



AIRPORT BOARD AGENDA

December 12, 2024 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNld2p1OFI3TnY3NUpKa3BRQmFidz09>

or Dial: 1-833-548-0276 Meeting ID: 828 5699 5400 Passcode: 697369

TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962

BY 3:00 PM ON DECEMBER 11, 2024

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. Airport Board Minutes for November 14, 2024

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. AIRPORT BOARD OFFICERS DISCUSSION

G. UNFINISHED BUSINESS

2. Alaska Seaplanes – Flying Squirrel Concession – Federal Aviation Administration (FAA) Compliance Office Determination Letter (Attachment #1). The FAA has issued a letter of Non-Objection for a portion of non-aeronautical use of Alaska Seaplanes/Kalinin Facilities, provided several conditions are met including updating the Airport Layout Plan (ALP) and Exhibit A for mixed-use facility on that tract of land (within 90 days); updating the lease to allow for the non-aeronautical use; charge the concessionaire fees/rates for that space no less than fair market value (retroactively); and submit plan/report airport concession disadvantaged business enterprise (ACDBE) revenues in accordance with the Juneau Airport ACDBE program. An ALP and Exhibit A update, outside of a project update, requires hiring a consultant for this process. The costs for this process will need to be paid/passed on to the tenant (or concessionaire) since it is specific to the change in land use for this parcel and concession activity.

3. Departure Lounge - Americans with Disabilities Act (ADA) Elevator Project: Staff is developing a scope for City & Borough of Juneau (CBJ) Contracts to put out a Request for Proposals (RFP) for an architect to conceptually identify possible locations and associated costs for an elevator. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected, but total cost of the design and installation of an elevator is budgeted at \$2.5M. An elevator serving the Departure Lounge to the 121 Air Carrier apron would facilitate ground boarding for passengers who cannot navigate stairs to board at Gate 6 or at other gates when ground boarding is necessary during maintenance, repairs or out-of-service passenger boarding bridges. The elevator would require a SIDA badge for access and operation. FAA has reviewed the concept and stated that the project would be eligible for Federal funding. The \$50K would be seed money to begin the planning process and get in the queue for an FFY26 project. Staff proposes temporary use of Airport Revolving Account until a grant is received.

BOARD MOTION: "Approve the appropriation of Airport Revolving Account funds not-to-exceed \$50,000 for an architect to conceptually identify possible locations and associated costs for a Departure Lounge Americans with Disability Act elevator, to be reimbursed with future FAA grant funding."

H. NEW BUSINESS

4. **JNU Airport Disadvantage Business Enterprise (DBE) Policy (see link for draft document <https://juneau.org/wp-content/uploads/2024/11/JNU-DBE-Program-DRAFT.pdf>):** 49 CFR Part 26 in coordination with FAA Grant Assurances requires that JNU Airport must develop a DBE plan, set goals and report DBE participation for all projects receiving federal funding. As a part of the plan, a Policy Statement regarding DBE must be disseminated to the Airport Board and published online. With the update of JNU's DBE Plan in October 2024, submitted via above link, the Policy Statement (page 4), is referenced for the Airport Board's knowledge. *No further action is required as this notification becomes part of the record.*
5. **JNU Airport Concession Disadvantage Business Enterprise (ACDBE) Policy (see link for draft document <https://juneau.org/wp-content/uploads/2024/12/ACDBE-Plan-2024-R2.pdf>):** 49 CFR Part 23 in coordination with FAA Grant Assurances requires that JNU Airport must develop an ACDBE plan, set goals and report ACDBE participation for all airport concessions. As a part of the plan, a Policy Statement regarding ACDBE must be disseminated to the Airport Board and published online. With the update of JNU's ACDBE Plan in December 2024, submitted via above link, the Policy Statement (page 4), is referenced for the Airport Board's knowledge. No further action is required as this notification becomes part of the record.
6. **Outgoing Bag Belt Motor and Variable Frequency Drive (VFD) Replacement for T1-04 and T1-17 Conveyors.** The outgoing bag belt was recently replaced using CARES funding for significant sections of the conveyor system. Two conveyors' sections ('T1-04' and 'T1-17') had belt and table (chassis) sections replaced, but the motors and VFD were deleted from the project. Work to replace these motors and VFDs was not done as it was believed they had been replaced recently; they were only rebuilt components and are over 20 years old. They are now in need of replacement. The Airport received a quote from Robson, the same vendor that replaced the outgoing bag belt. The quote for T1-04 and T1-17 motors and VFD is estimated at \$30K (shipping was estimated). The Airport needs to match the conveyor system and is a "No Substitution" in vendor and components (proprietary components). The funding would be provided by the Airport Fund Balance.

Board Motion: *"Approve the replacement of the T1-04 and T1-17 outgoing bag belt motors and variable frequency drives at a cost not-to-exceed \$30,000; funding provided by the Airport Fund Balance."*

7. **Software System for Mandated Safety Management System (SMS).** In 2023, the FAA issued a final rule to mandate the implementation of an SMS to certain categories of airports to improve aviation safety. JNU has a deadline to implement the full program by end of December 2025, and various portions of the SMS phased in before then. A public-facing Hazard Reporting System is one of the components that must be fully implemented long before the December 2025 deadline. The SMS implementation plan calls for the software plan by January 2025 and be implemented/fine-tuned by April 2025 (this fiscal year), prior to public deployment. JNU staff have met with several vendors that provide this software and support to similarly sized airports across the nation facing this same mandate in a subscription format, with first-year setup costs of approximately \$23K and thereafter \$11K annually (subscription renewal/licensing). While the annual subscription will be accounted for with the budget process, the first year, initial set-up will need to be purchased now to meet compliance. Staff requests the Board approve the additional operational spending authority of \$23,000 for FY25, funding from the Airport Fund Balance, as needed.

