MINUTES of
AIRPORT BOARD MEETING
May 11, 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	Dan Spencer
Al Clough	Chris Peloso	
Jodi Garza	Eve Soutiere	

Staff/CBJ Present:

Patty Wahto, Airport Manager	Travis Dybdahl, Accounting Technician
Phil Adams, Deputy Airport Mgr.	Ke Mell, Airport Architect
Andres Delgado, Airport Sup't	

Public:

Mike Rawson, Coastal Helicopters	Craig Jennison, TEMSCO Helicopters
Sarah Lowell, Coastal Helicopters	

C. **APPROVAL OF MINUTES**: *Jodi Garza moved the approval of the minutes of the April 13, 2023, Board meeting. The motion passed by unanimous consent.*

D. **APPROVAL OF AGENDA**: *Chris Peloso moved the agenda. The motion passed by unanimous consent.*

E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**: Sarah Lowell from Coastal Helicopters said she had clarifying questions about the RON (remain overnight) project. It said it was going to go out to bid in June. She asked if there was a clear guideline when the project starts. For them there is kind of a multi-phase. Airport Manager Patty Wahto said this project is in 90% review right now. It has not been finalized. There are several phases. The RON has to be done first so that planes can be jockeyed around and maneuver around jet bridge work and cargo hardstands. Within the RON, there is a split section to the east, which is one that may be delayed. The bids will be done sometime in June or July and the Airport will get the grant thereafter. It is thought that the earliest this can be done is after the peak season, but it will be done in 2023 in the very late summer or start of the fall.

When asked about the drainage project, Ms. Wahto said the ditch is part of the parking lot project. It runs along the east side near the vehicle service road, alongside Coastal. This will be done this summer and the idea is to do the work at night. Ms. Lowell said they will have to move the fuel, etc. Is this something that can be done next spring. Ms. Wahto said she had been working with Mike Wilson, but he had questions that this was more of the

RON work. It is not known where the line will be, but it is on the edge of the lease lot and may taper off because it has to follow the drainage into a catch basin that is on the southwest corner or tip of Coastal. She thought it was along the edge and not actually in the lease lot.

There are many overlaps of parking lot, passenger boarding bridges, etc., that are all working this timeline and all culminating together. Airport Architect Ke Mell reported that the drain line will be the first part of the parking lot project because when drainage work is done, it begins at the low point. The low point is the ditch on the south side of Taxilane Hotel. It will cross Taxilane Hotel and then come up along Coastal Helicopters lease lots, through the rental car lot and into the parking lots. This will happen first. She will reach out to everyone with more information as it is available. Staff is still waiting on the grant amendment from the FAA (Federal Aviation Administration), which is needed for CBJ (City & Borough of Juneau) Contracts to issue a Notice to Proceed (NTP) to Secon. The schedule will not be available from Secon until they have an NTP.

Ms. Wahto said one more item, this is CARES money that has to be used up in less than a year. If this is not done this summer, the Airport will not get to use it for the parking lot.

Board Member Jodi Garza made sure that the RON work as it relates to the fuel tank will not have to move until the fall. Ms. Wahto said there is no date yet, but the grant is expected this fall. This is a different funding source. This is estimated to occur well into August or later. This will be a three-year construction.

F. **UNFINISHED BUSINESS**:

1. **CARES/CRRSAA/ARG Fund Balance (Attachments #1 and #2).** One option the Airport may have if there are any residual funds from the CARES/CRRSAA/ARG Grants is the ability to pay off the interest portion of the revenue bonds. This would free up the PFC (Passenger Facility Charge) collection and the Airport can move forward with the next PFC application for match. Ms. Wahto asked the Board to keep this in the back of their minds. This is not the ideal use, best use, but the Airport certainly is a use if it comes down to the end and would use every penny. Chair Clough said this gives the Airport a fallback if the Airport ends up with any kind of a balance that is about ready to expire and cannot be used beneficially somewhere else. Those dollars can be used and get benefit back to the Board by flexibility on the PFCs.

G. **NEW BUSINESS**:

2. **Terminal Ground Source Heat Pump System and Heat Pump Repairs.** The terminal is completely on the ground source heat pump system and off of fossil fuels. Contamination has been found in the older (10-12 years old) portion of the system. The contractor is not able to balance the system as part of the Terminal Project. As they were reviewed, there is some debris in the heat pumps in the older section. They are sending off a sample to determine what it is made from. Before the system is flushed, the source

needs to be found. There are no dollar amounts at this time. She said she did not think this would be a cheap thing to do. When you have a contaminated system, you have to do each pump, as well as the system and choose when you do it. In other words, this needs to be done when heat is not necessary.

