIRPORT REFERENCE POINT (ARP)	[Symbol]	NO CHANGE
AUTOMOBILE PARKING - ON AIRPORT	[Symbol]	NO CHANGE
BUILDING - OFF AIRPORT	[Symbol]	NOT APPLICABLE
BUILDING - ON AIRPORT	[Symbol]	NO CHANGE
BUILDING RESTRICTION LINE (BRL)	[Symbol]	NO CHANGE
FENCE	[Symbol]	NO CHANGE
HOLDING POSITION MARKING	[Symbol]	NO CHANGE
JUNEAU AIRPORT WIND SYSTEM (JAWS)	[Symbol]	NO CHANGE
PRECISION APPROACH PATH INDICATOR	[Symbol]	NO CHANGE
ROADWAY	[Symbol]	NO CHANGE
RUNWAY END IDENTIFIER LIGHTS (REIL)	[Symbol]	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	[Symbol]	NO CHANGE
RUNWAY OBJECT FREE ZONE (OFZ)	[Symbol]	NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	NO CHANGE
RUNWAY SAFETY AREA (RSA)	[Symbol]	NO CHANGE
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	NO CHANGE
TO BE REMOVED	[Symbol]	[Symbol]
TOPOGRAPHIC CONTOUR (1 FT INTERVAL)	[Symbol]	NOT APPLICABLE
TREES	[Symbol]	NO CHANGE
VISUAL APPROACH SLOPE INDICATOR (VASI)	[Symbol]	NO CHANGE
WIND SOCK	[Symbol]	NO CHANGE



ONE INCH  
AT FULL SIZE IF NOT ONE INCH  
SCALE ACCORDINGLY

**AECOM**  
1111 3rd AVENUE, SUITE 1600  
SEATTLE, WA 98101  
PHONE: 206-438-2700

PROJECT MANAGER: JJY  
DESIGNED BY: RLO

DRAFTED BY: RLO  
CHECKED BY: JJY

#	REVISION	COMPANY	BY	DATE
1	MINOR CORRECTIONS	DOWL	KSN	02/09/2022

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

**ATTACHMENT #1**



**JUNEAU INTERNATIONAL AIRPORT**  
AIRPORT MASTER PLAN

**LAND USE DRAWING**

SCALE: 1" = 500'  
DATE: SEPTEMBER 2018

AIP NUMBER: 3-16-0133-059-2013  
ASN: 2017-AAL-190-NRA  
SHEET NUMBER: 10 OF 11

**ATTACHMENT #3**  
**CARES/CRRSAA/ARPA Grant Funding Use/Availability**

9/5/2023

	<u>Description</u>	<u>Amount Approved</u>	<u>Actuals/ Encumbered</u>	<u>Final OR In Progress</u>
	CARES grant Award (Apr 2024)	21,736,343	21,736,343	
	CRSSA grant Award (Mar 2025)	3,324,451	3,324,451	
	ARPA grant Award (Aug 2025)	5,430,992	5,430,992	
<b>Type of Expense</b>	<b>TOTAL GRANTS:</b>	<b>30,491,786</b>	<b>30,491,786</b>	
Ops Deficit	FY20 Operational Expenses	(724,664)	(724,664)	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,693,321)	(3,693,321)	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(896,964)	(896,964)	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(1,559,564)	(1,559,564)	Final
Debt Service	FY21 Airport GO Bond debt service	(602,375)	(602,375)	Final
Debt Service	FY22 Airport GO Bond debt service	(662,600)	(662,600)	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	(660,300)	Final
Project	TWY Regulator Upgrade (appropriated)	(118,814)	(118,814)	Final
Project	Terminal Suspended Ceiling Tile Replac	(350,000)	(213,506)	Final
Project	Terminal Seating	(450,000)	(450,000)	Final
Project	SREB Circulation Pump Upgrade	(165,000)	(164,625)	Final
Project	SREB Wash Bay Protection	(49,925)	(49,925)	Final
Project	Float Pond Electrical Upgrades	(190,000)	(156,348)	Final
Project	Forklift vehicle	(48,715)	(48,715)	Final
Project	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	(238,400)	(197,469)	Final
Project	Parking Lot Design (max) - Estimate	(767,783)	(767,783)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	Finalizing
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	(1,250,000)	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(950,900)	(950,900)	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	(1,600,000)	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	(118,700)	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,125)	(657,125)	In Progress
	TEMSCO Sewer install	(295,000)	(295,000)	PENDING FAA
Project - Match	Ramp Project Match	(312,500)	(312,500)	In Progress
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	(9,686,227)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler	(175,000)	(175,000)	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	(35,000)	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering addendum	(600,000)	(600,000)	PENDING FAA
Project	JNU Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(47,150)	(254,950)	In Progress
Project	Man Lift	(20,000)	(20,000)	Need RFB
		<b>1,129,217</b>	<b>1,132,869</b>	
			<i>Remaining</i>	