

MINUTES of
AIRPORT BOARD MEETING
February 9, 2023
6:00 p.m. via ZOOM

A. **CALL TO ORDER:** Vice Chair Dan Spencer called the meeting to order at 6:00 p.m.

B. **ROLL CALL:**

Members Present:

Dennis Bedford
Jodi Garza

Jerry Kvasnikoff
Chris Peloso

Eve Soutiere
Dan Spencer

Member Absent:

Al Clough

Staff/CBJ Present:

Patty Wahto, Airport Manager
Phil Adams, Deputy Airport Mgr.
Andres Delgado, Airport Sup't
John Coleman, Airport Business Mgr.
Mike Greene, Project Manager

Ke Mell, Airport Architect
Michelle Hale, CBJ Assembly
Sherri Layne, CBJ Law
Ed Quinto, CBJ Fire Department

Public:

Jaci Hayden, DOWL/HKM

Tom Williams, Ward Air

C. **APPROVAL OF MINUTES:** *Jerry Kvasnikoff moved to approve the minutes of the January 12, 2023, Board meeting. The motion passed by unanimous consent.*

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

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

F. **UNFINISHED BUSINESS:**

1. **Underground Storage Tank Update.** Airport Architect Ke Mell said the Airport has a proposal from Nortech for design services. It is far more than anticipated; however, it is quite important to remove the underground storage tank this summer. The Airport has three alternatives: accept the proposal as it stands (\$47,150); it can go to the second proposer and see if they can provide a proposal within our budget; or the Airport can decide how much the Airport is willing to spend for design services, set a cap and have CBJ (City & Borough of Juneau) Contracts put out another solicitation of letters of interest and see if anyone will propose to do the work for the money the Airport has. There is no guarantee that the Airport would get proposals for significantly less. At this point, the last two will take weeks longer. Staff reluctantly is asking the Board to increase the approved

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amount for this design. The project will come back to the Board after there are bids received for the construction.

The \$47K includes \$15K for an environmental assessment of the site. Under the very close supervision of the environmental engineer, the contractor digs holes on site to try to determine the extent of contamination underground. Since this tank is 60 years old, it is expected the tank has leaked because it is very old. The question will be what is the extent of the contamination? Is it very close to the tank? Is there a plume that extends to some distance? Having the environmental assessment done during design, the Airport will have a much better idea of the extent of the contamination before the contractor comes on board and starts digging things up. This will remove some of the uncertainties for the bids and the overall cost.

This is the last underground storage tank the Airport is responsible for. Board Member Jerry Kvasnikoff thought this cost was too large to take a tank out from underground. Assembly Member Michelle Hale said she has decades' long background in environmental protection and water quality and have dealt with many "tank yanks". There are a lot of very wrong ways of doing them. A tank this old that doesn't leak is rare. A huge mess and liability can be created by doing it wrong. She appreciated the desire to do it right and to fully comply with the DEC (Department of Environmental Conservation). Board Member Jodi Garza said if it is done wrong, the amount of fines could double and triple the cost. To some degree, this could potentially mitigate the risks. *Jodi Garza moved to approve an increase of \$27,150 (new total not-to-exceed \$47,150) for design of the removal of the existing 1,200 gallon Underground Storage Tank at the Old Shop Building and replace with a new above-ground storage tank, funding provided by Airport CARES funding. The motion passed by unanimous consent.*

G. NEW BUSINESS:

2. **FY23/24 Budget Update – Airport Finance Committee (Attachments #1 through #7).** Airport Manager Patty Wahto said this is the FY23/24 budget update from the Airport Finance Committee with Attachments #1 through #7. The Finance Committee met on December 15 and January 19 and reviewed the FY22 closeout as well as the FY23 projected and FY24 updates. The FY22 closeout originally projected a deficit of \$1.8M between the rent abatement and increase in insurance premiums and few other things, the FY22 closed out with a deficit of \$2.453M, which includes \$1.2M in rent credits. This is a little bit less of a deficit than projected. This was covered with CARES funding. Ms. Garza asked if the audit had been completed yet. Airport Business Manager John Coleman was not sure that it had been. Ms. Hale said she believed they had, but suggested talking with Jeff or Carole. Ms. Wahto said that audits do not usually change anything. It is questions to justify things for governmental accounting. This would be pretty late to make changes.

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The Finance Committee reviewed the numbers for FY23/FY24 in Attachments #1 through #4. FY23 was adopted with a \$1.572M deficit and revised to a \$1.75M deficit due to expense increases and some repairs that are coming through. They will be covered with CARES Act funding, but run through the budget. The currently projected deficit is \$1.611M, but this does not include the rent abatement credits of \$1.25M (which is tracked separately in the table). But it will all come together at the end of the year.

FY24 was adopted with a deficit of \$1.4M. The Airport was expecting some revenue shortfalls, as well as some increases to expenses. FY24 is expected to have a shortfall of \$1.8M, which does not include rent abatement credit. Attachments #1 through #4 have two columns on the right-hand side. One says "with increases" and the other says "no increases". The deficit shows in the "no increases" column. The increases have been summarized. The largest one is on contractual for ARFF (Aircraft Rescue Fire Fighting) going up \$227K. Chief Quinto went through the increases, including addition of a full-time person to oversee the ARFF Department. During the last certification inspection the FAA (Federal Aviation Administration) strongly recommended that they have someone dedicated for training. Chief Quinto has been trying to keep up on all of this by putting in more than full-time, but the records and the training, while they were done, the documentation was a problem. Things that fall under the ARFF certification are a huge part of the certification, which falls under one of the bigger categories that the Airport has been written up for in past years. The increase is with the addition of that person, plus the increases that came in for union negotiations last year. JPD contractual increases have to do with union negotiated increases. It also includes the insurance increase.

The deficit goes back several years (back to FY2020). The deficit was being carried before COVID hit. The deficit was \$500K and \$.75M before going into COVID. Staff had looked at raising rates and fees just before that. It was decided to hold off. When the CARES money came in, the Airport was able to carry the deficit for four years. The deficit does not go away. At last year's budget discussions, it was noted that staff needs to see what it takes to balance the budget at some time. Staff ran numbers in the budget and finance model, but first the last increase for rates were reviewed. The increases were last done in 2013 and 2016. In looking at that, staff looked at applying the Anchorage CPI (consumer price index) back to 2013 and that is how the proposed rates and fees were calculated. The other rates were similar in running a CPI, but then the fuel flowage fees and landing fees were plugged in last. The other exception to this is security screening fees, which are based on the security costs and by a multiplier of how long they are required to be at the checkpoint, which is 87% of the time. Then the budget is balanced with the landing fees and fuel flowage fees divided by the 135 and large air carriers. The cost for use of the jet bridges was low and were raised to be comparable to other airports and as agreed upon by the air carriers.

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Finance Committee Chair Jodi Garza said she thought increases are warranted as there haven't been any increases in a long time. She said the fuel flowage fee stands out to her. When she ran the numbers for her employer, it was a substantial increase for them. She thought that was the only one that looked out of place to her. She said she compared the other rates to other airports and found the rates not to be too far out of line, with the exception of the fuel flowage fee. Ms. Wahto said she had been in discussions with Amy Lyman Fuller with Alaska Airlines who had asked where the change date of May 1 came in. Ms. Wahto had said that this is what her predecessor had requested in the past. Ms. Wahto said Ms. Fuller did not have an issue with the increases.

Tom Williams, CFO, Ward Air, said he attended the last Finance Committee meeting. He had a couple of observations and a couple of requests. The third motion requests an extension of the forbearance of the land lease costs. He thought this was the most important thing that they, as a tenant, can request. He said obviously there are CARES funds to supplant that. They will run out and he did not want to see those CARES funds returned for any reason. He thought the Board needed to realize that during COVID and shortly after COVID, there has been some other substantial increases in their costs. There are three primary drivers in their costs: fuel, insurance, and personnel. In order to retain people and get new people in a very tough market, they have had to significantly increase their salaries. The insurance costs have tripled. The fuel costs have varied and gone up, as well. They adjust their rates accordingly once a year. The question is how fast can you raise your rates as those costs increase? Where do you get out of the ability to change those rates? If the market is not elastic enough, you can lose a lot of business. They try to ease into it without losing money. To that extent, the rent forbearance has been extremely helpful, along with the actual CARES money that they were able to apply for, which they haven't had for the last couple of years. That softened the blow of the other increases. They know that the CARES money will run out and that they will have some additional increases they will start paying, certainly in '25. They will have to start paying rent again. That is fine as long as they can budget that in and smooth out their rate increases, so they don't fully run their customers off. People understand that things are getting expensive, but no one wants to see a tripling of their rates in a short time. Accordingly, he hoped the Board would pass the third motion and that the Board would make a good case to the Assembly to continue it this year. It is supplanted by CARES money and it will help them transition out of the forbearance because they know that it's coming.

Mr. Williams said they understand rate increases have to happen. Just like their costs have gone up, the Airport's costs have gone up. Not many of the rate increases affect them, the land leases will be a big jump but they will have time enough to plan for that. The only one that is a significant impact is the fuel flowage fee. When that was discussed at the Finance Committee meeting, both the Manager and he were there 20 years ago talking about why the 5% sales tax was supplanted for fuel flowage fees. The question is,

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is the 5% in the ballpark of what they would pay? Without getting into any detail, they operate with two types of fuel: av gas and jet fuel. In one case the proposed rate is not too far off, in the other case it is much higher than 5%. In light of that, he suggested that for this coming year, the fuel flowage fee goes to \$.26 or \$.27 and then the following year \$.30. This goes to the whole easing into it the increase a little better.

The third point, \$78K was the increase by going to \$.30, if it was dropped in half to \$.26, the revenues will still go up, but they won't go up by \$78K, they will go up \$38K/\$39K. So based on the model, the Airport will be short. He has not gone through the budget with a fine-tooth comb. He only has one objection to the expenditure side. He had discussed this at the Finance Committee meeting and asked how serious was the violation or short-comings of recordkeeping. It occurred to him, the Airport has an ARFF, but if he was a manager, you need to make a good enough case to add another person. He thought they just need to change some of their emphasis. He did not think it was a big enough case; well, there's a little problem here and this will solve it. He asked if ARFF was paid by the air carriers. Ms. Wahto replied that this is a 95%/5%. He said he would hope that the Airport doesn't just throw people at something when there is a good case for better management. When people are added, it is a hard time to get rid of them. The employee costs continue to rise. He said his argument fails a little bit, but he said \$40K in a multi-million dollar budget should not be something that a Manager with a certain experience can figure.

Mr. Williams said the change for the 12,500 and higher landing fees was effective May 1, but the change for. He asked if the Airport was looking to change the lower than 12,500 landing fee on May 1. Ms. Wahto said the way that the regulation is written, all rates are effective July 1st, 2023, unless otherwise noted.

Mike Wilson, General Manager, Coastal Helicopters, said he agreed with what Tom had said. The fuel flowage fees and the land lease fees phased in over a two-year period. As a helicopter operator, the cost of maintenance is extremely high. Their costs have gone up exponentially in the past two years during the economic shutdown. They are phasing in their cost increases. He said he cannot go to his customers and raise their rates all of a sudden because his rates are going up. He asked to see them phased in over two years and the rent abatement continue. In 2016 and then in 2019, as tenants over the years, they do not want to see huge rate increases anymore. They want them addressed before huge increases need to be made. Granted 2021/2022 had an economic shutdown and a lot was overlooked. Please do not jump in. Another thing talked about in 2019 and 2020 finance process was revising the 121/135/GA (general aviation) economic model on the airport because when it was set, the 121/135/GA had a lot more 135 operators and GA going on on the airport. Unfortunately that has changed a lot in the last 20 to 25 years. He thought it was time to revisit the 85/15 split. He thought the 121 takes a lot more of the expenditures on the airport.

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Ms. Wahto said she appreciated Mr. Williams and Mr. Wilson speaking tonight. She reminded everyone that regardless of what the Board does here, anything that happens with the rates and fees goes out for the 21-day public comment period. Those comments, while she appreciated them at the meeting, the comments should be considered after the 21-day comment period. They need to be put in writing during that time. There are two things that can happen tonight, the Board can approve the Finance Committee's work or the Board can make changes to the work that the Finance Committee did and still go out for the 21-day period.

Further discussion was held regarding rent abatement. Ms. Wahto said the rent abatement was to keep commercial tenants from going out of business during COVID times. Discussions were also held about phasing in the fuel flowage fees for aircraft under 12,500. Ms. Wahto said if this occurred, the Board would need to say where the shortfall would come from. Board Member Jerry Kvasnikoff said he would be in favor of moving forward, going through the 21-day process and then discussing it at the next meeting. *Jerry Kvasnikoff moved to approve the budget as presented in Attachments #1 through #4, with the increase to the Airport Rates and Fees Regulation, and forward to the Assembly for adoption.* Ms. Garza objected. She thought it would move things faster with a rate that is a little more reasonable. *The motion passed with a four to two vote (Jodi Garza, Dennis Bedford voting against the motion).*

Chris Peloso moved to approve the increase and changes to the Airport Rates and Fees Regulation, as shown in Attachment #5, and begin the 21-day public regulation process. The motion passed by unanimous consent.

Chris Peloso moved to approved to accept applications from commercial aviation tenants/subtenants consisting of Part 121 air carriers, Part 135 air carriers and commercial aviation support operations (Fixed Base Operations, fuel farm, maintenance facilities, etc.) for rent abatement of fixed rate land lease, terminal lease and aircraft parking/tie downs at the Juneau International Airport for FY24, consistent with prior years' rent abatement program; funding covered by CARES Act funding. The motion passed by unanimous consent.