3. **TEMSCO Request for Wastewater Tie-in (Attachment #3).** TEMSCO Helicopters is having issues with their septic system. It is one of the earlier septic systems installed at the airport quite a number of years ago. They have run into sanitation issues. They would like to tie into the City system. At one time, one of the projects included utilities and wastewater installation into the Northeast Development Area, but this did not make the short list of projects to do. This would have given TEMSCO the ability to tie into it. They have found that they can tie into the system at Bicknell's area (Honsinger Pond) as it is a much shorter route. Because this is infrastructure on airport property, they asked if the Airport could help with the portion of that or give some rent credits. They would do the inspections and stub out for their property. Ms. Wahto said the Airport has put in infrastructure elsewhere as long as the tenant pays for the tie-in and the actual inspections. This is a legitimate thing for the Airport to pay for. TEMSCO told her that they had a contractor with a much lower bid that they would like to do the work to save some money. Craig Jennison, TEMSCO Helicopters, said the cost of this is approximately $169K (Airport portion) and another $18K for asphalt overlay. Ms. Wahto said people who build on the east end could also connect through this project. Chair Clough said this could wait until the next meeting with firm numbers.

4. **Jamee Wallis Proposed Hangar Use for Flight School.** Ms. Wahto reported that Jamee and Mike have been offered one of the executive hangars that are being opened up on the west side. One of the things they wanted to look at was the use of that private hangar for a flight school. This wouldn't necessarily be done right away, but they wanted that possibility to figure that into their whole plan. *Jodi Garza moved to approve the option of operating a flight school out of a general aviation hangar for Jamee Wallis, upon execution of an executive hangar lease. The motion passed by unanimous consent.*

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

a. <u>LifeMed Medevac JNU Base Terminates.</u> LifeMed has discontinued their JNU service base. Chair Clough said they have discontinued their base operations at JNU. They continue to provide services here on an as-needed basis out of Anchorage or another base. They have notified Wings Airways that when their lease is up at the end of November, they will not renew it.

b. <u>Mike Roggenkamp, Senior Mechanic, Retiring.</u> Mike Roggenkamp will be retiring at the end of the month. He has 15 years as an Operator II, and most recently,

the Senior Mechanic. He is a very talented mechanic. A Senior Equipment Operator has also resigned.

c. Federal Aviation Administration (FAA) Visit. The FAA Airport's Division project staff will be in Juneau on Tuesday to discuss projects and take a tour of the airfield and facilities. Many of the project managers and planners have not seen JNU.

d. Tenant Complaint on Float Pond Construction. A tenant of the west finger of the float pond expressed frustration on the lack of construction notification on the south side access road work as well as lack of access to their docks during construction. They asked that this be addressed at the next Board meeting: "No one was notified of the planned construction or the lack of access to our docks and we are all upset about this. Zero notice. Float season is short here and now it looks to be 6 weeks shorter. I know we will all appreciate and enjoy the improvements but notification should have been done months in advance so we could make alternate plans. We should also be getting a prorated lease this year. And all three of us would rather have access to our docks rather than money. What is the solution? Thank you for hearing me out and thank you for continual improvements of the airport." She thanked Andres, John, Travis and Mike who quickly got them relocated. The construction started up about the time the float pond opened up. He has been relocated and given credit for interruption in service to get down to the south side access road.

e. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #4). The name of the CRAB will likely change as approved by the City Finance Department. No changes on that.

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

- UPDATE – *Juneau Douglas North Crossing Project.* Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates on the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. There was a very long meeting with DOWL and the ADOT to discuss the importance of not only Runway 26 approach, but Runway 8 for even VFR (visual flight rules) traffic. There are a lot of moving parts that they were not capturing so it was discussed in great detail, as well as the approach lighting systems for Runway 26. The Airport needs to make sure it will still work. If they do look at putting a bridge in at Sunny Point, can lights be installed on it as part of the approach? The Airport has to make sure it is not affecting those approaches or any growth that may occur down the channel. They

heard the Airport very loud and clear. She also brought the Assembly in on this. Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com. Chair Clough said it is frustrating that staff has been involved in this since day one and the State builds airports all over the state and for the consultant not seeing this as an issue for this project. He thanked Ms. Wahto for moving ahead.

6. Airport Projects Report – Mike Greene: Ms. Wahto reported the *Terminal Reconstruction Project* continues with the punch list items, including a few more items that have been added (i.e., the tile in the baggage claim area). The glass is planned to go up to the ceiling to get the tensile strength needed. The HVAC system balancing is awaiting the clean out. The dedicated air service system still needs to be repaired for balancing.