Board Motion: *"Approve the addition of \$23,000 of operational spending authority for a Safety Management System public-facing Hazard Reporting Software System to meet FAA mandate; funding through the Airport's Fund Balance."*

8. **Airport Manager's Report**

[9.](#) Airport Project Report - Ke Mell

[10.](#) Airport Project Report - Mike Greene

I. CORRESPONDENCE

[11.](#) Kathleen Porterfield Email re: Parking (Attachment #3)

J. COMMITTEE REPORTS

12. Finance Committee

13. Operations Committee

14. **Committee of the Whole:** Airport Staffing and Planning, December 13, 2024, at 9:00 a.m. in the Alaska Room/Zoom

K. ASSEMBLY LIAISON

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE:

Committee of the Whole, December 13, 2024, 9:00 a.m., Alaska Room/Zoom

Regular Board Meeting, January 9, 2025, 6:00 p.m., Alaska Room/Zoom

O. EXECUTIVE SESSION

P. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.

MINUTES of
AIRPORT BOARD MEETING
November 14, 2024
6:00 p.m. Alaska Room/ZOOM

- A. **CALL TO ORDER:** Chair Dennis Bedford called the meeting to order at 6:00 p.m.

SPECIAL: Chair Bedford thanked Dan Spencer for his work on the Board and wished him well in his future endeavors. He also welcomed Jerry Godkin to the Board. He said Jerry served the full three terms, including quite a while as Board Chair.

- B. **ROLL CALL:**

Members Present:

Dennis Bedford	Jerry Godkin	Charlie Williams
Jason Custer	Chris Peloso	
Jodi Garza	Eve Soutiere	

Staff/CBJ Present:

Patty Wahto, Airport Manager	Ke Mell, Airport Architect
Paul Khera, Deputy Airport Manager	Sherri Layne, CBJ Law
Andres Delgado, Airport Sup't	Nicole Lynch, CBJ Law

Public:

Sarah Lowell, Coastal Helicopters

- C. **APPROVAL OF MINUTES:**

1. *Jodi Garza moved to approve the October 10, 2024, minutes. The motion passed by unanimous consent.*

- D. **APPROVAL OF AGENDA:** *Jerry Godkin moved approval of tonight's agenda. The motion passed by unanimous consent.*

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

- F. **AIRPORT BOARD MEMBERS/OFFICERS:** Chair Bedford asked if there were any comments by anyone. He said he preferred putting this off to the next meeting, at least, to give Mr. Godkin and Mr. Williams a little more time to get their feet on the ground. This was moved to the next meeting.

- G. **UNFINISHED BUSINESS:**

2. Airport Security Requirements and Additional Staffing: Airport Manager Patty Wahto said Paul Khera has been working on this to figure out how to fill the Aviation Workers Screening (AWS) and some other vacancies/needs within the security field. Deputy Airport Manager Paul Khera said the security responsibilities at the airport went from 20% of the time to about 80%, which includes his last two predecessors. It has become more

AIRPORT BOARD MEETING

November 14, 2024

Page 2

demanding with more security requirements and a progressive plan is needed to keep up with it. Staff are being used to meet the security duties, which is not their job, and they need to do what they were hired to do.

Starting with AWS requires nine hours per week, but it is growing. It is based on a random schedule that is produced. It could be done during business hours, weekends, holidays, early in the morning and late at night. The Airport is currently using Customs and Border Protection to help the Airport. They are in their off season, but come March, this will go away as they will be very busy. Two part-time security specialists need to be hired. In addition to AWS, they can do many other security tasks that are needed. They can patrol the curb and do many more things. They could allow the police officers to do more of their police work. The two positions will cost approximately \$92K per year, which cost can be covered by increasing passenger screening fees by \$.27 per passenger. This is an unskilled position.

Another thing that will happen in March is demand for badges will go up. The Airport has one badging person, and a lot of time is lost because people show up at the Badging Office without their proper identification media, without the paperwork filled out, it has to be checked over, scanned and copied. It is very time consuming. A badging software system could automate the process. It could provide a direct link to the aviation channeler that the TSA (Transportation Security Administration) requires to cover the Security Threat Assessments that everyone that gets a badge has to have. It could save 1,200 hours per year of labor, which equates to about \$50K a year in savings on a system that will cost about \$40K per year. When this is toned down to \$38K, this could be covered by increasing badging fees by \$2 per badge, which would cover the costs for a badging software system. The badging system would also save a lot of time with the twice-a-year audits done by TSA. This would free up time to do other things.

The last step would be to hire a Security Manager. It has become its own classification. Other airports the size of JNU have hired a stand-alone Airport Security Manager, or they hired more staff and take pieces of the security puzzle. Either way, it is more staffing. The cost of an Airport Security Manager is estimated to be approximately \$116K to \$150K depending on where they fall in the classification, what is asked to be done and what level of responsibility is involved. He did not have a way to pay for this at this time.

Mr. Khera thought the Airport needed to start with a badging software system and hiring two Security Specialists to try to get this online by March, which means this needs to get going as soon as possible. *Jason Custer moved to approve the addition of two part-time Security Specialists for Aviation Worker Screening and other security functions at a cost not-to-exceed \$92K, funding to be provided by an increase to the Passenger Screening Fees, and to approve the acquisition of an automated badging software system at a cost not to exceed \$40K annually, funding provided by an increase to the badging fees.* Board Member Jodi Garza asked the Airport if biennial badges could be done as it is done at

AIRPORT BOARD MEETING

November 14, 2024

Page 3

other airports, which would save time as well. She asked with the labor savings, would the person in the job be doing additional duties or would there be less labor costs because of the potential savings on labor hours. Mr. Khera said that the technology has improved since it was last brought before the Board and the cost has come down. Other things will be done by the current person in the Badging Office. Using that person might also fend off or delay having to hire an Airport Security Manager. Ms. Wahto said part of the savings is not just the Badging Office but also the time the Deputy spends doing audits, which is time consuming. Ms. Garza said the Airport is also fighting this as part of the class action. Ms. Wahto said the part that the Airport is fighting is the actual AWS, which is the first motion. It does not affect the second piece, which in and of itself is time consuming due to audits, which is separate from AWS. It may be months before a decision is made.