3. Airport Manager's Report:

- a. DC Lobbyist Visit. Staff met with Katie Kachel and David Jansen on January 25. A lot of the current issues (the MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) and PFC (Passenger Facility Charge) increase were discussed. The last time the PFCs were increased was 2000 or 23 years ago. The PFCs are used for match for a lot of the Airport projects. The Airport collects \$1M a year and it would take nine years to collect the match for the Terminal Project. By raising it, it would potentially decrease the collection time by

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half. In some of the larger airports, they make money collecting cargo fees in lieu of PFCs. They collect so much money that they can pay for some of these projects in a matter of months. Ms. Wahto is trying to introduce something for smaller airports on a case-by-case basis. It would show what the capital improvement projects are, what it looks like and how long it takes to collect these. The airlines have fought this on a national level and not considered what small airports have to go through. Ms. Wahto said Ms. Kachel set up a meeting with Peltola's, Murkowski's and Sullivan's offices and it looks like there may be an audience to discuss these various issues with the Transportation Infrastructure Chair and the Commerce Chair next week. She looked forward to getting some of these things out there.

b. Airport Fund Balance and Capital Revolving Account Balance (Attachment #8). There has been no change on these documents. Staff continues to work with the Finance Department to get updated numbers.

c. CARES/CRRSAA/ARPA Fund Balance (Attachment #9). There has been no change on this document. Changes occurring from tonight's meeting will be added, along with the proposed changes with the rent abatement.

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

- *Juneau Douglas North Crossing Project*. The Airport is part of the Technical Advisory Committee. Staff comments have been added with regard to some alternatives they have put in at Sunny Point as well as coming off of the peninsula and why those are not a good idea for aviation purposes, particularly as it would affect the approaches off of the MALSR system. It is not known what it would do. The other thing is the airport does not want to be caged in. It cannot move to the west, but could move to the east. Ms. Wahto said the concern with the peninsula would affect traffic such as aircraft in holding, small 135 operators from the Airport standpoint. From others, they do not want it to affect fishing.
- *Runway 26 MALSR Approach Lighting*. Ms. Wahto is working with Alaska Airlines and Delta Air Lines to refresh their letters regarding their requirements that they would have for a full MALSR system. This is still in the reauthorization bill.

4. Airport Project Report – Mike Greene: Mr. Greene reported that the *Terminal Reconstruction Project* continues to wind down, with a couple of primary issues: balancing the entire mechanical system and completing the glass guardrail assembly around the second floor light well.

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The *Terminal Fire Alarm Project* is still experiencing feedback issues with the new system. When a live announcement is made, feedback is experienced in the vicinity of that announcement. The contractor is working on that.

The *Main Ramp 121/135 Rehabilitation and the Remain Overnight Jet Parking Design Project* has a conceptual design package received from DOWL. This has been reviewed and given back to DOWL. The stakeholder and public outreach continues, with a meeting with Alaska Airlines next week to discuss impacts to their operations, as well as coordination to try to get their Gate 3 and Gate 4 projects coordinated with the Ramp's projects so all of that work can be done at one time.

The same is happening with the *Passenger Bridge at Gate 5*. Coordination continues to ensure the jet bridge is out of service for a very limited time. The bid for this will be out in May 2023. Because this is a late date, start of construction will be in the late fall 2023. The rest of the 121/135 ramp work is still looking at 2024 and maybe into 2025. There are ten identified work phases at this point, but because of aircraft movement and aircraft operations concerns, four of those phases may have to have subphases to better address the safety and operations concerns. Hopefully the project will be brought to the Board next month through a brief presentation by DOWL.

The Float Pond Improvement Project Phase II has Secon putting the armor rock along the south side of the pond. They have thrown equipment and manpower that has staff no longer worrying about the end-of-March pond opening. They have precast all of the concrete headwalls, so all of those will be brought on-site and set in place. Realistically all that is needed is to have the water level back to where it needs to be (15 feet) by March 31 to reopen the pond if there is no ice. Mr. Greene was confident that there will not be any problems.

A Request for Proposal (RFP) will be issued to Secon and they will give the Airport a number to *patch the utility crossings in the pond access road*. These crossings were made by Alaska Electric Light and Power (AEL&P) when they brought power out to the pond and as they extend power along the north side of the pond on the access road to tenants.

The *Gate K Crest Street Culvert at Jordan Creek* was discovered to be failing last fall. The project is under design, which is basically finished. The Airport has a fish habitat permit that allows the in-water work to be done. The design package will be submitted to CBJ Contracts tomorrow. They will fast track the bid with a 14-day accelerated bid, which will get the project on the street. It is important to note that there is a misconception that Gate K will be closed. This is not true. The gate will not be closed but will have a detour that will take people along the National Guard ramp on the south side and parallel Taxiway Echo-1 and get back on Hotel.

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The *Power Extension to the Float Pond Project* has AEL&P under contract to put in the four step-down transformers (with an additional one for Ward Air). They will return in the spring when they come back to do the last of the work in the Northwest Development Area power improvements project.

A Notice to Proceed has been issued to Dawson Construction to complete the *Wash Bay Water Protection* within the Snow Removal Equipment Building. This project has been taken on piece-meal. They will be putting up some waterproof panels on the ceiling because as it was built, it was not known that the spray system could hit the ceiling. Splash protection will be installed on the ceiling, side walls and around the door. There will be some repainting to prevent rust on the big exterior door. This will be done in the spring when Airfield Maintenance is not using it regularly.

5. Airport Project Report – Ke Mell: Ms. Mell reported staff received the cost estimate for the *Gate 5 Passenger Boarding Replacement* at \$3.4M. The Passenger Boarding Bridge itself is \$1.9M. This is double the expected cost with only a 65% design.

Due to the size of the expenditure on *Terminal Furnishings*, which the Board increased to a cost of \$450K, the purchase needs to go through the CBJ Assembly Capital Improvement Program (CIP) appropriation process, rather than through the operating budget. This requires that the Airport seek competitive bids, which was not originally planned. The FAA has stated that the furnishings are an eligible CIP expense under CARES; however, Buy American rules apply. JNU staff will write the technical specification in support of the competitive bid solicitation. Installation of all of the furnishings is now projected to occur in the fall. Staff has been communicating with the furniture manufacturers and at least one of them can comply with the Buy American certification.

Alaska Seaplanes Building – Dawson has tented the room and is currently installing the roof under the tent. This also allows semi-dry at grade. Ms. Mell has been monitoring the progress. As they get closer to the pedestrian connection and the bag belt tunnel which will take luggage from the far north terminal into their terminal building for loading onto aircraft, Ms. Mell will be more involved on this project.

The Airport has received the 95% documents for the *Parking Lot Project* and staff is in the final stages of review. The comments will get back to DOWL, they will take a couple of weeks to get their documents ready for bid. When the bid is received, it will come before the Airport Board, then it will need to go to the Assembly two times. It is expected that the project should be awarded in May and begin in June. The project now includes the component to repair the drainage.

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H. **CORRESPONDENCE:** None.

I. **COMMITTEE REPORTS:**

6. Finance Committee: None.

7. Operations Committee: None.

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

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

L. **BOARD MEMBER COMMENTS:** Jodi Garza noted PFAS funding was passed by Congress last month. She asked if it will be AIP (Airport Improvement Program) funding eligible. Ms. Wahto said it is, but she has not been able to get into it yet.

M. **ANNOUNCEMENTS:** None.

N. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on March 9, 2023, at 6:00 p.m. in the Alaska Room and via Zoom.

O. **EXECUTIVE SESSION:** *The Board went into executive session at 8:00p.m.*

The Board came out of executive session at 8:10 p.m. Vice Chair Spencer reported the Board was in executive session to discuss pending CBJ/Airport litigation, specifically a candid discussion of the facts and litigation strategies with the assistant municipal attorney.

P. **ADJOURN:** *Dennis Bedford moved to adjourn. The motion passed by unanimous consent and the meeting adjourned by unanimous consent at 8:11 p.m.*

REVENUE AND EXPENSE BUDGET SUMMARY

Juneau International Airport
For Fiscal Years ending June 30

	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024 with increases	Revised 2024 No increases
EXPENSES							
By Type							
Personnel	\$2,988,200	\$3,171,223	\$3,474,500	\$3,474,600	\$3,295,600	\$3,518,900	\$3,518,900
Commodities and Services	4,904,400	5,107,750	5,529,500	5,683,200	5,569,500	6,088,100	6,088,100
Travel and Training	49,000	37,526	41,200	36,200	54,400	49,600	49,600
Capital Outlay	-	60,277	-	9,100	-	-	-
Total	\$7,941,600	\$8,376,776	\$9,045,200	\$9,203,100	\$8,919,500	\$9,656,600	\$9,656,600
By Division/Cost Center							
Administration	\$1,233,600	\$1,215,071	\$1,503,900	\$1,447,800	\$1,446,200	\$1,415,700	\$1,415,700
Terminal Operations	1,270,000	1,402,736	1,432,400	1,514,200	1,387,800	1,519,500	1,519,500
Airfield Maintenance Shop	3,342,600	3,693,665	3,929,700	4,038,200	3,857,000	4,191,100	4,191,100
ARFF	1,210,300	1,210,511	1,236,900	1,246,300	1,287,500	1,498,800	1,498,800
Airport Security	857,800	798,582	911,600	905,800	910,300	965,500	965,500
Airport Landside	27,300	27,012	30,700	30,800	30,700	46,000	46,000
Capital Outlay	-	-	-	-	-	-	-
PFAS Cleanup	-	29,200	-	20,000	-	20,000	20,000
Total	\$7,941,600	\$8,376,776	\$9,045,200	\$9,203,100	\$8,919,500	\$9,656,600	\$9,656,600
REVENUES							
By Group							
Rents	\$2,763,800	\$2,172,236	\$3,268,100	\$3,427,400	\$3,362,100	\$3,992,600	\$3,532,500
Landing fees	1,908,300	2,179,036	2,185,000	2,210,300	2,250,000	2,781,900	2,231,700
Fuel flowage fees	776,900	780,010	962,000	987,000	1,021,000	1,468,400	987,000
Security screening fees	330,000	456,461	450,000	534,800	470,000	845,200	534,800
Federal reimbursements	249,100	245,119	250,600	277,400	250,600	277,400	277,400
Interest income	52,500	(165,206)	21,300	87,500	21,300	203,600	203,600
Miscellaneous revenues	23,000	255,331	123,000	67,500	123,000	87,500	87,500
Subtotal	\$6,103,600	\$5,922,987	\$7,260,000	\$7,591,900	\$7,498,000	\$9,656,600	\$7,854,500
CARES Act grants	-	-	-	-	-	-	-
Total	\$6,103,600	\$5,922,987	\$7,260,000	\$7,591,900	\$7,498,000	\$9,656,600	\$7,854,500

Attachment 2

NET REVENUES

Juneau International Airport
For Fiscal Years ending June 30

	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024 with increases	Revised 2024 No increases
Operations Revenues (a)	\$6,103,600	\$5,922,987	\$7,260,000	\$7,591,900	\$7,498,000	\$9,656,600	\$7,854,500
O&M Expenses (b)	(\$7,941,600)	(\$8,376,776)	(\$9,045,200)	(\$9,203,100)	(\$8,919,500)	(\$9,656,600)	(\$9,656,600)
Operations Surplus (Deficit)	(\$1,838,000)	(\$2,453,789)	(\$1,785,200)	(\$1,611,200)	(\$1,421,500)	\$0	(\$1,802,100)
Non-Operational Expenses							
Other (c)	\$0	\$0	\$0	(\$2,274,000)	\$0	\$0	\$0
GO Bond debt service--Expense	(662,625)	(662,600)	-	(660,375)	-	(657,125)	(657,125)
Total	(\$662,625)	(\$662,600)	\$0	(\$2,934,375)	\$0	(\$657,125)	(\$657,125)
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	\$657,125	\$860,585
CRRSA	-	1,559,564	-	1,764,887	-	-	-
ARPA	-	1,559,564	-	2,780,688	-	-	1,598,640
Total (d)	\$0	\$3,119,128	\$0	\$4,545,575	\$0	\$657,125	\$2,459,225
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)	(\$2,414,150)	(\$2,414,150)

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 1:

Board-Approved CARES Expenditures: \$2,274,000 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 2:

Non-Operational Revenues, Total (d): The CARES/CRSSA/ARPA grant draw for FY23 is projected at \$4.5M; this includes the operational deficit \$1.6M, GO Bond debt service \$660K, and Board-approved projects \$2.3M.

Note 3:

(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.