The *Terminal Fire Alarm Project* has one more final testing, to be done at night. There is a last piece to the system that will cost $1,700. This will allow Delta to use their cell phone for announcements.

The *Main Ramp Project* design is at 90%. Mike submitted 23 pages of comments. He is very detailed in his work. Hopefully this will bring everything back for the June 2nd review. This is another one where the Airport needs to get this grant going so the Airport does not miss out on the September 30 deadline for the money. This project is very complex in phasing, timing, working around three jet bridges, the parking lot drainage and a lot that goes along with this with ground handling and getting baggage carts in and out. Loading people without jet bridges is also dynamic. If Jet Bridge 5 is not up and operating, the current jet bridge will be demolished right away so that the Airport is ready for spring installation.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): SECON will be doing some paving around the 24th. The cut patches that were cut last year for the electrical will be repaved, too.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: JNU continues to work with SECON, DOWL and Morris Engineering Group to finalize the last two Request for Proposals (RFP's) and to wrap up the remaining project punch-list work items. There is some finishing work on the ALRV (Airport Lighting Regulator Vault).

The Airport received the categorical exclusion (catex) on the *Gate K Crest Street Project.* For a small project, this was a very time-consuming project to go through the environmental and State Historic Preservation Office (SHPO) on that project. The grant will be issued soon.

Alaska Electrical Light & Power was waiting for more wire for the electrical work on the airport. They have restarted and will get the project done very quickly.

Dawson has started on the *Wash Bay Protection*. This should be finished in the next month or so.

7. Airport Projects Reports – Ke Mell: Airport Architect Ke Mell reported that the Assembly appropriated $9.8 million for the *Parking Lot Rehabilitation Project* contingent on receipt of the CARES grant amendment, which is expected. This is the pin holding up the rest of the pieces falling into place. Preliminary discussions have been held with SECON and DOWL about getting information in advance to facilitate the Notice to Proceed but that the information would not constitute a contract, either implicit or explicit, because one is coming.

The temporary long-term parking lot that Republic Parking is going to operate for the Airport is sitting on the apron next to FedEx. It is ready for Republic to take over. The first thing is moving the long-term parking out of the current lot. This needs to be done before the contractor starts. While Secon is digging their way from Taxiway Hotel to the rental car lot, the rental cars will move into the main parking lots. Then Secon will come into the rental car lots, then the employees will move into the sand shed lot. Then the short-term parking will move into the rental car lot area and the portion next to the terminal will be used for taxi staging area and put the actual parking away from the building. This will give Secon the opportunity to do the short-term lot and taxi staging area. The short-term and taxi staging moves back, and the rental cars will move back. The long-term parking and the employee lots will be the last phase.

On May 8, the Assembly appropriated $1.4M for the *Outgoing Bag Belt Project* contingent upon receipt of the FAA CARES grant amendment, which is expected. This project is not on a time crunch.

Alaska Seaplanes Building Project had Dawson removing a bit of the North Terminal siding so they can tie in the door for their pedestrian connection. The wall has not been opened and the Airport will have advance notice before this is done.

H. **CORRESPONDENCE**: None.

I. **COMMITTEE REPORTS**:

8. Finance Committee: None.

9. Operations Committee: None.

J. **ASSEMBLY LIAISON COMMENTS**: Ms. Wahto said Michelle Hale asked Ms. Wahto to relay that she had suggested to the Assembly that they remember that the $2+M that the Airport paid for the GO Bonds from CARES money and remember that for future requests for match.

Ms. Wahto said that one other thing that came up from the Assembly meeting was a request from one or two members to put a welcome to Dzántik'i Héeni as people enter the airport. She said the gist of this was to welcome people in indigenous language. She looked up Dzántik'i Héeni and it is appropriate to the downtown area. Chair Clough said he had discussed this with Ms. Wahto, and she was going to try to ascertain what may be the appropriate indigenous terminology to include on the "Welcome to Juneau" signage and bring that back to the Board.

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

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

M. **ANNOUNCEMENTS**: None.

N. **NEXT MEETING DATE**: The next regular Airport Board meeting will be held on June 8, 2023, at 6:00 p.m. in the Alaska Room and via Zoom.