Board Member Charlie Williams asked if the increased cost of both the additional labor costs and the Security Manager could be paid by passenger fees. Ms. Wahto replied that the AWS would be covered by the passenger fees because it is wholly related to the screening passengers going into the secured areas, which is airlines. When the job works 40% in other areas, the fees come from a different area. This has not been calculated or split out to different charge areas. The first two items may solve the problems.

Ms. Wahto said the biennial renewal would still require everyone testing on an annual basis. The printing of the badge is cheap. It is the time involved for making sure people are tested, still employed, hangar owner, etc., that are required annually. It works better for the Airport for auditing. People would still have to come in annually. It does fulfill the checks and balances that are required for getting a badge renewed. In some cases, it is not just the TSA portion, but the FAA (Federal Aviation Administration) component of movement area/restricted area training and testing. Some of this would be automated, but some practical aspects would have to continue.

Mr. Khera said the two positions that are requested would change as the AWS expands. They could expand it to the Alaska Seaplanes area and Air Cargo. Right now, it is planned to hire two people at 20 hours per week. The Airport could probably cover a lot more if it gets expanded without adding staff. As the Airport is walking people up to the checkpoint and TSA is doing the screening, it only requires one person at a door. If TSA changes their mind and makes the Airport do the screening, it will take two people at a door. Ms. Wahto noted that TSA has requested the Airport to supply the type of equipment it would buy if the Airport did the screening.

Board Member Jason Custer asked to track KPIs, like the number of incidents, etc., that these personnel would be helping with. Ms. Wahto said part of the problem is the Airport is not getting all of the reports. It is found out well after the incident has occurred. She suspected there is quite a lot more that the Airport is not aware of at least immediately and sometimes not at all. Mr. Custer said he would appreciate getting a handle on what all is

AIRPORT BOARD MEETING

November 14, 2024

Page 4

going on and how many incidents and how it changes. It is a huge problem and is getting worse and more visible.

Board Member Eve Soutiere said some of the things may not be required if we win the lawsuit, but given the unhoused, theft, etc., it is something that needs to happen. With the TSA mandates, the Airport is in the process of trying to comply. Is this like the FAA, when you are in the process of trying to comply, they give you a grace, rather than just bring the hammer down? Wouldn't approving these do double duty for that? Ms. Wahto said they are two very different federal agencies. TSA, from our experience, has handed down more letters of investigation, warnings, fines, etc. They were very clear about AWS. You need it by this deadline, or you are in non-compliance. The Airport got an extra year while working through the litigation, but the Airport had to show it was working toward compliance. Meeting the compliance right now means people are having to come in at 4 a.m. or come in on a Saturday evening. This will cause problems once Customs is not helping. Ms. Soutiere asked if by passing the two motions, would the Airport be closer to compliance. Ms. Wahto said the Airport is meeting compliance but struggling.

The motion failed. Ms. Garza moved to approve the addition of two part-time security specialists for aviation worker screening and other security functions at a cost not-to-exceed \$92,000; funding to be provided by an increase to the Passenger Screening Fees. The motion passed by unanimous consent.

Ms. Soutiere moved the Board approve the acquisition of an automated badging software system at a cost not-to-exceed \$40,000/annually; funding provided by an increase to the Badging Fees. Ms. Garza was going to vote no because she did not think it is matching – the Airport is going to spend \$40K to save \$38K and put \$2 more of badging fees on the tenants. She wanted to see an endeavor to go to biennial, which was part of the larger discussion the last time. Mr. Khera said the additional \$2K would be split between all badge holders. This program needs to run first and then the biennial can be looked at later. Doing annual badges makes audits much easier. Ms. Wahto said the cost savings is not only from the badging costs; it includes administration time, too. The costs are a snapshot in time, and fees may go up or down during the budget process. The motion passed on a vote to six to one (Jodi Garza). Ms. Soutiere, Ms. Garza and Mr. Williams all asked to keep biennial badges in mind going forward.

H. NEW BUSINESS:

3. Passenger Facility Charge (PFC) 10 Projects (Attachments #1 and #2):

Attachment #1 is the CIP (Capital Improvement Program), and Attachment #2 is the list of the projects sent to the FAA. This is a fluid document as the FAA could change it or by the time they are sent out to Alaska Airlines and Delta Air Lines (airlines), they could vote something down. This is the early stages of the PFC 10 application. It needs to go before the Board to start the process. PFC applications cannot go more than two years in advance for projects, the Airport can go backwards and reimburse past projects. This

AIRPORT BOARD MEETING

November 14, 2024

Page 5

frees up more flexible money, such as the sales tax money that the City gave the Airport and allows the Airport to prepay some of the local match and other things (like the airport revolving account, fund balance or anything paid by a temporary means), and it can be paid back so that it could be used later. She noted that one thing the airlines don't like to do is start and stop the PFC collections. *Jerry Godkin moved the Board approve the proposed PFC10 projects as listed on Attachment #2 and proceed with the public PFC10 process/collection. The motion passed by unanimous consent.*