Attachment 3

O&M EXPENSE DETAIL BY ACCOUNT

Juneau International Airport
For Fiscal Years ending June 30

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
ADMINISTRATION								
Personnel								
Admin	5110	Salaries	\$786,000	\$437,851	\$980,000	\$980,100	\$941,100	\$977,300
Admin	5111	Overtime	-	1,044	-	-	-	-
Admin	5112	Part time	-	-	-	-	-	-
Admin	5116	Accrued leave	-	91,469	-	-	-	-
Admin	5120	Benefits	384,000	256,711	476,100	476,100	456,200	488,700
Admin	5121	Benefits PT	-	-	-	-	-	-
Admin	5130	Workers compensation	15,100	15,100	9,600	9,600	9,600	13,000
Admin	5140	Engineering workforce	(448,300)	-	(471,700)	(471,700)	(479,000)	(479,000)
Admin - Personnel			\$736,800	\$802,176	\$994,000	\$994,100	\$927,900	\$1,000,000
Commodities and Services								
Admin	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
Admin	5310	Telephone	12,000	9,383	11,000	9,000	11,000	9,000
Admin	5320	Printing	1,000	610	1,000	600	1,000	600
Admin	5322	Advertising	-	300	-	200	-	200
Admin	5332	Electricity	1,000	997	1,000	1,000	1,000	1,100
Admin	5333	Fuel oil and propane	-	-	-	-	-	-
Admin	5334	Refuse disposal	-	-	-	-	-	-
Admin	5335	Water service	11,100	-	14,000	-	16,000	-
Admin	5336	Wastewater service	20,200	-	25,000	-	30,000	-
Admin	5340	Repairs	-	-	-	-	-	-
Admin	5341	Electronic repairs	-	-	-	-	-	-
Admin	5342	Maintenance contracts	-	-	-	-	-	-
Admin	5344	Maintenance - buildings	-	-	-	-	-	-
Admin	5345	Building Maint Div charges	-	-	-	-	-	-
Admin	5350	Landscape Division charges	-	-	-	-	-	-
Admin	5360	Equipment rentals	-	-	-	-	-	-
Admin	5362	Fleet replacement reserve	-	-	-	-	-	-
Admin	5370	Insurance and bonding	-	-	-	-	-	-
Admin	5375	Gen liab, Auto, and EE ins	-	154	-	-	-	-
Admin	5380	Dues and subscriptions	12,000	8,909	14,000	11,000	15,000	11,000
Admin	5390	Contractual services	59,000	15,551	25,600	15,000	26,000	15,000
Admin	5391	Janitorial services	-	-	-	-	-	-
Admin	5392	Mgmt and consulting serv	-	-	-	-	-	-
Admin	5394	Full cost allocation	372,800	372,800	412,600	412,600	412,600	374,500
Admin	5397	Bank card fees	-	-	-	200	-	200
Admin	5480	Office supplies	700	389	400	400	400	400
Admin	5481	Postage and parcel post	500	186	200	200	200	200
Admin	5488	Uniforms and safety equip	-	-	-	-	-	-
Admin	5489	Uniform and tool allowance	-	-	-	-	-	-
Admin	5490	Material and commodities	2,000	3,396	1,500	1,500	1,500	1,500
Admin	5492	Gasoline and oil	-	-	-	-	-	-
Admin	5493	Chemicals	-	-	-	-	-	-
Admin	5494	Loss contingency	1,000	-	1,000	1,000	1,000	1,000
Admin	5496	Minor equipment	2,600	-	2,600	1,000	2,600	1,000
Admin	5498	Minor software	-	-	-	-	-	-
Admin	7005	Reimbursable expenses	-	-	-	-	-	-
Admin - Commod/Serv			\$495,900	\$412,675	\$509,900	\$453,700	\$518,300	\$415,700
Travel and Training								
Admin	5200	Business travel	\$400	\$0	\$0	\$0	\$0	\$0
Admin	5201	Mileage	-	-	-	-	-	-
Admin	5202	Travel and training	500	220	-	-	-	-
Admin	5204	Recruitment	-	-	-	-	-	-
Admin	5205	Contract training	-	-	-	-	-	-
Admin - Travel/Train			\$900	\$220	\$0	\$0	\$0	\$0
Capital Outlay								
Admin	5510	Vehicles and equipment	\$0	\$0	\$0	\$0	\$0	\$0
Admin	5690	Constructions	-	-	-	-	-	-
Admin - Capital Outlay			\$0	\$0	\$0	\$0	\$0	\$0
ADMIN TOTAL			\$1,233,600	\$1,215,071	\$1,503,900	\$1,447,800	\$1,446,200	\$1,415,700

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
TERMINAL OPERATIONS								
Personnel								
Terminal	5110	Salaries	\$443,300	\$377,948	\$485,900	\$485,900	\$464,800	\$472,100
Terminal	5111	Overtime	15,000	37,584	15,000	15,000	15,000	15,000
Terminal	5112	Part time	-	-	-	-	-	-
Terminal	5116	Accrued leave	-	70,945	-	-	-	-
Terminal	5120	Benefits	275,100	266,966	294,500	294,500	281,600	300,700
Terminal	5121	Benefits PT	-	-	-	-	-	-
Terminal	5130	Workers compensation	10,700	10,700	6,700	6,700	6,700	9,200
Terminal	5140	Engineering workforce	(33,100)	-	-	-	-	-
		Terminal - Personnel	\$711,000	\$764,144	\$802,100	\$802,100	\$768,100	\$797,000
Commodities and Services								
Terminal	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
Terminal	5310	Telephone	3,000	5,276	6,000	6,000	6,000	6,000
Terminal	5320	Printing	-	-	-	-	-	-
Terminal	5322	Advertising	-	-	-	-	-	-
Terminal	5332	Electricity	175,000	173,886	175,000	180,100	175,000	191,100
Terminal	5333	Fuel oil and propane	20,000	12,676	5,000	5,000	5,000	5,000
Terminal	5334	Refuse disposal	14,000	14,043	15,000	16,000	15,000	16,000
Terminal	5335	Water service	5,000	3,922	5,000	5,000	5,000	5,000
Terminal	5336	Wastewater service	18,000	14,781	18,000	18,000	18,000	18,000
Terminal	5340	Repairs	40,500	4,213	33,500	33,000	33,500	33,000
Terminal	5341	Electronic repairs	-	-	-	-	-	-
Terminal	5342	Maintenance contracts	-	-	-	-	-	-
Terminal	5344	Maintenance - buildings	8,500	-	5,000	5,000	5,000	5,000
Terminal	5345	Building Maint Div charges	-	-	-	-	-	-
Terminal	5350	Landscape Division charges	-	-	-	-	-	-
Terminal	5360	Equipment rentals	-	-	-	-	-	-
Terminal	5362	Fleet replacement reserve	-	-	-	-	-	-
Terminal	5370	Insurance and bonding	57,500	59,135	114,200	114,200	117,400	127,900
Terminal	5375	Gen liab, Auto, and EE ins	-	-	-	-	-	-
Terminal	5380	Dues and subscriptions	-	-	-	-	-	-
Terminal	5390	Contractual services	95,100	147,892	105,100	178,200	105,100	184,000
Terminal	5391	Janitorial services	-	-	-	-	-	-
Terminal	5392	Mgmt and consulting serv	-	-	-	-	-	-
Terminal	5394	Full cost allocation	-	-	-	-	-	-
Terminal	5397	Bank card fees	-	-	-	-	-	-
Terminal	5480	Office supplies	-	-	-	-	-	-
Terminal	5481	Postage and parcel post	-	-	-	-	-	-
Terminal	5488	Uniforms and safety equip	-	-	-	-	-	-
Terminal	5489	Uniform and tool allowance	-	-	-	-	-	-
Terminal	5490	Material and commodities	106,000	160,632	124,000	124,000	109,200	109,000
Terminal	5492	Gasoline and oil	-	-	-	-	-	-
Terminal	5493	Chemicals	-	-	-	-	-	-
Terminal	5494	Loss contingency	1,000	-	1,000	1,000	1,000	1,000
Terminal	5496	Minor equipment	14,700	2,973	18,500	17,500	19,500	21,500
Terminal	5498	Minor software	-	-	-	-	-	-
Terminal	7005	Reimbursable expenses	-	-	-	-	-	-
		Terminal - Commod/Serv	\$558,300	\$599,432	\$625,300	\$703,000	\$614,700	\$722,500
Travel and Training								
Terminal	5200	Business travel	\$0	\$0	\$0	\$0	\$0	\$0
Terminal	5201	Mileage	-	-	-	-	-	-
Terminal	5202	Travel and training	700	770	5,000	-	5,000	-
Terminal	5204	Recruitment	-	-	-	-	-	-
Terminal	5205	Contract training	-	-	-	-	-	-
		Terminal - Travel/Train	\$700	\$770	\$5,000	\$0	\$5,000	\$0
Capital Outlay								
Terminal	5510	Vehicles and equipment	\$0	\$38,390	\$0	\$9,100	\$0	\$0
Terminal	5690	Constructions	-	-	-	-	-	-
		Terminal - Capital Outlay	\$0	\$38,390	\$0	\$9,100	\$0	\$0
		TERMINAL TOTAL	\$1,270,000	\$1,402,736	\$1,432,400	\$1,514,200	\$1,387,800	\$1,519,500

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
AIRFIELD MAINTENANCE SHOP								
Personnel								
Airfield	5110	Salaries	\$1,272,400	\$777,523	\$1,299,100	\$1,299,100	\$1,245,700	\$1,302,200
Airfield	5111	Overtime	150,000	170,011	200,000	200,000	200,000	200,000
Airfield	5112	Part time	-	-	-	-	-	-
Airfield	5116	Accrued leave	-	98,911	-	-	-	-
Airfield	5120	Benefits	727,000	531,559	771,100	771,100	740,700	805,200
Airfield	5121	Benefits PT	-	-	-	-	-	-
Airfield	5130	Workers compensation	26,900	26,900	16,900	16,900	16,900	23,200
Airfield	5140	Engineering workforce	(635,900)	-	(608,700)	(608,700)	(603,700)	(608,700)
		Airfield - Personnel	\$1,540,400	\$1,604,904	\$1,678,400	\$1,678,400	\$1,599,600	\$1,721,900
Commodities and Services								
Airfield	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
Airfield	5310	Telephone	4,500	4,870	5,000	5,000	5,000	5,000
Airfield	5320	Printing	-	-	-	-	-	-
Airfield	5322	Advertising	-	198	-	-	-	-
Airfield	5332	Electricity	90,000	143,995	125,000	129,200	125,000	136,500
Airfield	5333	Fuel oil and propane	14,000	28,870	14,000	30,000	14,000	30,000
Airfield	5334	Refuse disposal	3,000	4,462	3,000	12,000	3,000	5,000
Airfield	5335	Water service	13,000	12,264	13,000	13,000	13,000	13,000
Airfield	5336	Wastewater service	75,000	43,033	55,000	45,000	55,000	45,000
Airfield	5340	Repairs	48,500	48,444	44,000	50,000	44,000	50,000
Airfield	5341	Electronic repairs	-	-	-	-	-	-
Airfield	5342	Maintenance contracts	-	-	-	-	-	-
Airfield	5344	Maintenance - buildings	4,000	8,358	4,000	4,000	4,000	4,000
Airfield	5345	Building Maint Div charges	-	-	-	-	-	-
Airfield	5350	Landscape Division charges	-	-	-	-	-	-
Airfield	5360	Equipment rentals	20,000	25,699	25,000	25,700	20,000	25,700
Airfield	5362	Fleet replacement reserve	30,000	30,000	30,000	30,000	30,000	30,000
Airfield	5370	Insurance and bonding	115,000	118,270	228,400	228,400	234,500	255,900
Airfield	5375	Gen liab, Auto, and EE ins	6,800	6,800	7,200	7,200	7,200	4,900
Airfield	5380	Dues and subscriptions	-	1,322	-	-	-	-
Airfield	5390	Contractual services	274,100	189,857	250,000	337,500	250,000	322,600
Airfield	5391	Janitorial services	-	-	-	-	-	-
Airfield	5392	Mgmt and consulting serv	215,600	172,258	195,600	195,600	200,600	210,000
Airfield	5394	Full cost allocation	-	-	-	-	-	-
Airfield	5397	Bank card fees	-	-	-	-	-	-
Airfield	5480	Office supplies	2,000	2,265	2,000	2,000	2,000	2,000
Airfield	5481	Postage and parcel post	-	-	-	-	-	-
Airfield	5488	Uniforms and safety equip	-	-	-	-	-	-
Airfield	5489	Uniform and tool allowance	-	-	-	-	-	-
Airfield	5490	Material and commodities	745,900	1,087,778	1,127,600	1,122,700	1,127,600	1,207,100
Airfield	5492	Gasoline and oil	132,800	136,782	120,000	120,000	120,000	120,000
Airfield	5493	Chemicals	-	-	-	-	-	-
Airfield	5494	Loss contingency	-	-	-	-	-	-
Airfield	5496	Minor equipment	6,000	-	2,500	2,500	2,500	2,500
Airfield	5498	Minor software	-	-	-	-	-	-
Airfield	7005	Reimbursable expenses	-	-	-	-	-	-
		Airfield - Commod/Serv	\$1,800,200	\$2,065,525	\$2,251,300	\$2,359,800	\$2,257,400	\$2,469,200
Travel and Training								
Airfield	5200	Business travel	\$0	\$120	\$0	\$0	\$0	\$0
Airfield	5201	Mileage	-	-	-	-	-	-
Airfield	5202	Travel and training	2,000	1,230	-	-	-	-
Airfield	5204	Recruitment	-	-	-	-	-	-
Airfield	5205	Contract training	-	-	-	-	-	-
		Airfield - Travel/Train	\$2,000	\$1,350	\$0	\$0	\$0	\$0
Capital Outlay								
Airfield	5510	Vehicles and equipment	\$0	\$0	\$0	\$0	\$0	\$0
Airfield	5690	Constructions	-	21,887	-	-	-	-
		Airfield - Capital Outlay	\$0	\$21,887	\$0	\$0	\$0	\$0
		AIRFIELD TOTAL	\$3,342,600	\$3,693,665	\$3,929,700	\$4,038,200	\$3,857,000	\$4,191,100