O. **EXECUTIVE SESSION**: Airport Manager's Annual Evaluation: *Dan Spencer moved the Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.* The Board went into executive session at 6:59 p.m. Upon coming out of executive session at 7:28 p.m., Chair Clough said in general every Board Member is quite satisfied with Ms. Wahto's overall performance in operating Juneau International Airport. He said Mr. Peloso said it best when he pointed out that other departments in the City that have a board-appointed manager have a number of problems with their management structure. The Airport is a shining example of an organization that does not have that problem, which says a lot. The Board discussed the evaluation with the Airport Manager.

P. **ADJOURN**: *Jodi Garza moved to adjourn. The motion passed by unanimous consent and the meeting adjourned by unanimous consent at 7:49 p.m.*

ATTACHMENT #1

Type of Expense	Description	Amount	Fiscal Year	Final OR In Progress
	CARES grant Award	21,736,343		
	CRSSA grant Award	3,324,451		
	ARPA grant Award	5,430,992		
	TOTAL GRANTS:	**30,491,786**		
Ops Deficit	FY20 Operational Expenses	(727,145)	2020	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,427,111)	2021	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,453,789)	2022	Final
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	2023	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(1,611,200)	2023	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	2024	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	2024	In Progress
Debt Service	FY21 Airport GO Bond debt service	(602,375)	2021	Final
Debt Service	FY22 Airport GO Bond debt service	(662,625)	2022	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	2023	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,000)	2024	In Progress
Project	TWY Regulator Upgrade (appropriated)	(203,028)	2023	In Progress
Project	Bag Belt Replace - Est; + $50K design (10/21)	(1,469,716)	2023	In Progress
Project	Parking Lot Design (max) - Estimate	(767,783)	2023	In Progress
Project	Terminal Ceiling	(350,000)	2023	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	2023	In Progress
Project	Terminal Seating	(450,000)	2023	In Progress
Project	SREB Circulation Pump Upgrade *May 22 bids	(165,000)	2023	In Progress
Project	Sand/Chem bldg Back-up Boiler TBB July 2022	(175,000)	2023	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	2023	In Progress
Project	SREB Wash Bay Protection	(49,925)	2023	In Progress
Project	NWDA Electrical Upgrades	(296,400)	2023	In Progress
Project	Float Pond Electrical Upgrades	(190,000)	2023	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	2023	In Progress
Project	Old Shop UST remove/replace/cleanup	(147,150)	2023	In Progress
Project	Forklift vehicle	(48,715)	2023	Final
Project	Bagwell Gas Detect $43k desgn+construct 195.4k pend	(238,400)	2023	In Progress
Project	Man Lift	(20,000)	2025	In Progress
		1,758,771		

ATTACHMENT #2

A. CARES/CRRSAA/ARG Fund Balance

FY - Cash	2019 Airport Rev-AMT ($1.995M) F329		2019 Airport Rev-Xmt Bonds ($13.79M)		Grand Total
	1_Principal	2_Interest	1_Principal	2_Interest	
2023	275,000.00	69,125.00	1,900,000.00	477,000.00	2,721,125.00
2024	290,000.00	55,000.00	1,995,000.00	379,625.00	2,719,625.00
2025	300,000.00	40,250.00	2,095,000.00	277,375.00	2,712,625.00
2026	320,000.00	24,750.00	2,195,000.00	170,125.00	2,709,875.00
2027	335,000.00	8,375.00	2,305,000.00	57,625.00	2,706,000.00
Grand Total	**1,520,000.00**	**197,500.00**	**10,490,000.00**	**1,361,750.00**	**13,569,250.00**

Combined OCT	Combined APRIL	Combined by FY	
	285,006.94	285,006.94	FY20
394,625.00	352,000.00	746,625.00	FY21
352,000.00	300,250.00	652,250.00	FY22
300,250.00	245,875.00	546,125.00	FY23
245,875.00	188,750.00	434,625.00	FY24
188,750.00	128,875.00	317,625.00	FY25
128,875.00	66,000.00	194,875.00	FY26
66,000.00		66,000.00	FY27
		3,243,131.94	

ATTACHMENT #3

To Whom it may concern,

I am writing on behalf of Temsco Helicopters Inc. In the last several years we have been dealing with a failing septic system. As the airport master plan has been revised over the years, there has been much speculation on the Northeast Development area. At one time nearly five years ago a version of the budget and agenda showed water and sewer services to be extended to service future tenants in that area by this time. Temsco, hoping to have an airport sewer connection by now has elected not to go through the process of permitting with DEC of trying to add an additional drain field. Temsco has been utilizing a septic pumping service as the demand on the field is too great from the facility and will cause sewage to back up through our floor drains in the tour area. In 2019 our cost of pumping was $17,539.00. In subsequent years the cost was not quite as high due to the pandemic and varied between $5,000.00 and $6,000.00. In 2022 the cost went back up to nearly $10,000.00. It is my understanding there still are no current plans to service the Northeast Development area in the immediate future.