4. Airport Manager's Report:

- a. Clesson Napiha'a Retirement/Employee Recognition. Clesson Napiha'a has been with the Airport for 24 years as Maintenance Mechanic I. He is officially retired, and the Airport wishes him well in his retirement.
- b. FAA Certification Inspection. The Airport will entertain the FAA Certification Inspectors on November 19 through 21. This will cover everything from ARFF (Aircraft Rescue/Fire Fighting) to wildlife to everything that happens on the airfield, as well as all of the manuals. There is already an updated packet that covers all of the changes that have occurred.
- c. Airport Staffing. An email is being circulated regarding scheduling a Committee of the Whole to discuss staffing and progression of staffing. Hopefully this meeting can occur soon.
- d. Parking Lot Equipment. Republic Parking has pretty much taken care of most of the hiccups. There have been audio problems, but everything else is working in the parking lots. Martin Klein, the Regional Manager, has been in town a lot to make sure things are up and running. She reminded the Board Members to look for their QR code from TIBA through their emails (under spam or junk). These are sent to VIP people who had parking passes before. This QR code will be scanned as you enter and exit the lot. The Airport has one time use tabs to validate parking as well. They are still updating the software program, so they have accountability of when a lot is full. A letter was sent to the Board, but it will be included in the December packet due to the timing of the receipt of the email.
- e. Budget Process. The Airport will begin the budget process in the next few weeks before the scheduled January meeting.
- f. ARFF Crash Fire Rescue Problem. Ms. Wahto reported Truck A-3, a 2003 truck being replaced next year, had an error in the valves. The foam contaminated the water tank by cross feeding into the tank. The truck cannot be used because the water is contaminated. In addition, it spilled out and notification to Department of Environmental Conservation and cleanup were done. This spill was on pavement,

AIRPORT BOARD MEETING

November 14, 2024

Page 6

and it was able to be cleaned up. The contamination cleanup will be covered by the Risk Management program. Mark Fuelle, Capital City Fire Rescue, said the truck is contaminated and is out of service. It is the piercing truck. The tank is a 1,500-gallon tank with foam mixed in. The only time it can be used right now is if an incident occurs on the airport. It is stored in the station until it can be figured out how to get rid of the product and clean out the truck so no more product exists. They were foam testing for the FAA coming into town. It was being put back in service after the testing and a wrong switch was hit. The product started moving through the whole truck. The truck does not normally have product in the water tank. It is in a separate portion. There is a system to test where no foam is actually used. The back in service date is not known at this time. Ms. Wahto confirmed that the vehicle can be used in an emergency. Mr. Fuelle said the Airport has not been downgraded as they have another vehicle, the Palmer vehicle, and it is being used at this time in place of A-3. Ms. Wahto said there are three vehicles: a 3,000 gallon and two 1,500 gallon. The Airport is required by our index to have a minimum of 3,000 gallons and two trucks. The third vehicle is a backup. Any time one goes down, the Airport wants to maintain the Index C. If the Airport goes down to Index B, it has to let the airlines know. There is a period of time for correction.

5. Airport Projects Report – Ke Mell. Ke Mell, Airport Architect, reported on the *Master Plan Update*: Michael Baker International (MBI) has tentatively rescheduled their visit to JNU for December 3 and December 4. The detailed schedule for the visit will be sent to the Technical Advisory Committee (TAC) as soon as it is received. She thanked Jerry Godkin for stepping forward to represent the JNU Board on the TAC.

North Dog Yard: The Service Animal Relief Area (SARA) is complete and available for use. She thanked Greg Jerue and Kris Ritter, who made it happen.

6. Airport Projects Report – Mike Greene. Ms. Wahto reported the *Terminal Reconstruction Project* does not have many changes. The RFPs (Requests for Proposal) have been issued. Most of them are for non-federally funded pieces.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Secon is in winter shut down right now. There is not much left to be done on this project. It is expected it will be wrapped up next year, which is world-record for trying to work the logistics. She appreciated everyone's work – from DOWL to Secon and Mike Greene's oversight.

Safety Area Grading at Runway Shoulder and Navigational Aids (NAVAIDS): The consultants are making use of the non-snow weather, and they are out surveying the edges of the safety area and have been doing this all week. HDR is doing the survey work so that the bids can be put out to have the work done next year.

AIRPORT BOARD MEETING
November 14, 2024
Page 7

I. **CORRESPONDENCE:** None.

J. **COMMITTEE REPORTS:**

7. **Finance Committee:** Chair Jason Custer said a meeting was held. The CIP projects were discussed as presented tonight. The minutes of the meeting were prepared. He thought it would be good to have the minutes attached to the Board packets.

8. **Operations Committee:** Chair Dennis Bedford had no report.

9. **Committee of the Whole:** Chair Chris Peloso said some preliminary meetings had been held. Staff is scheduling a meeting in the next few weeks and there should be a report after that.

K. **ASSEMBLY LIAISON COMMENTS:** None. Ms. Wahto said the new liaison is Alicia Hughes-Skandijs.

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

M. **BOARD MEMBER COMMENTS:**

Jodi Garza welcomed Jerry Godkin back on the Board. She thanked him for filling in and was sure Mr. Spencer was thankful for him, as well. She said she wanted to bring up the advocacy that Katie Kachel was working on for getting the PFC rates increased that have not changed in several years. She suggested that with the changes in Congress that this would be the time to take this up. Ms. Wahto noted the maximum rate for a PFC is \$4.50. Not every airport collects PFCs or takes the maximum rate. The Airport has asked for this to be increased for smaller airports, perhaps non-hub or small-hub airports. It has been asked put language in that would allow a higher collection for these airports. What takes some airports six months to collect, would take our airport nine to ten years to collect. She continues to ask that, but no one has stepped up because while airports have a strong advocacy group, the airlines have even stronger advocacy groups. She did not think Alaska and Delta are opposed to it, but it is where you break that down to small airports like JNU. Can language be formed similarly to what we have done in other circumstances, such as the MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights); can it be broken down to where it is allowed? It affects a lot of airports and airlines. The Airport collects from a lot of airlines, not just Alaska and Delta. It is just that when they are stationed here, they have a say. If we could get them on our side, it is just a matter of getting that language in that allows JNU to increase rates and maybe another small airport to raise its rates, but not have it across the board.