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
ARFF								
Personnel								
ARFF	5110	Salaries	\$0	\$0	\$0	\$0	\$0	\$0
ARFF	5111	Overtime	-	-	-	-	-	-
ARFF	5112	Part time	-	-	-	-	-	-
ARFF	5116	Accrued leave	-	-	-	-	-	-
ARFF	5120	Benefits	-	-	-	-	-	-
ARFF	5121	Benefits PT	-	-	-	-	-	-
ARFF	5130	Workers compensation	-	-	-	-	-	-
ARFF	5140	Engineering workforce	-	-	-	-	-	-
ARFF - Personnel			\$0	\$0	\$0	\$0	\$0	\$0
Commodities and Services								
ARFF	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
ARFF	5310	Telephone	1,900	1,797	1,600	1,800	1,600	1,800
ARFF	5320	Printing	-	-	-	-	-	-
ARFF	5322	Advertising	-	-	-	-	-	-
ARFF	5332	Electricity	8,400	9,021	8,600	9,800	9,100	9,800
ARFF	5333	Fuel oil and propane	16,000	22,701	21,200	28,800	22,400	36,600
ARFF	5334	Refuse disposal	2,700	1,939	2,400	2,800	2,400	2,800
ARFF	5335	Water service	700	356	500	500	500	500
ARFF	5336	Wastewater service	2,100	1,349	1,500	1,500	1,500	1,500
ARFF	5340	Repairs	13,800	27,123	23,000	23,000	25,200	25,200
ARFF	5341	Electronic repairs	-	-	-	-	-	-
ARFF	5342	Maintenance contracts	-	-	-	-	-	-
ARFF	5344	Maintenance - buildings	1,000	686	-	-	-	-
ARFF	5345	Building Maint Div charges	28,200	28,200	27,800	27,800	28,300	29,100
ARFF	5350	Landscape Division charges	-	-	-	-	-	-
ARFF	5360	Equipment rentals	-	-	-	-	-	-
ARFF	5362	Fleet replacement reserve	-	-	-	-	-	-
ARFF	5370	Insurance and bonding	-	-	-	-	-	-
ARFF	5375	Gen liab, Auto, and EE ins	-	-	-	-	-	-
ARFF	5380	Dues and subscriptions	200	195	300	300	300	300
ARFF	5390	Contractual services	1,042,000	1,042,010	1,064,800	1,064,800	1,097,800	1,292,600
ARFF	5391	Janitorial services	-	-	-	-	-	-
ARFF	5392	Mgmt and consulting serv	-	-	-	-	-	-
ARFF	5394	Full cost allocation	-	-	-	-	-	-
ARFF	5397	Bank card fees	-	-	-	-	-	-
ARFF	5480	Office supplies	-	-	-	-	-	-
ARFF	5481	Postage and parcel post	-	-	-	-	-	-
ARFF	5488	Uniforms and safety equip	3,000	190	5,000	5,000	5,000	5,000
ARFF	5489	Uniform and tool allowance	-	-	-	-	-	-
ARFF	5490	Material and commodities	2,000	6,391	2,000	2,000	2,000	2,000
ARFF	5491	Safety programs and equipment	-	-	-	-	-	-
ARFF	5492	Gasoline and oil	7,800	4,000	5,000	5,000	5,000	5,000
ARFF	5493	Chemicals	5,000	(955)	5,000	5,000	5,000	5,000
ARFF	5494	Loss contingency	-	-	-	-	-	-
ARFF	5496	Minor equipment	30,100	30,322	32,000	32,000	32,000	32,000
ARFF	5498	Minor software	-	-	-	-	-	-
ARFF	7005	Reimbursable expenses	-	-	-	-	-	-
ARFF - Commod/Serv			\$1,164,900	\$1,175,325	\$1,200,700	\$1,210,100	\$1,238,100	\$1,449,200
Travel and Training								
ARFF	5200	Business travel	\$0	\$0	\$0	\$0	\$0	\$0
ARFF	5201	Mileage	-	-	-	-	-	-
ARFF	5202	Travel and training	45,400	35,186	36,200	36,200	49,400	49,600
ARFF	5204	Recruitment	-	-	-	-	-	-
ARFF	5205	Contract training	-	-	-	-	-	-
ARFF - Travel/Train			\$45,400	\$35,186	\$36,200	\$36,200	\$49,400	\$49,600
Capital Outlay								
ARFF	5510	Vehicles and equipment	\$0	\$0	\$0	\$0	\$0	\$0
ARFF	5690	Constructions	-	-	-	-	-	-
ARFF - Capital Outlay			\$0	\$0	\$0	\$0	\$0	\$0
ARFF TOTAL			\$1,210,300	\$1,210,511	\$1,236,900	\$1,246,300	\$1,287,500	\$1,498,800

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
AIRPORT SECURITY								
Personnel								
Security	5110	Salaries	\$0	\$0	\$0	\$0	\$0	\$0
Security	5111	Overtime	-	-	-	-	-	-
Security	5112	Part time	-	-	-	-	-	-
Security	5116	Accrued leave	-	-	-	-	-	-
Security	5120	Benefits	-	-	-	-	-	-
Security	5121	Benefits PT	-	-	-	-	-	-
Security	5130	Workers compensation	-	-	-	-	-	-
Security	5140	Engineering workforce	-	-	-	-	-	-
		Security - Personnel	\$0	\$0	\$0	\$0	\$0	\$0
Commodities and Services								
Security	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
Security	5310	Telephone	1,300	1,430	1,300	1,300	1,300	1,300
Security	5320	Printing	-	-	-	-	-	-
Security	5322	Advertising	-	-	-	-	-	-
Security	5332	Electricity	-	-	-	-	-	-
Security	5333	Fuel oil and propane	-	-	-	-	-	-
Security	5334	Refuse disposal	-	-	-	-	-	-
Security	5335	Water service	-	-	-	-	-	-
Security	5336	Wastewater service	-	-	-	-	-	-
Security	5340	Repairs	-	-	-	-	-	-
Security	5341	Electronic repairs	-	-	-	-	-	-
Security	5342	Maintenance contracts	-	-	-	-	-	-
Security	5344	Maintenance - buildings	-	-	-	-	-	-
Security	5345	Building Maint Div charges	-	-	-	-	-	-
Security	5350	Landscape Division charges	-	-	-	-	-	-
Security	5360	Equipment rentals	-	-	-	-	-	-
Security	5362	Fleet replacement reserve	-	-	-	-	-	-
Security	5370	Insurance and bonding	19,200	19,778	38,100	38,100	39,200	42,700
Security	5375	Gen liab, Auto, and EE ins	-	-	-	-	-	-
Security	5380	Dues and subscriptions	-	-	-	-	-	-
Security	5390	Contractual services	818,800	769,043	851,700	849,800	849,300	901,000
Security	5391	Janitorial services	-	-	-	-	-	-
Security	5392	Mgmt and consulting serv	6,000	6,000	8,000	8,000	8,000	8,000
Security	5394	Full cost allocation	-	-	-	-	-	-
Security	5397	Bank card fees	-	-	-	-	-	-
Security	5480	Office supplies	-	-	-	-	-	-
Security	5481	Postage and parcel post	-	-	-	-	-	-
Security	5488	Uniforms and safety equip	-	-	-	-	-	-
Security	5489	Uniform and tool allowance	6,500	-	6,500	2,600	6,500	6,500
Security	5490	Material and commodities	6,000	2,330	6,000	6,000	6,000	6,000
Security	5492	Gasoline and oil	-	-	-	-	-	-
Security	5493	Chemicals	-	-	-	-	-	-
Security	5494	Loss contingency	-	-	-	-	-	-
Security	5496	Minor equipment	-	-	-	-	-	-
Security	5498	Minor software	-	-	-	-	-	-
Security	7005	Reimbursable expenses	-	-	-	-	-	-
		Security - Commod/Serv	\$857,800	\$798,582	\$911,600	\$905,800	\$910,300	\$965,500
Travel and Training								
Security	5200	Business travel	\$0	\$0	\$0	\$0	\$0	\$0
Security	5201	Mileage	-	-	-	-	-	-
Security	5202	Travel and training	-	-	-	-	-	-
Security	5204	Recruitment	-	-	-	-	-	-
Security	5205	Contract training	-	-	-	-	-	-
		Security - Travel/Train	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay								
Security	5510	Vehicles and equipment	\$0	\$0	\$0	\$0	\$0	\$0
Security	5690	Constructions	-	-	-	-	-	-
		Security - Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0
		SECURITY TOTAL	\$857,800	\$798,582	\$911,600	\$905,800	\$910,300	\$965,500

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
AIRPORT LANDSIDE								
Personnel								
Landside	5110	Salaries	\$0	\$0	\$0	\$0	\$0	\$0
Landside	5111	Overtime	-	-	-	-	-	-
Landside	5112	Part time	-	-	-	-	-	-
Landside	5116	Accrued leave	-	-	-	-	-	-
Landside	5120	Benefits	-	-	-	-	-	-
Landside	5121	Benefits PT	-	-	-	-	-	-
Landside	5130	Workers compensation	-	-	-	-	-	-
Landside	5140	Engineering workforce	-	-	-	-	-	-
		Landside - Personnel	\$0	\$0	\$0	\$0	\$0	\$0
Commodities and Services								
Landside	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
Landside	5310	Telephone	-	-	-	-	-	-
Landside	5320	Printing	-	-	-	-	-	-
Landside	5322	Advertising	-	-	-	-	-	-
Landside	5332	Electricity	1,500	1,212	1,700	1,800	1,700	1,900
Landside	5333	Fuel oil and propane	-	-	-	-	-	-
Landside	5334	Refuse disposal	-	-	-	-	-	-
Landside	5335	Water service	-	-	-	-	-	-
Landside	5336	Wastewater service	-	-	-	-	-	-
Landside	5340	Repairs	-	-	-	-	-	-
Landside	5341	Electronic repairs	-	-	-	-	-	-
Landside	5342	Maintenance contracts	-	-	-	-	-	-
Landside	5344	Maintenance - buildings	-	-	-	-	-	-
Landside	5345	Building Maint Div charges	-	-	-	-	-	-
Landside	5350	Landscape Division charges	25,800	25,800	29,000	29,000	29,000	44,100
Landside	5360	Equipment rentals	-	-	-	-	-	-
Landside	5362	Fleet replacement reserve	-	-	-	-	-	-
Landside	5370	Insurance and bonding	-	-	-	-	-	-
Landside	5375	Gen liab, Auto, and EE ins	-	-	-	-	-	-
Landside	5380	Dues and subscriptions	-	-	-	-	-	-
Landside	5390	Contractual services	-	-	-	-	-	-
Landside	5391	Janitorial services	-	-	-	-	-	-
Landside	5392	Mgmt and consulting serv	-	-	-	-	-	-
Landside	5394	Full cost allocation	-	-	-	-	-	-
Landside	5397	Bank card fees	-	-	-	-	-	-
Landside	5480	Office supplies	-	-	-	-	-	-
Landside	5481	Postage and parcel post	-	-	-	-	-	-
Landside	5488	Uniforms and safety equip	-	-	-	-	-	-
Landside	5489	Uniform and tool allowance	-	-	-	-	-	-
Landside	5490	Material and commodities	-	-	-	-	-	-
Landside	5492	Gasoline and oil	-	-	-	-	-	-
Landside	5493	Chemicals	-	-	-	-	-	-
Landside	5494	Loss contingency	-	-	-	-	-	-
Landside	5496	Minor equipment	-	-	-	-	-	-
Landside	5498	Minor software	-	-	-	-	-	-
Landside	7005	Reimbursable expenses	-	-	-	-	-	-
		Landside - Commod/Serv	\$27,300	\$27,012	\$30,700	\$30,800	\$30,700	\$46,000
Travel and Training								
Landside	5200	Business travel	\$0	\$0	\$0	\$0	\$0	\$0
Landside	5201	Mileage	-	-	-	-	-	-
Landside	5202	Travel and training	-	-	-	-	-	-
Landside	5204	Recruitment	-	-	-	-	-	-
Landside	5205	Contract training	-	-	-	-	-	-
		Landside - Travel/Train	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay								
Landside	5510	Vehicles and equipment	\$0	\$0	\$0	\$0	\$0	\$0
Landside	5690	Constructions	-	-	-	-	-	-
		Landside - Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0
		Landside TOTAL	\$27,300	\$27,012	\$30,700	\$30,800	\$30,700	\$46,000

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
PFAS CLEANUP								
Personnel								
PFAS	5110	Salaries	\$0	\$0	\$0	\$0	\$0	\$0
PFAS	5111	Overtime	-	-	-	-	-	-
PFAS	5112	Part time	-	-	-	-	-	-
PFAS	5116	Accrued leave	-	-	-	-	-	-
PFAS	5120	Benefits	-	-	-	-	-	-
PFAS	5121	Benefits PT	-	-	-	-	-	-
PFAS	5130	Workers compensation	-	-	-	-	-	-
PFAS	5140	Engineering workforce	-	-	-	-	-	-
PFAS - Personnel			\$0	\$0	\$0	\$0	\$0	\$0
Commodities and Services								
PFAS	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
PFAS	5310	Telephone	-	-	-	-	-	-
PFAS	5320	Printing	-	-	-	-	-	-
PFAS	5322	Advertising	-	-	-	-	-	-
PFAS	5332	Electricity	-	-	-	-	-	-
PFAS	5333	Fuel oil and propane	-	-	-	-	-	-
PFAS	5334	Refuse disposal	-	-	-	-	-	-
PFAS	5335	Water service	-	-	-	-	-	-
PFAS	5336	Wastewater service	-	-	-	-	-	-
PFAS	5340	Repairs	-	-	-	-	-	-
PFAS	5341	Electronic repairs	-	-	-	-	-	-
PFAS	5342	Maintenance contracts	-	-	-	-	-	-
PFAS	5344	Maintenance - buildings	-	-	-	-	-	-
PFAS	5345	Building Maint Div charges	-	-	-	-	-	-
PFAS	5350	Landscape Division charges	-	-	-	-	-	-
PFAS	5360	Equipment rentals	-	-	-	-	-	-
PFAS	5362	Fleet replacement reserve	-	-	-	-	-	-
PFAS	5370	Insurance and bonding	-	-	-	-	-	-
PFAS	5375	Gen liab, Auto, and EE ins	-	-	-	-	-	-
PFAS	5380	Dues and subscriptions	-	-	-	-	-	-
PFAS	5390	Contractual services	-	29,200	-	20,000	-	20,000
PFAS	5391	Janitorial services	-	-	-	-	-	-
PFAS	5392	Mgmt and consulting serv	-	-	-	-	-	-
PFAS	5394	Full cost allocation	-	-	-	-	-	-
PFAS	5397	Bank card fees	-	-	-	-	-	-
PFAS	5480	Office supplies	-	-	-	-	-	-
PFAS	5481	Postage and parcel post	-	-	-	-	-	-
PFAS	5488	Uniforms and safety equip	-	-	-	-	-	-
PFAS	5489	Uniform and tool allowance	-	-	-	-	-	-
PFAS	5490	Material and commodities	-	-	-	-	-	-
PFAS	5492	Gasoline and oil	-	-	-	-	-	-
PFAS	5493	Chemicals	-	-	-	-	-	-
PFAS	5494	Loss contingency	-	-	-	-	-	-
PFAS	5496	Minor equipment	-	-	-	-	-	-
PFAS	5498	Minor software	-	-	-	-	-	-
PFAS	7005	Reimbursable expenses	-	-	-	-	-	-
PFAS - Commod/Serv			\$0	\$29,200	\$0	\$20,000	\$0	\$20,000
Travel and Training								
PFAS	5200	Business travel	\$0	\$0	\$0	\$0	\$0	\$0
PFAS	5201	Mileage	-	-	-	-	-	-
PFAS	5202	Travel and training	-	-	-	-	-	-
PFAS	5204	Recruitment	-	-	-	-	-	-
PFAS	5205	Contract training	-	-	-	-	-	-
PFAS - Travel/Train			\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay								
PFAS	5510	Vehicles and equipment	\$0	\$0	\$0	\$0	\$0	\$0
PFAS	5690	Constructions	-	-	-	-	-	-
PFAS - Capital Outlay			\$0	\$0	\$0	\$0	\$0	\$0
PFAS TOTAL			\$0	\$29,200	\$0	\$20,000	\$0	\$20,000