Temsco has looked at the feasibility to connecting to the existing end of the sewer service at Juneau International Airport located near the Wings Air Cargo building. It is too far for the current system's capabilities and would be cost prohibitive to put in infrastructure capable of servicing The NE corner just to service Temsco. RESPEC Engineering has provided us with an alternative. Tying into the existing sewer hook up serviced by the Honsinger Pond development was the best option. As that development was happening, we had the engineers design and leave a sewer connection point from the development for Temsco beyond the development area for future use. The cost for design and construction on this was $21,000.00.

I have procured bids for the design and construction of a new system connecting to the city sewer, eliminating the need for a septic system replacement. Low bidder on the job came in at $169,000.00 with the exclusion of the asphalt patch-back. I am waiting for a bid for the asphalt but estimate it around $18,000.00.

It is my hope as a long-standing tenant on the airport there are funds that may be made available for construction to proceed immediately. The current way of dealing with waste is no longer sustainable and needs to be addressed.

I appreciate your consideration in this matter.

Sincerely,

Eric Main

Juneau Flight Operations Manager

Temsco Helicopters

(907) 789-9501

Eric_main@temscoair.com

ATTACHMENT #4

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 #4

NET REVENUES v EXPENSES

Juneau International Airport

For Fiscal Years ending June 30

	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024	- -
Operations Revenues (a)	**$6,103,600**	**$5,922,987**	**$7,260,000**	**$7,591,900**	**$7,498,000**	**$9,592,400**	**$0**
O&M Expenses (b)	**($7,941,600)**	**($8,376,776)**	**($9,045,200)**	**($9,203,100)**	**($8,919,500)**	**($9,711,100)**	**$0**
Operations Surplus (Deficit)	**($1,838,000)**	**($2,453,789)**	**($1,785,200)**	**($1,611,200)**	**($1,421,500)**	**($118,700)**	**$0**
Non-Operational Expenses							
Other (c)	$0	$0	$0	($2,340,400)	$0	$0	$0
GO Bond debt service--Expense	(662,625)	(662,600)	-	(660,375)	-	(657,125)	-
Total	**($662,625)**	**($662,600)**	**$0**	**($3,000,775)**	**$0**	**($657,125)**	**$0**
Non-Operational Revenues							
Airport fund balance applied	$0	$0	$0	$0	$0	$0	$0
COVID-19 relief grants drawn							
CARES	$0	$0	$0	$0	$0	$775,825	$0
CRRSA	-	1,559,564	-	1,764,887	-	-	-
ARPA	-	1,559,564	-	2,847,088	-	-	-
Total (d)	$0	$3,119,128	$0	$4,611,975	$0	$775,825	$0
Net Surplus (Deficit)	**($2,500,625)**	**$2,739**	**($1,785,200)**	**$0**	**($1,421,500)**	**$0**	**$0**
3-month Operating Reserve:	**($1,985,400)**	**($2,094,194)**	**($2,261,300)**	**($2,300,775)**	**($2,229,875)**	**($2,427,775)**	**$0**

Note 1: **Rent Abatements:** Revenue not collected due to Abatements (approx. $1.25m) is not factored into the Budget Revenue line (a) for Adopted, Revised, Projected budgets, but is reflected in Actuals for FY22. i.e. budget lines for FY23 & FY24 are shown "whole" so that rates and fees can be accurately derived.

Note 2: **Board-Approved CARES Expenditures:** $2,340,400 of Board-approved, grant-funded, expenditures are projected for FY23. These expenses are not included in the O&M expense line (b), so that they do not inflate the FY23 deficit for Rates and Fees calculations. The grant-funded expenses are shown on the Non-Operational Expenses line, Other (c).

Note 3: **Non-Operational Revenues, Total (d):** The CARES/CRSSA/ARPA grant draw for FY23 is projected at $4.6M; this includes the operational deficit $1.6M, GO Bond debt service $660K, and Board-approved projects $2.3M.

(a) See Attachment 1 for summary and Attachment 4 for detail by account.

(b) See Attachment 1 for summary and Attachment 3 for detail by account.

(c) Other includes: capital expenditures, transfer of sales tax to Airport fund, and transfers between Airport operations and CIP projects, and other changes in restrictions of fund balance. At year end, the audited financial statements are not on a cash basis but on accrual--The Airport budgets/reports are revenues & expenditures – which are cash basis.