AIRPORT BOARD MEETING

November 14, 2024

Page 8

Jerry Godkin said he brought his daughter to the airport at 6:30 a.m., and three cabs were dropping off at the curbside. There has been a lot of money spent creating a nice, fairly close avenue for them and a warm sidewalk. He said he would stand down if this is allowed. Ms. Wahto said the drop off is allowed, but they have to pick up across the street. The UBER/LYFT operators have a very specific place to pickup/drop off. If they are anywhere else, they can get reported. They cannot sit and wait but have to have an active fare.

Dennis Bedford said occasionally he hears around the table that someone has talked to the Mayor. He said if you have a social contact with the Mayor that is one thing. You can contact the Mayor as an individual citizen. If Board business is being transacted through the Mayor, it needs to go through the Chair.

Jason Custer said at the last meeting the Airport Manager volunteered him to create a CAPSIS (Legislative Finance Capital Project Submission and Information System) request for parking garage planning and design. He put that together and sent that his way. He noted that the legislators in Southeast Alaska are in the majority caucuses in the House and the Senate. Senator Stedman from Southeast is co-chair of Finance, specifically for capital projects. Now is the time to bring forward your capital appropriation requests. He wanted to point that out to everyone and consider doing that.

Jerry Godkin asked who the CBJ (City & Borough of Juneau) lobbyist is. Ms. Wahto said it is still Kevin Jardel.

- N. **ANNOUNCEMENTS:** None.
- O. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on December 12, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.
- P. **EXECUTIVE SESSION:** None.
- Q. **ADJOURN:** *Jodi Garza moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:26 p.m.*

10/16/24												FEDERAL					State						
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax	M & O Budget	Local Capital Budget3
	Cell Phone Parking/waiting Lot	\$23,900	\$23,900																\$23,900				
	Float Pond Improvement & Access Road	\$3,262,373	\$3,262,373									\$3,058,475							\$203,898				
	Construct NW Apron Ph 2, NE Apron Ph 3	\$9,517,587	\$9,517,587									\$8,922,738							\$594,849				
	DESIGN Terminal Area (121/135) Apron Rehab, RON & N ramp light/fence	\$2,152,407	\$2,152,407									\$2,017,882							\$134,526				
	Construct Terminal Area (121/135) Apron Rehab, RON & 1 N ramp light/fence	\$17,710,467		\$17,710,467								\$5,355,840	\$11,247,723		\$312,500				\$1,136,904		\$794,404		
	DESIGN PBB Gate 5	\$199,937	\$199,937									\$187,441							\$12,496				
2	PBB Gate 5 (new jetbridge)	\$1,914,951		\$1,914,951										\$1,795,267					\$119,684		\$119,684		
3	Design Safety Area Grade; RW Shoulder/NAVAIDs	\$400,000			\$400,000							\$375,000		\$0			\$0	\$25,000		\$25,000			
4	Replace ARFF truck (1993)	\$1,070,116			\$1,070,116							\$1,003,234		\$0					\$63,000		\$66,882		
5	Planning Master Plan/ALP Update	\$972,691			\$972,691									\$911,897					\$60,794		\$60,794		
6	Acquire Wetlands Access Vehicle (ARFF)	\$300,000				\$300,000						\$281,250							\$18,750		\$18,750		
7	Design & RA 26 MALSR	\$900,000				\$900,000								\$843,750			\$0		\$56,250				
8	Const. Safety Area Grade; RW Shoulder/NAVAIDs	\$3,300,000				\$3,300,000						\$3,093,750						\$206,250					
9	Equipment ARFF Tuck (A3) Replacement	\$1,700,000				\$1,700,000								\$1,593,750					\$125,000				
10	Acquire Snow Removal Equip	\$5,000,000					\$5,000,000					\$4,443,750		\$243,750					\$312,500				
11	Construct 26 MALSR	\$6,700,000					\$6,700,000							\$6,281,250		\$93,750			\$418,750				
12	Design E-1 Ramp	\$750,000					\$750,000							\$703,125					\$46,875				

10/16/24												FEDERAL				State							
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax	M & O Budget	Local Capital Budget3
13	Channel Flying Property Acquisition (FAA compliance)	\$3,000,000					\$3,000,000							\$2,812,500					\$3,000,000				
14	ADA Elevator Access Departure Lounge Ground Load Gate 6	\$2,500,000					\$2,500,000					\$2,343,750							\$156,250				
15	Camera/Surveillance Equipment	\$50,000						\$50,000											\$50,000				
16	Reconstruct E-1 Ramp	\$5,500,000						\$5,500,000				\$3,200,000		\$1,956,250					\$343,750				
17	Runway Edge Light Replacement	\$2,000,000						\$2,000,000				\$1,875,000							\$125,000				
18	Replace Trash Compactors/Pads	\$350,000							\$350,000							\$0	\$350,000						
19	Design Fuel Farm Access Rd (airside fence - RSA phase)	\$500,000							\$500,000					\$468,750						\$31,250			
20	Design Conversion RWY 8/26 to 9/27 - MAGVAR	\$400,000							\$400,000			\$375,000								\$25,000			
21	ARFF Truck Replacement A-1 (2016) 3,000 gallon	\$2,000,000							\$2,000,000			\$1,875,000								\$125,000			
22	Passenger Boarding Bridge Gate 6 Design	\$400,000							\$400,000			\$375,000								\$25,000			
23	Construct Fuel Farm Access Rd	\$1,500,000								\$1,500,000				\$1,406,250						\$93,750			
24	Passenger Boarding Bridge Gate 6 Install	\$4,000,000								\$4,000,000		\$3,750,000								\$250,000			
25	Construct RWY Conversion 8/26 to 9/27 MAGVAR (2030)	\$750,000								\$750,000		\$703,125								\$46,875			
26	Design & Reconstruct Alex Holden Way, Cessna and Renshaw	\$2,200,000								\$2,200,000							\$2,200,000						
27	NE Development Area Sewer Infrastructure	\$300,000								\$300,000							\$300,000						
28	Phase IC SREB (remainder of maint shop) non -FAA elig.	\$12,300,000								\$12,300,000							\$12,300,000						
29	Planning Terminal Expansion Planning - Baggage, Departure Loounge	\$600,000								\$600,000							\$600,000						