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024
AIRPORT TOTAL								
Personnel								
	5110	Salaries	\$2,501,700	\$1,593,322	\$2,765,000	\$2,765,100	\$2,651,600	\$2,751,600
	5111	Overtime	165,000	208,639	215,000	215,000	215,000	215,000
	5112	Part time	-	-	-	-	-	-
	5116	Accrued leave	-	261,326	-	-	-	-
	5120	Benefits	1,386,100	1,055,237	1,541,700	1,541,700	1,478,500	1,594,600
	5121	Benefits PT	-	-	-	-	-	-
	5130	Workers compensation	52,700	52,700	33,200	33,200	33,200	45,400
	5140	Engineering workforce	(1,117,300)	-	(1,080,400)	(1,080,400)	(1,082,700)	(1,087,700)
		JNU total - Personnel	\$2,988,200	\$3,171,223	\$3,474,500	\$3,474,600	\$3,295,600	\$3,518,900
Commodities and Services								
	5150	Indirect cost alloc - CBJ OH	\$0	\$0	\$0	\$0	\$0	\$0
	5310	Telephone	22,700	22,757	24,900	23,100	24,900	23,100
	5320	Printing	1,000	610	1,000	600	1,000	600
	5322	Advertising	-	498	-	200	-	200
	5332	Electricity	275,900	329,111	311,300	321,900	311,800	340,400
	5333	Fuel oil and propane	50,000	64,247	40,200	63,800	41,400	71,600
	5334	Refuse disposal	19,700	20,444	20,400	30,800	20,400	23,800
	5335	Water service	29,800	16,542	32,500	18,500	34,500	18,500
	5336	Wastewater service	115,300	59,163	99,500	64,500	104,500	64,500
	5340	Repairs	102,800	79,781	100,500	106,000	102,700	108,200
	5341	Electronic repairs	-	-	-	-	-	-
	5342	Maintenance contracts	-	-	-	-	-	-
	5344	Maintenance - buildings	13,500	9,044	9,000	9,000	9,000	9,000
	5345	Building Maint Div charges	28,200	28,200	27,800	27,800	28,300	29,100
	5350	Landscape Division charges	25,800	25,800	29,000	29,000	29,000	44,100
	5360	Equipment rentals	20,000	25,699	25,000	25,700	20,000	25,700
	5362	Fleet replacement reserve	30,000	30,000	30,000	30,000	30,000	30,000
	5370	Insurance and bonding	191,700	197,184	380,700	380,700	391,100	426,500
	5375	Gen liab, Auto, and EE ins	6,800	6,954	7,200	7,200	7,200	4,900
	5380	Dues and subscriptions	12,200	10,426	14,300	11,300	15,300	11,300
	5390	Contractual services	2,289,000	2,193,553	2,297,200	2,465,300	2,328,200	2,735,200
	5391	Janitorial services	-	-	-	-	-	-
	5392	Mgmt and consulting serv	221,600	178,258	203,600	203,600	208,600	218,000
	5394	Full cost allocation	372,800	372,800	412,600	412,600	412,600	374,500
	5397	Bank card fees	-	-	-	200	-	200
	5480	Office supplies	2,700	2,654	2,400	2,400	2,400	2,400
	5481	Postage and parcel post	500	186	200	200	200	200
	5488	Uniforms and safety equip	3,000	190	5,000	5,000	5,000	5,000
	5489	Uniform and tool allowance	6,500	-	6,500	2,600	6,500	6,500
	5490	Material and commodities	861,900	1,260,528	1,261,100	1,256,200	1,246,300	1,325,600
	5491	Safety programs and equipment	-	-	-	-	-	-
	5492	Gasoline and oil	140,600	140,782	125,000	125,000	125,000	125,000
	5493	Chemicals	5,000	(955)	5,000	5,000	5,000	5,000
	5494	Loss contingency	2,000	-	2,000	2,000	2,000	2,000
	5496	Minor equipment	53,400	33,295	55,600	53,000	56,600	57,000
	5498	Minor software	-	-	-	-	-	-
	7005	Reimbursable expenses	-	-	-	-	-	-
		JNU total - Commod/Serv	\$4,904,400	\$5,107,750	\$5,529,500	\$5,683,200	\$5,569,500	\$6,088,100
Travel and Training								
	5200	Business travel	\$400	\$120	\$0	\$0	\$0	\$0
	5201	Mileage	-	-	-	-	-	-
	5202	Travel and training	48,600	37,406	41,200	36,200	54,400	49,600
	5204	Recruitment	-	-	-	-	-	-
	5205	Contract training	-	-	-	-	-	-
		JNU total - Travel/Train	\$49,000	\$37,526	\$41,200	\$36,200	\$54,400	\$49,600
Capital Outlay								
	5510	Vehicles and equipment	\$0	\$38,390	\$0	\$9,100	\$0	\$0
	5690	Constructions	-	21,887	-	-	-	-
		JNU total - Capital Outlay	\$0	\$60,277	\$0	\$9,100	\$0	\$0
		AIRPORT TOTAL	\$7,941,600	\$8,376,776	\$9,045,200	\$9,203,100	\$8,919,500	\$9,656,600

Attachment 4

REVENUE DETAIL BY ACCOUNT

Juneau International Airport
For Fiscal Years ending June 30

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024 with increases	Revised 2024 No increases
ADMINISTRATION									
Nonop	4030-5420	Federal-COVID revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nonop	4555-0000	Lease Revenue		\$181,459	\$0	\$0	\$0	\$0	\$0
Nonop	4720-0000	Bad debts	-	(562)	-	-	-	-	-
Nonop	4799-0000	Miscellaneous revenue	-	-	-	-	-	-	-
Nonop	4800-0000	Interest income in Lawson	52,500	(231,110)	21,300	87,500	21,300	203,600	-
Nonop	4800-0300	Lease Interest Income		65,904	-	-	-	-	-
Nonop	4800-0402	AR interest and fines	1,500	1,425	1,500	-	1,500	-	-
Nonop	4800-0403	UB Fin Chg Rev	-	231	-	-	-	-	-
Nonop	4870-0000	Proceeds from disposal of assets	-	5,600	-	-	-	-	-
Nonop	4890-0000	Loss on disposal of assets	-	-	-	-	-	-	-
Nonop	4950-0219	CARES relief	-	-	-	-	-	-	-
Admin	4013-0000	State shared revenues	-	54,275	100,000	60,000	100,000	80,000	80,000
Admin	4300-0036	Fingerprinting fees	12,000	8,018	22,000	15,000	22,000	18,000	15,000
Admin	4300-0037	Badging fees	50,000	40,230	50,000	45,000	57,000	84,900	58,600
Admin	4300-0038	Taxi, bus access fees	34,800	42,737	40,000	42,700	42,000	53,800	42,700
Admin	4340-0007	Water services	19,000	17,135	19,000	18,000	19,000	18,000	18,000
Admin	4340-0008	Sewer service	42,000	36,365	42,000	38,000	42,000	38,000	38,000
Admin	4700-0000	Cash over/short	-	-	-	-	-	-	-
Admin	4720-0000	Bad debts	-	6,972	-	-	-	-	-
Admin	4799-0000	Miscellaneous revenue	7,500	134	7,500	500	7,500	500	500
Admin	4799-0011	Self-reports clearing	-	-	-	-	-	-	-
		Total - Admin	\$219,300	\$228,813	\$303,300	\$306,700	\$312,300	\$496,800	\$456,400
TERMINAL OPERATIONS									
Terminal	4300-0000	User fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Terminal	4300-0030	Jetway use	81,000	-	90,000	108,000	90,000	126,000	108,000
Terminal	4300-0039	FAA tower/equipment room	80,700	131,205	80,700	117,900	80,700	117,900	117,900
Terminal	4300-0040	Advertising display	55,000	86,152	80,000	86,000	80,000	86,000	86,000
Terminal	4300-0041	Customs fees	200	24	3,500	200	3,500	200	200
Terminal	4420-0000	Fee revenues	316,000	549,009	425,000	550,000	450,000	550,000	550,000
Terminal	4420-0002	Vending revenue	26,000	50,960	30,000	52,000	30,000	52,000	52,000
Terminal	4450-0001	Minor violations	8,000	2,350	8,000	2,000	8,000	2,000	2,000
Terminal	4550-0000	Facility rental revenue	-	700	6,000	3,500	6,000	3,500	3,500
Terminal	4550-0001	Federal terminal lease	28,700	27,814	30,200	19,800	30,200	19,800	19,800

Division	Acct	Description	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024 with increases	Revised 2024 No increases
Terminal	4550-0003	Parking lot lease	322,000	353,340	400,000	400,000	460,000	450,000	450,000
Terminal	4550-0004	Air carrier terminal lease	645,200	-	651,000	651,100	651,000	801,900	651,100
Terminal	4550-0005	Rental car storage	109,800	108,825	109,800	109,800	109,800	146,700	109,800
Terminal	4550-0006	Other terminal leases	97,800	59,696	116,000	131,000	116,000	150,300	131,000
Terminal	4550-0007	Restaurant, bar, and flight kitchen	86,600	121,446	120,000	160,000	120,000	160,000	160,000
Terminal	4550-0008	Gift shop	14,100	14,084	14,100	18,300	14,100	25,000	25,000
Terminal	4550-0009	Staff parking fees	45,000	58,658	50,000	58,700	50,000	69,600	58,700
Terminal	4799-0000	Miscellaneous revenue	500	355	500	500	500	500	500
Total - Terminal			\$1,916,600	\$1,564,618	\$2,214,800	\$2,468,800	\$2,299,800	\$2,761,400	\$2,525,500
AIRFIELD MAINTENANCE SHOP									
Airfield	4300-0029	Fuel flowage air carrier	\$510,000	\$480,614	\$650,000	\$680,000	\$680,000	\$1,043,400	\$680,000
Airfield	4300-0031	Air carrier landing fees	1,836,000	2,085,619	2,100,000	2,143,600	2,165,000	2,698,600	2,165,000
Airfield	4300-0032	Commercial aircraft parking	91,300	7,020	107,000	73,000	107,000	130,700	107,800
Airfield	4300-0033	Transient fees	-	-	-	-	-	-	-
Airfield	4300-0043	Small aircraft parking	41,300	50,669	42,700	28,100	42,700	39,800	28,100
Airfield	4300-0044	Fuel flowage GA and taxi	180,900	196,524	220,000	209,400	241,000	285,600	209,400
Airfield	4300-0045	Fuel flowage non-signatory	86,000	102,871	92,000	97,600	100,000	139,400	97,600
Airfield	4300-0046	Landing fees non-signatory	72,300	93,417	85,000	66,700	85,000	83,300	66,700
Airfield	4300-0048	Air carrier security fees	330,000	456,461	450,000	534,800	470,000	845,200	534,800
Airfield	4549-0001	Fuel sales	4,000	4,000	4,000	4,000	4,000	4,000	4,000
Airfield	4550-0000	Facility rental revenue	-	-	-	-	-	-	-
Airfield	4550-0010	FAA-CWO lease	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Airfield	4550-0011	Airfield ground leases	674,700	385,710	850,000	839,000	850,000	988,200	839,000
Airfield	4799-0000	Miscellaneous revenue	1,500	9,352	1,500	500	1,500	500	500
Total - Airfield			\$3,840,000	\$3,884,257	\$4,614,200	\$4,688,700	\$4,758,200	\$6,270,700	\$4,744,900
AIRPORT SECURITY									
Security	4037-0001	TSA LEO reimbursement	\$127,700	\$74,100	\$127,700	\$127,700	\$127,700	\$127,700	\$127,700
Total - Security			\$127,700	\$74,100	\$127,700	\$127,700	\$127,700	\$127,700	\$127,700
PFAS CLEANUP									
PFAS	4799-0000	Miscellaneous revenue	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0
Total - PFAS Cleanup			\$0	\$171,200	\$0	\$0	\$0	\$0	\$0
AIRPORT TOTAL			\$6,103,600	\$5,922,987	\$7,260,000	\$7,591,900	\$7,498,000	\$9,656,600	\$7,854,500

ATTACHMENT #5

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Adoption of Title 07, Juneau International Airport Chapter 10, Rates and Fees

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE MANAGER AND THE JUNEAU INTERNATIONAL AIRPORT BOARD HEREBY ADOPT THE FOLLOWING REGULATIONS WHICH SUPERCEDE AND REPLACE THOSE REGULATIONS ADOPTED BY THE ASSEMBLY _____
AND EFFECTIVE JULY 1, 2023, UNLESS OTHERWISE NOTED:

Section 1. Authority. These regulations are adopted pursuant to CBJ 01.60 and CBJ 05.01.080.

Section 2. Amendment of Regulations. The City and Borough of Juneau Administrative Code is amended by the adoption of a new Title 07, Chapter 10, reading:

City and Borough of Juneau Administrative Code Title 07: Juneau International Airport Chapter 10: Rates and Fees

Sections:

- 010 Policy
- 020 Rates and Fees
- 030 Definitions

07 CBJAC 10.010 Policy. The policy of the City and Borough of Juneau, Juneau International Airport Board establishing the rates and fees for the Juneau International Airport are as follows:

- (a) The rates and fees charged at the Juneau International Airport shall be structured to assure that the Airport is as financially self-sustaining as possible, while ensuring fair and reasonable rates.
- (b) The Juneau International Airport shall monitor, assess and amend such rates and fees as needed to maintain (a) above.
- (c) Revenue derived from the use of obligated Airport property must be used for the operation, maintenance, or development of the Airport.
- (d) All space designated by the Airport Manager as aviation use at the Juneau International Airport shall be available for leasing on a first-come, first-served basis, but may be allocated by the Airport Manager to insure that the reasonable needs of all users may be met. All other space may be available through competitive bid or other process.

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- (e) The Juneau International Airport may be required to furnish space to a governmental agency on a “rent-free” basis in order to obtain the services of a governmental agency, or to obtain a grant or other governmental participation in the operation or cost of improving or operating the airport facility, or to honor prior grant or participation agreements.
- (f) Failure to pay applicable rates and fees outlined in this Regulation, shall be subject to citation, fines and interest on past due amount.

07 CBJAC 10.020 Rates and Fees. The following are rates and fees established by the Airport Board. These rates and fees may be subject to change by amendment and may be subject to City and Borough of Juneau Sales Tax.

- (a) **Fuel Flowage Fees.** For sales of aviation fuel and aviation fuel delivery services at the Juneau International Airport, the following fees shall apply:
 - (1) Signatory.
 - (A) Aircraft with maximum certificated gross weight of 12,500 lbs. or less shall pay fuel flowage fee of \$.~~22-30~~ per gallon ~~effective July 1, 2016~~.
 - (B) Aircraft with maximum certificated gross weight of more than 12,500 lbs. shall pay fuel flowage fee of \$.~~155~~265 per gallon, effective May 1, 2023.
 - (2) Non-signatory.

All Non-signatory aircraft shall pay a fuel flowage fee of \$.~~28-40~~ per gallon, effective July 1, 2016, effective May 1, 2023.
 - (3) Exemption to Fuel Flowage Fees: The Civil Air Patrol (CAP) shall be exempt from Fuel Flowage Fees on missions, practice missions and fuel purchased in bulk by the CAP.
- (b) **Landing Fees.** Landing Fees shall be based on maximum take-off weight as certified by the FAA, for all types of aircraft whether empty or loaded, as follows:
 - (1) Signatory.
 - (A) Under 12,500 lbs., no fee.
 - (B) 12,500 lbs. and over, ~~for each 1,000 lbs. or any fraction thereof: \$2.45~~ 3.06 per 1,000 lbs., or any fraction thereof, effective ~~July 1, 2016~~ May 1, 2023.
 - (C) Exemptions to signatory landing fees:
 - i. Aircraft engaged in test flights.
 - ii. Aircraft compelled to return after take-off.

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Narrow Body Jets:	\$ 500 <u>1,000</u> per use or turn
Regional Prop (greater than 12,500 lbs.)	\$ 75 <u>175</u> per use or turn
Small carrier (12,500 lbs. or less)	\$ 25 <u>50</u> per use or turn

(B) Wide Body and Narrow Body jet use of the terminal shall be limited to departure lounge, available counter space, available jetway, bag claim, bag make-up and public circulation areas. Regional prop aircraft and small carrier use of terminal shall be limited to available counter space and public circulation area. Other non-signatory fees for airside use shall apply, such as landing fees, fuel flowage fees and parking or gate use also apply.

(C) Terminal Space rent shall be charged at 25% more than the published Signatory rate.

(d) **Aircraft Parking Fees.**

(1) Assigned Parking per Month. Fees for all types of aircraft, regardless of size or weight, per month or any fraction thereof, for parking or tiedown privileges in areas designated by the Airport Manager are as follows:

(A) Overnight parking at Air Carrier gate	\$ 500 <u>1,000</u>
(B) Main Ramp, >12,500 lbs.	\$ 500 <u>750</u>
(C) Air Taxi (small box)	\$ 75 <u>90</u>
(D) Air Taxi (large box)	\$ 100 <u>125</u>
(E) Hard-surfaced parking areas	\$ 60 <u>75</u>
(F) Gravel-surfaced parking areas	\$ 50 <u>60</u>
(G) Privately-owned seaplane floats (North & South)	\$ 90 <u>110</u>
(H) Airport-owned seaplane floats(North & South)	\$ 150 <u>180</u>
(I) Privately-owned seaplane floats (West Finger)	\$ 150 <u>180</u>

Seaplane floats fee based on 8 months of use/fees annually.

(2) Transient Parking. The parking fee for transient aircraft is determined by the maximum take-off weight as certified by the FAA, as follows:

(A) Under 6,001 lbs. (Non-commercial)	\$ 40 <u>15</u> per day
(B) Under 6,001 lbs. (Commercial)	\$ 25 <u>50</u> per day
(C) 6,001 lbs. to 12,500 lbs.	\$ 75 <u>100</u> per day
(D) 12,501 lbs. to 100,000 lbs.	\$ 175 <u>250</u> per day
(E) 100,001 lbs. and over	\$ 500 <u>1,000</u> per day/ <u>lg aircraft ramp, per turn/terminal gate</u>
(F) Jetway <u>Use 5 Air Carrier gGate 2, 5</u> (Non-Signatory)	\$ 500 <u>1,000</u> per <u>turn/use</u>

All aircraft parking spaces are designated one aircraft per space. Any additional aircraft parked in/near/around a parking spot, or any aircraft not

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within an aircraft designated space will be assessed the daily transient rate for size/type of aircraft/operation.

Aircraft parking fees are assessed for the first 24 hours or any fraction thereof. Subsequent days are charged for each 24 hour period or any fraction thereof. Non-commercial aircraft are exempt for the initial two hours of aircraft parking. Rates apply to the public parking areas of the airport.

- (3) Storage Fees. Property that remains on a tiedown or other location after termination of the agreement, shall be charged a storage fee of \$200 per month, except that ownership of a dock on the float pond shall revert to the Airport if not removed upon termination of the agreement.

- (e) **Land Lease Rates.** Certain property at the Juneau International Airport has been designated by the Assembly as available for airport related purposes. CBJ Chapter 05.20 "Airport Lands," provides for the administration of such property and authorizes the Airport Manager to negotiate certain leases subject to Airport Board approval, and according to certain terms provided therein. Airport land lease rates shall be according to airport land type and/or use as follows:

- (1) Land Lease Rates (all rates per square foot, annually):

(A)	Non-Commercial Airfield Land Lease	\$0. 47 <u>57</u> /sq ft/year
(B)	Commercial Airfield Land Lease	\$0. 57 <u>70</u> /sq ft/year
(C)	SIDA Airfield Land Lease	\$0. 80 <u>97</u> /sq ft/year
(D)	Landside Non-Aviation Land Lease	\$0. 71 <u>86</u> /sq ft/year
(E)	<u>Undeveloped Land Lease 1st Right of Refusal</u>	\$0. 19 <u>05</u> /sq ft/year

- (2) Non-aviation Land Lease Rates. Non-aviation land lease rates shall be set through competitive bid or other process, but shall not be less than the highest Airfield land lease rate plus 25%.

- (3) Land Lease Wait List Fees. The Juneau International Airport has established wait lists and application fees based on the land lease types and proposed construction types. Tenants wishing to apply for land lease space shall fill out an annual wait list application and pay the following annual application fees:

(A)	Commercial Leases:	\$25/annually
(B)	Executive Hangar Leases:	\$25/annually
(C)	T-Hangar Leases:	\$25/annually

- (f) **Rental Car Lot.** Rental car lot spaces shall be charged at the following rate:

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(1) ~~\$75~~ 100 per space, per month or any fraction thereof,

(g) **Commercial Vehicle Access Fees.** Access fees are per vehicle, per calendar year. A numerically sequenced permit/sticker is issued for each fee paid. Permit/sticker must be properly displayed and permanently affixed to the vehicle windshield prior to operating on the Airport premises. Failure to display and affix permit to the vehicle will be considered as conducting business at the airport without a valid permit. Prior year(s) permits must be removed or current year permit will be invalid. The following fee structure applies to the categories of Ground Transportation and Access users as indicated:

(1) Ground Transportation Fees. (Taxicab, bus, airporter, courtesy van, or limo.)

	<u>1-7 PAX</u> <u>Rate</u>	<u>8-16 PAX</u> <u>Rate</u>	<u>17 or MORE</u> <u>Rate</u>
Annual	\$150 <u>200.00</u>	\$200 <u>250.00</u>	\$250 <u>350.00</u>

For each calendar year, each tour operator permitting multiple large buses, shuttles and/or vans, may purchase as many annual vehicle permits as needed to conduct business on the Airport premises and pay the actual cost of permits per vehicle in accordance with the above table, or \$10,000, whichever is less.

(2) Commercial Freight Pick-up/Delivery Vehicles. Off-Airport businesses performing a commercial pick-up or delivery of freight transitting the Airport shall be required to purchase and display a Commercial Freight Pick-up/Delivery permit on their vehicle prior to conducting such business on the airport premises. ~~This excludes any item that an airport tenant may use or consume for their own personal or business purposes. The permit entitles the vehicle to free parking in the Short-Term lot during pick-up and delivery only.~~

	<u>1st Vehicle</u> <u>Rate</u>	<u>Each Additional Vehicle</u> <u>Rate</u>
Annual	\$150 <u>200.00</u>	\$25 <u>50.00</u>

(3) Airport Operational Area (Commercial freight pick-up/delivery vehicles with inside the fence access.)

	<u>1st Vehicle</u> <u>Rate</u>	<u>Each Additional Vehicle</u> <u>Rate</u>
Annual	\$230 <u>300.00</u>	\$35 <u>75.00</u>

(h) **Boundary Crossing Fee.** Companies or businesses conducting business within the boundaries of the Airport that do not lease property on the Airport are subject to an annual boundary crossing fee. (Separate from public ground transportation access fees and commercial access delivery fees outlined in (g) above).

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Boundary Crossing Fee: \$200 minimum per year, as negotiated based on Airport land use or boundary activity

- (i) **International Passenger Processing Fee.** Any passenger arriving or processed through U.S. Customs who has deplaned off of a scheduled or chartered international commercial flight will be assessed an international processing fee.

International Passenger Processing Fee: \$4 per passenger

(j) **Employee Parking Fees.**

- (1) A company, business, or government agency conducting business on the Juneau International Airport, or an employee or association of employees thereof may park in the airport employee parking lot while on duty under the following terms and conditions:
- (A) Parking fees are paid in full prior to the beginning of the calendar month or fraction thereof, for which parking is desired.
 - (B) A 10% discount shall be given for prepayment of an entire period as described in section (3) below.
 - (C) Use of the employee parking lot for any purpose, other than parking while on duty, will forfeit access to, and fees paid for, the employee parking lot for that period.
 - (D) Vehicles may not park in the employee parking lot for more than 24 hours without Airport Management approval. If an employee has been approved for extended parking, the employee must make arrangements to have the vehicle moved upon request of the Airport. Vehicles not in compliance with the subsection will-may be towed and impounded at the owner's expense.
 - (E) Employee vehicles must be registered with Airport Management. Vehicles parked in the employee parking lot that have not been registered will-may be towed and impounded at the owner's expense.
- (2) The rate for parking in the employee parking lot is \$40-50 per space per month, or any fraction thereof.
- (3) There will be two rental periods per year. The first period shall be from October through April (7 months), and the second period shall be from May through September (5 months).
- (4) Use of a parking space may be shared between two eligible employees and a single fee charged, provided work schedules do not overlap and/or actual use is limited at all times to a single car in the single rented space.

- (k) **Concession Fees.** Concessions which operate at the airport shall be awarded through Bid process, Request for Proposal (RFP) process or as a sole responder with a Letter of Interest.

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Concession fees are established through contract negotiations, but will not be leased at a rate less than those established for Airfield/Aviation Use Land Lease Rates.

- (l) **Governmental Agency Rental Rates.** The Juneau International Airport may enter into an agreement with governmental agencies for the reimbursement of expenses incurred by the airport in providing services (which may include, but not be limited to: maintenance, utilities, supplies and janitorial services) to the “rent-free” space. The charge for such reimbursable expenses for services shall be based on the annual per square foot cost of providing such services to the entire area serviced.
- (m) **Airport Reimbursable Costs.** The Juneau International Airport may charge tenants, users or patrons of the Airport for costs associated with reimbursement of personnel costs, equipment costs or supplies for which a tenant, user or patron requests a special service which is not covered by a tenant or user agreement or is not a normally provided function of Airport operations. This may include damage to airport property for which the tenant, user or patron is responsible and whereby additional cost has been incurred by the Airport. A detailed breakdown of all costs will be provided after an emergency situation or an estimate will be supplied in advance to a request if appropriate.
- (n) **Fingerprint Fees.** For fingerprinting and electronic submission to the Federal Bureau of Investigation (FBI) for criminal history records check, the following fees shall apply:
- (1) Employees, tenants, employees of tenants, or those employees of businesses and agencies directly working with/at the Juneau International Airport, the fingerprint fee shall be: ~~\$50~~ 75 per person.
- (2) For all others, the fingerprint fee shall be: \$75 per person.
- (o) **Badging Fees.** For access and identification badges issued at the Juneau International Airport, the following fees shall apply:
- (1) Security Identification Display Area (SIDA), 135 ramp (Non-SIDA), General Aviation AOA badges, or Airport Employee identification badges, the fees shall be:
- | | |
|---|-----------------------------|
| (A) Initial Issuance (\$25 <u>50</u>) & Deposit (\$50) | \$ 75 <u>100</u> |
| (B) Renewal (Annual) | \$ 25 <u>40</u> |
| (C) Re-issuance for worn or damaged | \$ 25 <u>40</u> |
| (D) Lost badge | \$200 |
| (E) Contractor Deposit | \$200 |
| (F) Proximity Gate Card | \$ 40 <u>15</u> |
| (G) Non-Airport ID | \$ 25 <u>50</u> |

Deposits shall only be refunded upon the timely return of an individual’s current access badge to Airport Security or Airport Administration. If a “lost” badge is later recovered, a refund ~~of \$190~~ may be issued, minus the fees associated with the

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[replacement badge](#), only if the lost badge is of the current issuance lot (color, badge design).