10/16/24												FEDERAL					State						
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax	M & O Budget	Local Capital Budget3
30	Terminal Infrastructure Replacement	\$5,000,000									\$5,000,000						\$5,000,000						
31	Snow Removal Equipment Acquisition 2030	\$5,000,000									\$5,000,000	\$1,793,750	\$2,893,750							\$312,500			
32	Design Remaining NEDA/TL / F-1 Rehab/Environmental 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500			
33	Design Emergency Vehicle Access Road (EVAR) extension 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500			
34	Construct Emergency Vehicle Access Road (EVAR) extension 2031	\$3,000,000									\$3,000,000	\$2,812,500								\$187,500			
35	Construct Remaining NEDA/TL / F-1 Rehab 2031	\$5,000,000									\$5,000,000	\$4,687,500											
36	Design Taxiway C Reconfiguration (RIM)	\$750,000									\$750,000	\$703,125								\$46,875			
37	Construct TWY C (RIM)	\$5,000,000									\$5,000,000	\$3,167,793								\$312,500			
38	Replace Bag Claim (2030)	\$5,000,000									\$5,000,000												
39	Airport Master Plan Update (2034)	\$1,200,000									\$1,200,000	\$1,125,000								\$75,000			
40	ARFF Truck Replacement A2 (2025) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500			
41	ARFF Truck Replacement 32 (2026) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500			
42	Parking Garage /Relocate Rental Cars for Term Expan	\$75,000,000									\$75,000,000						\$75,000,000						
43	Terminal Expansion Construct	\$25,000,000									\$25,000,000						\$25,000,000						
44	Landside Access Roads Pavement Rehab	TBD									TBD	TBD											
45	ARFF Truck Replacement	\$1,700,000									\$1,700,000	\$1,593,750								\$106,250			
46	Snow Removal Equipment Acquisition	\$7,000,000									\$7,000,000	\$7,000,000											
47	Replace Outbd Baggage belt (2034)	\$4,000,000									\$4,000,000						\$4,000,000						

10/16/24												FEDERAL					State						
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax	M & O Budget	Local Capital Budget3
48	Runway Rehab (2035)	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000			
49	NE/NW Apron Rehab	\$25,000,000									\$25,000,000												
50	Taxiway Rehab (2040) A-H	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000			
51	PBB Gate 2 Replacement (2035)	\$3,500,000									\$3,500,000	\$3,500,000											
52	PBB Gate 5 Replacement (2044)	\$3,500,000									\$3,500,000	\$3,500,000											
53	Main Apron /Gate Rehab (2044)	\$25,000,000									\$25,000,000	\$25,000,000											
54	Terminal Rehab / Extend 2045	\$40,000,000									\$40,000,000						\$40,000,000						
55	Design/ Construct 2nd Parallel RWY & Environ/mitigation	\$250,000,000									\$250,000,000	\$3,000,000	\$231,375,000						\$15,625,000				
56	Relocate/Construct FAA ATCT	\$50,000,000									\$50,000,000				\$50,000,000								
57	Multi-Modal Feasibility Plan	\$100,000													\$0								
58	Sand Chem brine tank ladder	\$20,000													\$0								
59	Block O paving/drainage	\$280,000													\$280,000								
60	Biffy Dump Station	\$100,000													\$100,000								
61	Compass Rose	\$50,000													\$50,000								
62	Sidewalk Plow/blower w/attachments	\$30,000													\$30,000								
63	Water/Sewer Extension	TBD																					
64	Gate upgrades (chain driven)	TBD																					
65	East end access road	TBD									TBD												
66	Civil Air Patrol Hangar Relocate	TBD									TBD												
67	Fish & Wildlife Service Hangar Relocation	TBD									TBD												
	TOTAL	\$731,337,849										\$119,491,416	\$303,244,598		\$64,518,256	\$93,750	\$164,750,000	\$231,250	\$22,296,003	\$5,787,500	\$1,560,511	\$0	\$0