In lieu of a deposit, an employer may issue a written letter of guarantee for their employee(s). Such letter will be on company or business letterhead, signed by an authorized agent of the company or business, and guarantee that if an authorized employee of their company or business does not return a badge or loses a badge, the company or business shall be responsible for the non-returned/lost badge and remit the \$200 fee to the Airport.

(2) Proximity Cards (or gate access cards): ~~\$10~~ 15 per card / issuance

(3) Non-airport identification media : ~~\$25~~ 50 per card / issuance

(p) **Airline Fee for Airport Security Screening.** Each Air Carrier shall pay ~~\$1.43~~ 2.26/per screened [enplaned passenger effective May 1, 2023](#), ~~enplaned passenger~~; for that Air Carrier's passengers subject to security screening and enplaning, at Juneau International Airport, ~~retroactive to May 1, 2016~~.

The Non-signatory rate for Airline Fee for Airport Security Screening shall be at a rate of 25% more than the established signatory rate for Airport Security Screening Fee.

(q) **Lease Action Filing Fee.** For any Lease Action Request (Assignment, New Lease, Extension/Amendment, Collateral Assignment, Cancellation) at the Juneau International Airport.
\$100/per Lease Action Request

07 CBJAC 10.030 Definitions. For purposes of this chapter, unless the context plainly requires otherwise:

“Aviation Use” means the storage, operation, maintenance, or servicing of aircraft, or a use directly ancillary to such aviation use.

“Employee” a person employed by a company, business or governmental agency and who is stationed to work at the Juneau International Airport for that company, business or agency.

“Juneau International Airport” or “Airport” means the facilities and lands owned by the City and Borough of Juneau, [and designated as Airport properties](#), or the administration which oversees the facilities and lands at the Airport, subject to this regulation.

“Signatory” means air carriers or aircraft owners/operators who have a written lease agreement with the Airport.

“Non-Signatory” means air carriers or aircraft owners/operators who do not have a written lease agreement with the Airport. A sublease agreement does not qualify at the “signatory” rate.

“Commercial Land” means that area of the Airport which is designed for businesses and commercial activity, but may be leased to private individuals at the commercial rate.

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“Landside Non-Aviation Land” means that area of the Airport which is outside the airfield perimeter fence, and designated for any non-aviation related use.

“Non-Commercial Land” means that area of the Airport which is designed for private, non-business activities, but may be leased to commercial businesses at the commercial rate.

“SIDA Land” (or Security Identification Display Area) means that area of the Airport which is designated for SIDA activities/business, pursuant to 49 CFR 1500 series.

“Transient Aircraft” at the Airport means an aircraft that is not assigned to a permanent parking space, that is not subject to a written parking agreement with the Airport, that is not parked in its assigned permanent parking space, or that is double parked in an aircraft parking space.

“Undeveloped Land” means raw land that has not been filled to grade or been permitted for development.

Section 3. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on ~~April 5, 2016~~ _____, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

~~Joe Heuelsen~~ Al Clough, Chairman
Juneau International Airport Board

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

~~Amy Mead~~ Robert Palmer

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City Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

~~Laurie J. Sica~~Elizabeth J. McEwen,

Clerk

Filing with Clerk

I certify, as the clerk of the City and Borough of Juneau, that the following statements are true:

1. These regulations were accepted for filing by the office of the clerk at ___:___ a.m./p.m. on the _____ day of _____, _____.
2. After signing I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
3. A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
4. Effective date shall be the seventh day after the date of filing with the clerk, per CBJ 01.60.330.

Date: _____

~~Laurie J. Sica~~Elizabeth J. McEwen,

Clerk

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SUMMARY OF RATES & FEES REGULATION CHANGES
AIRPORT BOARD FINANCE MEETING
JANUARY 19, 2023

Airport Security Screening Fee: For all passengers that are screened and enplaned at Juneau International Airport

Current: \$1.43 per screened, enplaned Passenger

Suggested: \$2.26 per screened, enplaned Passenger
beginning May 1, 2023

Estimate additional revenue for FY24 budget: \$310,420
(based on 374,000 screened pax, 87.5% sec expenses)

Note: Suggested increase for FY21/22 were \$1.83/\$1.86

Taxi/Ground Commercial Vehicle Permits:

Ground:

Current:

1-7 Pax	\$150/annually
8-16 Pax	\$200/annually
17 or more	\$250/annually
Tour Company	\$10,000 flat fee/yr

Suggested:

<i>1-7 Pax</i>	<i>\$200/annually</i>
<i>8-16 Pax</i>	<i>\$250/annually</i>
<i>17 or more</i>	<i>\$350/annually</i>
Tour Company	No Change

Estimate additional revenue for FY 24 budget: \$8,550

Note: suggested increase for FY21/22 were: 1-7 Pax \$175yr, 8-16 Pax \$250yr, 17+ \$300/yr

Commercial Delivery:

Current:

1 st Vehicle	\$150/annually
Each Additional vehicle	\$ 25/annually

Suggested:

<i>1st Vehicle</i>	<i>\$200/annually</i>
<i>Each Additional vehicle</i>	<i>\$ 50/annually</i>

Estimate additional revenue for FY 24 budget: \$1,025

Note: suggested increase for FY21/22 were: \$175/yr 1st vehicle, \$50/yr each additional

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Airport Operational Area (AOA):

Current:

1 st Vehicle	\$230/annually
Each Additional vehicle	\$ 35/annually

Suggested:

<i>1st Vehicle</i>	<i>\$300/annually</i>
<i>Each Additional vehicle</i>	<i>\$ 75/annually</i>

Estimate additional revenue for FY 24 budget: \$1,510

Note: suggested increase for FY21/22 were: \$275/yr 1st vehicle, \$75/yr each additional

Rental Car Lot:

Current:

Per Space	\$75/month
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Suggested:

<i>Per Space</i>	<i>\$100/month</i>
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Estimate additional revenue for FY 24 budgets: \$36,900

Note: Suggested increase for FY21/22 were \$85/mo

Land Lease Rates:

Currently we have three types of land leases (since 2013)—

\$0.57/sf/yr	Commercial Airfield and Landside (Aviation use)
\$0.47/sf/yr	Non-commercial airfield
\$0.71/sf/yr	Landside non-aviation
\$0.80/sf/yr	SIDA land lease
\$0.01/sf/yr	1 st Right of Refusal

Suggested land leases changes (based on ANC CPI 2014 - 2022)—

<i>\$0.70/sf/yr</i>	<i>Commercial Airfield and Landside (Aviation use)</i>
<i>\$0.57/sf/yr</i>	<i>Non-commercial airfield</i>
<i>\$0.86/sf/yr</i>	<i>Landside non-aviation; or as negotiated for long term non-aviation</i>
<i>\$0.97/sf/yr</i>	<i>SIDA land lease</i>
<i>\$0.05/sf/yr</i>	<i>1st Right of Refusal</i>

Estimated Additional Revenue for FY 24 budget: \$149,203

Note: Suggested increase for FY21/22 were (based on ANC CPI over five years only)—

\$0.61/sf/yr	Commercial Airfield and Landside (Aviation use)
\$0.50/sf/yr	Non-commercial airfield
\$0.76/sf/yr	Landside non-aviation; or as negotiated for long term non-aviation
\$0.85/sf/yr	SIDA land lease

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Tiedown:

Currently:

\$50/mo	Gravel
\$60/mo	Asphalt
\$75/mo	Main-small
\$100/mo	Main-large

Suggested:

<i>\$60/mo</i>	<i>Gravel</i>
<i>\$75/mo</i>	<i>Asphalt</i>
<i>\$90/mo</i>	<i>Main-small</i>
<i>\$125/mo</i>	<i>Main-large</i>

Estimated Additional Revenue for FY 24 budget: \$12,120

Note: Suggested increase for FY21/22 were (based on ANC CPI over five years only)—

<i>\$60/mo</i>	<i>Gravel</i>
<i>\$75/mo</i>	<i>Asphalt</i>
<i>\$85/mo</i>	<i>Main-small</i>
<i>\$110/mo</i>	<i>Main-large</i>

Float Pond:

Currently:

\$90/mo	Private
\$150/mo	Airport
\$150/mo	West finger

Suggested:

<i>\$110/mo</i>	<i>Private</i>
<i>\$180/mo</i>	<i>Airport</i>
<i>\$180/mo</i>	<i>West finger</i>

Estimated Additional Revenue for FY 24 budget: \$7,440 (only billed for eight months/yr)

Note: Suggested increase for FY21/22 were (based on ANC CPI over five years only)—

<i>\$100/mo</i>	<i>Private</i>
<i>\$175/mo</i>	<i>Airport</i>
<i>\$175/mo</i>	<i>West finger</i>

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Signatory Jet/Jetway Parking/Use:

Currently:

\$500/mo	Main ramp > 12,500
\$500/mo	Air Carrier Gate/Cargo parking
\$3,000/mo	Jetbridge/PBB Use (Gates 2 &5)

Suggested:

<i>\$750/mo</i>	<i>Main ramp > 12,500</i>
<i>\$1,000/mo</i>	<i>Air Carrier Gate/Cargo parking</i>
<i>\$3,500/mo</i>	<i>Jetbridge/PBB Use (Gates 2 &5)</i>

Estimated Additional Revenue for FY 24 budget: \$33,000

Note: Suggested increase for FY21/22 were

<i>\$500/mo</i>	<i>Main ramp > 12,500</i>
<i>\$1,000/mo</i>	<i>Air Carrier Gate/Cargo parking</i>
<i>\$3,500/mo</i>	<i>Jetbridge/PBB Use (Gates 2 &5)</i>

Transient A/C Tiedown:

Currently: per 'use'

\$10	<6,000 lbs. non commercial
\$25	<6,000 lbs. commercial
\$75	6,001 – 12,500 lbs.
\$175	12 501 – 100,000 lbs.
\$500	>100,000 lbs.
\$500	Jetway 5 (exec ASA/Delta)

Suggested:

<i>\$15/day</i>	<i><6,000 lbs. non commercial</i>
<i>\$50/day</i>	<i><6,000 lbs. commercial</i>
<i>\$100/day</i>	<i>6,001 – 12,500 lbs.</i>
<i>\$250/day</i>	<i>12 501 – 100,000 lbs.</i>
<i>\$1000/turn (terminal)/day (lg aircraft ramp)</i>	<i>>100,000 lbs.</i>
<i>\$1,000/turn/use</i>	<i>Jetway Use –Gate 2, 5 (non-signatory)</i>

Estimated Additional Revenue for FY 24 budget \$0

Note: Suggested increase for FY21/22 were

<i>\$15/day</i>	<i><6,000 lbs. non commercial</i>
<i>\$50/day</i>	<i><6,000 lbs. commercial</i>
<i>\$100/day</i>	<i>6,001 – 12,500 lbs.</i>
<i>\$250/day</i>	<i>12 501 – 100,000 lbs.</i>
<i>\$500/turn (terminal)/day (lg aircraft ramp)</i>	<i>>100,000 lbs.</i>
<i>\$1,000/turn/use</i>	<i>Jetway Use –Gate 2, 5 (non-signatory)</i>

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Terminal Lease: (sf/yr)

Currently:

\$25.16	Counter North (+7 ft)
\$31.69	Counter East (+12ft)
\$22.88	Office North
\$25.52	Office East
\$25.52	Office Admin East
\$25.52	Bag Claim (public)
\$20.34	Bag Make-up/Storage
\$20.34	Storage Freight Room North
\$12.71	Canopy North
\$31.69	Departure/Hold Room

Suggested: (based on ANC CPI 2014-2022)—

<i>\$30.45</i>	<i>Counter North (+7 ft)</i>
<i>\$38.35</i>	<i>Counter East (+12ft)</i>
<i>\$27.69</i>	<i>Office North</i>
<i>\$30.89</i>	<i>Office East</i>
<i>\$30.89</i>	<i>Office Admin East</i>
<i>\$30.89</i>	<i>Bag Claim (public)</i>
<i>\$24.61</i>	<i>Bag Make-up/Storage</i>
<i>\$24.61</i>	<i>Storage Freight Room North</i>
<i>\$15.30</i>	<i>Canopy North</i>
<i>\$38.35</i>	<i>Departure/Hold Room</i>

Estimated Additional Revenue for FY 24 budget: \$170,131

Note: Suggested increase for FY21/22 were (based on ANC CPI over six years only)—

<i>\$25.16</i>	<i>Counter North (+7ft)</i>
<i>\$34.45</i>	<i>Counter East (+12ft)</i>
<i>\$22.88</i>	<i>Office North</i>
<i>\$27.74</i>	<i>Office East</i>
<i>\$27.74</i>	<i>Office Admin East</i>
<i>\$27.74</i>	<i>Bag Claim (public)</i>
<i>\$22.10</i>	<i>Bag Make-up/Storage</i>
<i>\$20.34</i>	<i>Storage Freight Room North</i>
<i>\$12.71</i>	<i>Canopy North</i>
<i>\$34.45</i>	<i>Departure/Hold Room</i>

ATTACHMENT #6

Employee Parking:

Current:

- \$40/month
- \$180/ summer months May – September
- \$252/ winter months October – April