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

JNU PFC10 Project List10/07/2024

Project #	Project Name	PFC Amount	Project Description	Project Justification	Financial Plan (i)	Project Objective	Estimated Project Implementation Date (mm/yy)	Estimated Project Completion Date (mm/yy)
1	Design & Construct Terminal Area (121/135) Apron Rehab, RON & lighting	\$1,271,430	This project provides local match for two AIP grants (91& 100) in the design and construction of the Terminal Area (121/135) Apron Rehabilitation and construct new remain overnight ramp (RON). This project would rehab aging pavement and correct drainage/ponding.	The thirty year-old Part 121 and 135 aprons, drainage/catch basins were deteriorating and creating FOD, and are well beyond their useful life with Index ratings of 'poor'. Areas of ponding, potholes and asphalt spalling were throughout the ramps. In accordance with the Sustainability Master Plan, the Remain Overnight (RON) lage aircraft parking was needed to accommodate large aircraft that were getting towed to the small aircraft parking ramp due to shortage of parking and demaind with increased operations. AIP grants were awarded for Design and Construction phases--local match was temporarily provided from local sales tax, to be reimbursed from PFC.	Total Project Cost--\$19,862,874; AIP--\$18,621,444; PFC Requested--\$1,241,430	This project improves safety, and preserves capacity. The project follows the Master Plan and Pavement Condition Report, as well as further age-related deterioration of the pavement surface.	09/22	12/26
2	Design & Install Passenger Boarding Bridge - Gate 5	\$132,180	This project provides local match for two AIP grants (92& 98) in the design and installation of the Passenger Boarding Bridge at Gate 5.	In December 2013, Delta Air Lines announced it's return to service to JNU, effective May 2014, using B757 aircraft. The 1984 PBB at Gate 5 only served B737 aircraft and would not accommodate larger aircraft. The PBB was also old and beyond it's useful life. Juneau had to procure a used jetbridge quickly, and found a used one available until a new one could be planned in the CIP. By 2022, the used jetbridge was twenty-two years old and was failing; fatigue, metal rot, leaking in the inclement weather, no heat, and operationally failing, including auto-leveler to aircraft and hydraulic/electronic actuators. Lights inside the PBB were also failing. No system integration was viable for this antiquated PBB. A new system would also supply an integrated GPU. A new PBB would also accomodate a variety of aircraft types. AIP grants were awarded for Design and Installation phases--local match was temporarily provided from local sales tax, to be reimbursed from PFC.	Total Project Cost--\$2,114,888; AIP--\$1,982,708; PFC Requested--\$132,180	This project enhances Safety of passengers while boarding the aircraft. Passengers are not ground loading in the elements or around ground equipment operations.	08/22	07/24
3	Construct NW Apron Ph2, NE Apron Ph 3	\$594,849	This project provides local match to AIP grant (AIP73) for the construction of new aprons in the NE/NW areas that were started as part of the RSA project.	JNU was lacking sufficient number of aircraft tie-downs and large aircraft parking and access to hangar development areas to satisfy existing demand for commercial and general aviation aircraft. This project is a continuation of project elements that were planned but not completed in previous Runway Safety Area Improvement projects. The project elements are consistent with the 2007 EIS Record of Decision. FAA staff concurred with this position on August 13, 2015. AIP grant was issued for this project. The Design phase of this project was on PFC 9, but not construction.	Total Project Cost--\$9,517,587; AIP--\$8,922,738; PFC Requested \$594,849	This project enhances capacity. It provide access to new hangar development areas, and increase in aircraft parking.	09/17	01/23
4	Equipment Acquisiton ARFF Truck (1993) A-2	\$63,000	This project provides local match to AIP grant (AIP 101) for the acquisition of an Aircraft Rescue and Firefighting Truck.	This truck replaces the thirty-one year old A-2 ARFF truck that was taken out of service due to it's inability to meet FAA specification for chemical testing, and continuous breakdown and lack of parts. JNU is currently leasing an ARFF truck to meet FAA requirements for our Index C. JNU received an AIP grant for this truck in FFY24.	Total Project Cost--\$1,070,116; AIP--\$1,007,116; PFC Requested \$63,000	This project enhances safety of the flying public by providing an ARFF response vehicle.	07/24	12/24
5	Master Plan Update	\$60,794	This project provides local match to an AIP grant (AIP 102), for an update to the 2014 Sustainability Master Plan study.	This project will provide an update to the 2014 Master Plan for TAF (forecasts), update planning proposed, airport layout plan (ALP), Exhibit A and obstruction survey. The update will provide a plan for future approach corridors for projected increase in capacity and aircraft growth that was not considered with the 2014 plan. The ALP will also include proprietary approach corridors for the Required Navigation Performance (RNP) procedures that are used by JNU's commercial operators. JNU received an AIP grant for this project in FFY24.	Total Project Cost--\$972,691; AIP--\$911,897;PFC Requested--\$60,794	This project preserves or enhances Safety, and preserves Capacity by addressing the approach corridors, and obstruction survey; in a study in accordance with AC 150/5070-6B.	09/24	12/24
6	Float Pond Improvements and Access Road	\$203,898	This project provides local match to two AIP grants (AIP 72/93), to replace the outlet structure for flood control, and raise the south road to prevent embankment erosion.	This project replaces a failing valve with an electric valve outlet to control water levels in the float pond to maintain a specific depth for the docks/and float plane operations. Additionally, wave attenuation on the pond is undermining the access road embankment. Raising the road and adjusting the embankment will preserve the road while also allowing continuous access to the south side of the pond for wildlife mitigation and emergency access to perimeter gates during and aircraft emergency. JNU broke this project up into two phases and received two AIP grants for this project. This project was previously approved for PFC 9, but project/collections were deleted from that PFC application.	Total Project Cost--\$3,262,373;AIP--\$3,058,475; PFC Requested--\$203,898	This project enhances safety, by properly managing float pond levels, protecting the float pond access road and providing access on the south side of the float pond for wildlife mitigation and emergency vehicle access.	09/17	05/24
7	Design & Construct RW 26 MALSR Continuation	\$475,000	This project would provide local match to AIP for the design and construction of thw RW 26 MALSR approach lighting continuation out to 2400 ft.	This project would complete the Medium Intensity Approach Lighting System (MALSR) for Runway 26 approach; increasing accessibility, reliability and safety into JNU. Missed approaches were common into JNU due to weather and terrain, until the development of Required Navigation Performance (RNP) which utilizes the MALSR approach lighting. The project initially began in 2010 with a Congressional Site Survey and the first 800 ft of MALS was commissioned in 2013 which demonstrated improved access and safety. The additional 1600 ft. of approach lights would further reduce minimums (visability and ceiling); improving accessibility and safety. In the FY24 FAA Reauthorization Bill, Congress approved the language to add MALSR to the list of NAVAIDs that Airport's could fund and transition to the FAA for ownership and maintenance.	Total Project Cost--\$7,600,000; AIP--\$7,125,000; PFC Requested--\$475,000	This project enhances safety by providing an additional 1600 ft of approach lighting for RW26; allowing for better visual to RW and lower minimums. Less missed approaches also provides efficiencies/cost-savings.	07/25	12/30
8	Runway Edge Light Replacement	\$125,000	This project would provide local match to AIP grant for the change out of the runway edge lighting to LED. The current incandescent light fixtures will be obsolete.	This project would replace the current incandescent runway edge lights with LED fixtures. The incandescent fixtures are slated to no longer be manufactured and the current edge lights will be at the end of their useful life. The LED fixtures will also last longer than the incandescent lights and maintain their lumens.	Total Project Cost--\$2,000,000; AIP--\$1,875,000; PFC Requested--\$125,000	This project enhances safety for runway edge lighting with higher intesity, longer life and will replace incandescent fixtures that will no longer be manufactured. The LED lights are also slated for replacement.	09/25	12/27
9	Snow Removal Equipment	\$312,500	This project provides local match to anticipated AIP grants to acquire snow removal equipment.	Routine scheduled replacement of SRE, and new SRE acquisitions per advisory circular allowances.	Total Project Cost--\$5,000,000; AIP Anticipated-- \$4,687,500; PFC Requested--\$312,500	This project preserves safety by ensuring appropriate equipment is available for the Airport to adhere to the snow and ice priority plan during winter operations.	07/26	12/29
10	Design & Construct E1 Ramp Rehabilitation	\$390,625	This project provides local match to anticipated AIP grants to design and reconstruct pavement of E1 ramp and E1 access to twy.	This project would rehabilitate the west E1 Ramp and access to taxiway for transient aircraft parking and emergency access. This access to taxiway is a priority access point for ARFF trucks to runway in an emergency, medevac aircraft access to TWY/RWY and access to Northeast Development Ramp aircraft parking and E1 ramp. The E1 ramp and access is 19 years old and is showing signs of deterioration, potholes and spalling. PCI in 2021 were 60 and 65.	Total Project Cost--\$6,250,000; AIP Anticipated-- \$5,859,375; PFC Requested--\$390,625	This project improves safety, and preserves capacity. The project follows the Master Plan and Pavement Condition Report, as well as further age-related deterioration of the pavement surface. This area is the ermergency/priority access for ARFF trucks to rwy and medevac aircraft.	07/26	12/30