Suggested:

- \$50/month
- \$225/ summer months May – September
- \$315/ winter months October – April

Estimate additional revenue for FY 24 budget: \$10,900

Note suggested increase for FY21/22 was \$50; no change

Fuel Flowage Fees:

Signatory:

- | | |
|---|-----------------------------|
| Aircraft 12,500 lbs and under (AV or Jet) | \$0.22/gallon |
| <i>Suggested</i> | <i>\$0.30/gallon</i> |

Estimate additional revenue for FY 24 budget: \$76,160

*Note suggested increase for FY21/22 were \$0.27/gallon **FY21**, \$0.29/gallon **FY22***

- | | |
|--|------------------------------|
| Aircraft greater than 12,500 lbs. (Large Commercial Jet) | \$0.155/gallon |
| <i>Suggested</i> | <i>\$0.265/gallon</i> |

****Airlines typically request May 1 start date***

Estimate additional revenue for FY 24 budget: \$363,363

*Note suggested increase for FY21/22 were \$0.175/gallon **FY21**; \$0.18/gallon **FY22***

Non-Signatory:

- | | |
|-------------------------|-----------------------------|
| Non-signatory | \$0.28/gallon |
| <i>Suggested</i> | <i>\$0.40/gallon</i> |

****Request May 1 start date***

Estimate additional revenue for FY 24 budget: \$41,839

*Note suggested increase for FY21/22 were \$0.337/gallon **FY21**; \$0.363/gallon **FY22***

ATTACHMENT #6

Landing Fees:

Signatory:

Aircraft 12,500 lbs and over, for each 1,000 lbs *or fraction thereof \$2.45/1,000 lbs*

Suggested

*Aircraft 12,500 lbs and over, for each 1,000 lbs *or fraction thereof \$3.06/1,000 lbs**

**Airlines typically request May 1 start date*

Estimate additional revenue for FY 24 budget: \$533,713

*Note suggested increase for FY21/22 were \$2.47/1,000 lbs **FY21**; \$2.60/1,000 lbs **FY22***

Non-Signatory:

Aircraft 12,500 lbs and over, for each 1,000 lbs *or fraction thereof \$3.06/1,000 lbs*

Suggested

*Aircraft 12,500 lbs and over, for each 1,000 lbs *or fraction thereof \$3.83/1,000 lbs**

**Airlines typically request May 1 start date*

Estimate additional revenue for FY 24 budget: \$16,622

*Note suggested increase for FY21/22 were \$3.09/1,000 lbs **FY21**; \$3.25/1,000 lbs **FY22***

Badging Fees:

Currently: per 'use'

- \$75 Initial Badge
- \$25 Renewal Badge
- \$25 Reissuance (worn/damage/replacement)
- \$50 Fingerprint Fees (Airport)
- \$10 Prox/gate card
- \$25 Non-airport ID issue

Suggested:

- \$100 Initial Badge*
- \$40 Renewal Badge*
- \$40 Reissuance (worn/damage/replacement)*
- \$75 Fingerprint Fees (Airport)*
- \$15 Prox/gate card*
- \$50 Non-airport ID issue*

Estimate additional revenue for FY 24 budget: \$29,280

Note: no increases were suggested for FY21/22

ATTACHMENT #7

07 CBJAC 10.020

**JUNEAU INTERNATIONAL AIRPORT
HISTORY OF RATES AND FEES**

	2022 Rates	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2013 RATES (FINAL 7/1/13 & 7/15/13) see comment	2012 RATES (7/1/12)	2010 RATES	2009 RATES	2008 RATES	2007 RATES (10/1/07)	2006 RATES	2005 RATES	2003 RATES	2002 RATES	2001 RATES eff 7/1/01	1983 RATES	1977 RATES	(Fuel 'Tax')	1967 RATES	1953 RATES		
FUEL FLOWAGE FEE																					
Under 12,500 lbs (AV Gas & Jet Fuel) Signatory		0.22	0.17	see comment		0.155	0.140		\$0.10				\$0.09	\$ 0.09	per gallon	\$ 0.03	per gallon	\$ 0.03	per gallon	\$ 0.02	\$0.01/gal
Over 12,500 lbs (Jet Fuel) Signatory			0.155	see comment	0.125	0.085	\$0.025		\$0.0125				\$0.0125	\$ 0.0125	per gallon	\$ 0.03	per gallon				
Non-Signatory - All aircraft regardless of wgt. Commercial Airlines (Jet Fuel)		0.28	0.215	see comment	0.20	0.195	0.175		\$0.13				\$0.09		per gallon						
									see above				see above	\$ 0.0125	per gallon	\$ 0.01	per gallon				

Note: CAP (Civil Air Patrol) exempt while on missions/bulk purchase

	2022 Rates	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2013 RATES	2011 RATES	2010 RATES	2009 RATES	2008 RATES	2007 RATES (10/1/07)	2006 RATES	2005 RATES	2003 RATES	2002 RATES	2001 RATES	1994 RATES	1993 RATES	1980 RATES	1977 RATES	1967 RATES	
LANDING FEES																				
Signatory (per 1,000 lbs.)																				
Under 12,000 lbs																	No charge			
12,000 - 50,000 lbs																	\$ 4.40			
50,000 - 125,000 lbs																	\$ 11.00			
125,000 - 200,000 lbs																	\$ 17.60			
Over 200,000 lbs																	\$ 22.00			
Under 12,500 lbs														No fee						
Over 12,500 lbs		2.45		2.38	2.18	1.98	1.88		\$1.81		\$1.41			\$ 1.36	per 1,000 lbs					
Non-signatory (per 1,000 lbs.)																				
Under 5,000 lbs														N/A	\$ 5.25	each	5.25	\$ 5.00	\$ 5.00	\$ 3.00
5,000 - 12,000 lbs															12.35		\$ 11.75	\$ 11.75		
5,000 - 20,000 lbs																		\$ 19.50	\$ 11.00	
20,000 - 35,000 lbs																		\$ 34.00	\$ 19.25	
35,000 - 50,000 lbs																		\$ 48.75	\$ 27.50	
50,000 - 75,000 lbs																		\$ 73.00	\$ 41.25	
75,000 - 100,000 lbs																		\$ 97.50	\$ 55.00	
100,000 - 125,000 lbs																		\$ 122.00	\$ 68.75	
125,000 - 150,000 lbs																		\$ 146.25	\$ 82.50	
150,000 - 175,000 lbs																		\$ 170.50	\$ 96.25	
175,000 - 200,000 lbs																		\$ 195.00	\$ 110.00	
200,000 - 225,000 lbs																		\$ 219.50	\$ 123.75	
225,000 - 250,000 lbs																		\$ 243.50		
Over 5,000 lbs														N/A	\$ 12.35	each				
Under 12,500 lbs														No fee	No fee					
Over 12,500 lbs		3.06		2.98	2.73	2.48	2.35	2.35	\$2.31		\$1.77			\$ 1.70	per 1,000 lbs	\$ 1.70	per 1,000 lbs			

ATTACHMENT #7

	2022 Rates	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2013 RATES	2012 RATES	2010 RATES	2009 RATES	2008 RATES	2007 RATES (10/1/07)	2006 RATES	2005 RATES	2003 RATES	2002 RATES	2001 RATES		1985 RATES	1974 RATES	1953 RATES		1953 LAND RATES		
AIR CARRIER TERMINAL LEASE																						
Counter (North Wing) plus 7 feet				\$25.16										\$ 24.62	Terminal main	\$ 33.72	\$ 0.90	\$ 0.04	per sq ft	\$ 0.02	per sq. ft.	
Counter (East Wing) plus 20 feet				\$31.69		31.01	(plus 12' now)							\$ 27.36	Terminal office	11.28	\$ 0.60					
Office (North Wing)				\$22.88										\$ 22.39	Outside Cargo	5.76	\$ 0.30					
Office (East Wing)				\$25.52										\$ 24.87		annual	monthly	monthly				
Office (Old Tower, Ops)				\$25.52										\$ 24.87								
Office (AK Maintenance)				\$25.52										\$ 24.87								
Baggage Claim (Public)				\$25.52										\$ 24.87								
Storage/Bag Make up (North Wing)				\$20.34										\$ 19.90								
Storage/Frt Rm (North Wing)				\$20.34										\$ 19.90								
Canopy Storage (North Wing)				\$12.71										\$ 12.44								
Hold Room/Departure Lounge				\$31.69		31.01								\$ 27.36								
Non-Signatory:																						
Terminal Use: Wide Body Jets								\$1,500.00	per turn													
Terminal Use: Narrow Body Jets								\$500.00	per turn													
Terminal Use: Regional Prop (> 12,500 lbs)								\$75.00	per turn													
Terminal Use: Small Carrier (12,500 lbs or <)								\$25.00	per turn													
AIRCRAFT PARKING FEES																						
On-Ramp parking spaces																\$ 40.00	\$ 30.00	\$ 30.00				
Main Ramp > 12,500 lbs				\$500.00				\$220.00														
Overnight parking at Air Carrier Gate				\$500.00					\$220.00				\$200.00	\$ 80.00								
Parking for Air Taxi -main ramp (small box)				\$75.00					\$65.00				\$60.00	\$ 60.00								
Air Taxi (large box)				\$100.00																		
Hard-Surfaced parking areas				\$60.00					\$49.00				\$45.00	\$ 40.00		\$ 36.00	\$ 34.00	\$ 22.50		\$ 20.00	\$ 15.00	\$ 6.00
Gravel-Surfaced parking areas				\$50.00					\$38.00				\$35.00	\$ 30.00		\$ 25.00	\$ 23.00	\$ 15.00		\$ 15.00	\$ 12.50	\$ 4.00
Public Airport-owned seaplane floats (No/So)				\$150.00		\$60.00	back on (left off for 2 years)		\$60.00				\$50.00	\$ 45.00		\$ 36.00	\$ 34.00					
Privately-owned seaplane floats (north/south)				\$90.00				\$45.00	\$38.00				\$35.00	\$ 30.00		\$ 25.00	\$ 23.00					
Privately-owned seaplane floats (west finger)				\$150.00																		
TRANSIENT A/C:																						
Transient parking under 6,001 lbs Non -comm				\$10.00							\$5.00	per 24 hour		\$ 5.00	per night							
Transient parking under 6,001 lbs Commercial				\$25.00																		
NEW Transient pkg. 6,001 to 12,500 lbs				\$75.00							\$50.00	per 24 hour										
Transient parking 6,000 lbs to 18,499 lbs														\$ 10.00	per night							
NEW Transient pkg. 12,501 to 100,000 lbs				\$175.00							\$135.00	per 24 hour										
Transient parking 18,500 lbs and over														\$ 20.00	per night							
NEW Transient pkg. Over 100,000 lbs				\$500.00							\$200.00	per 24 hour										
Parking at Jetway 5 Air Carrier Gate				\$500.00							\$100.00			\$ 100.00	per use							

**** Transient parking is now for each 24 hour period or ANY fraction thereof. Non-commercial is not charged for initial two hours of parking

	2022 Rates	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2013 RATES	2012 RATES	2010 RATES	2009 RATES	2008 RATES	2007 RATES (10/1/07)	2006 RATES	2005 RATES	2003 RATES	2002 RATES	2001 RATES		1988 RATES		1983 RATES
LAND LEASE RATES																		
Adjacent to Main Ramp (per SQ FT/YEAR)								\$0.52	\$0.46	\$0.41	\$0.41	\$0.41			I still have to			
Commercial Land Lease				\$0.57														
SIDA Airfield Land Lease				\$0.80														
Other Ramp (per SQ FT/YEAR)								\$0.43	\$0.38	\$0.34	\$0.34	\$0.34			get the old			
Non-commercial Land Lease other ramp paved				\$0.47						\$0.34	\$0.31	\$0.28			resolutions in place			
non-commercial other ramp unpaved										\$0.34	\$0.31	\$0.28			prior to 2001 to enter			
Undeveloped land (per SQ FT/YEAR)				\$0.19				\$0.17	\$0.15	\$0.13	\$0.13	\$0.13			old land lease			
Non-Aviation land lease rates				\$0.71		highest land rent plus 25%									rates			
Land Lease Wait Fees (Annually)				\$25.00								\$25.00						

ATTACHMENT #7

Boundary Crossing Fee
Annual Commercial Fee/Aviation Business

\$200.00 minimum of

OFF-AIRPORT RENTAL CAR FEES

OFF-AIRPORT RENTAL CAR FEES

CONCESSION FEES

Awarded through competitive bid process

GOVERNMENTAL AGENCY RENTAL RATES

JIA may enter into an agreement with governmental agencies for the reimbursement of expenses incurred by JIA in providing services.

BADGING FEES

	2022 Rates	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2013 RATES	2012 RATES	2010 RATES	2009 RATES	2008 RATES	2007 RATES (10/1/07)	2006 RATES	2005 RATES	
Initial Issuance (\$15 Badge + \$50 deposit)				\$75.00		\$65.00					\$60.00	
Renewal (annual)				\$25.00		\$15.00					\$10.00	Note: these rates went
Re-issuance for worn/damaged				\$25.00		\$15.00					\$10.00	into effect in 2002, but
Lost Badge											\$200.00	not put into regulation
Contractor Deposit											\$200.00	until 2005. They were
Fingerprint Fees Airport User/Tenant/Employee				\$50.00							\$45.00	TSA mandated rules
Fingerprint Fees Non-Airport Use											\$75.00	with payments charged
Proximity Gate Card/per issuance				\$10.00							\$5.00	to the Airport and passed
Non-Airport ID/per issuance				\$25.00							\$10.00	on to the badge holder

LEASE ACTION FILING FEE

	2022 Rates	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2013 RATES
Lease Action Request				\$100.00

ATTACHMENT #8

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> 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)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
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 Reservec 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 #8

AIRPORT

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

*FY22 not closed out yet

ATTACHMENT #9

Projects for CARES Funding

12/1/22

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