										Section C, Item 1.	
11	ADA Elevator for Departure Lounge Gate6/RON Boarding	\$156,250	This project provides local match to anticipated AIP grants to design and construct/install Elevator in the Departure Lounge (post-security) for access to ground boarding at Gate 6/RON	There is currently no passenger boarding bridge that goes to Gate 6/RON. Wheelchair-bound passengers and those with difficulty navigating the stairs at Gate 6 currently require being escorted out of the departure lounge (after screening) and taken through the busy baggage makeup area and out to the tarmac. Anytime a passenger boarding bridge is inoperable/down for maintenance at any gate, this elevator would be used to take screened passenger down to the tarmac directly and loaded using airline DPL, or ADA ramp.	Total Project Cost--\$2,500,000; AIP--\$2,343,750; PFC Requested \$156,250	This project enhances safety by providing safe passage for passengers ground boarding through Gate 6/RON without having to leave departure lounge and transit through busy baggage make-up area	07/26	12/29			
12	Equipment Acquisiton ARFF Truck (2003) A-3	\$125,000	This project provides local match to AIP grant for the acquisition of an Aircraft Rescue and Firefighting Truck.	This truck replaces the twenty-one year old A-3 ARFF truck that is reached it's useful life and is required as back-up to meet our Index C.	Total Project Cost--\$1,700,000; AIP--\$1,593,750; PFC Requested \$125,000	This project enhances safety of the flying public by providing an ARFF response vehicle.	07/27	12/28			
13	Land Acquisition	\$3,000,000	This project would acquire private land that is surrounded by airport property and direct access to airfield.	This property is surrounded by airport-owned land, and along the perimeter fence giving direct access to the airfield; a 'through-the-fence' property. In 2019, FAA HQ compliance audit found that the airport needed to acquire this property due to the access going to, and through, the airfield.	Total Project Cost--\$3,000,000; PFC Requested \$3,000,000	This project would bring the airport back into compliance for through-the-fence use, and ensure compatibility land use around the airport.	01/25	12/27			
14	Wetlands Emergency Access Vehicle (ARFF)	\$18,750	This project provide match to an anticipated AIP grant for the acquisition of a wetlands emergency response vehicle.	JNU has intertidal wetlands on the south and east sides of the airport/airfield making emergency access and rescue difficult with any traditional emergency response apparatus. This vehicle would be able to go in wetlands at any tide to respond to aircraft rescue in these areas.	Total Project Cost--\$300,000; AIP--\$281,250; PFC Requested \$18,750	This project enhances safety by responding to emergencies in the wetland areas off the runways (land and water).	03/25	12/25			
15	Camera/Surveillance Equipment	\$50,000	This project upgrades the security surveillance infrastructure on the airport. System includes cameras, DVRs, software, cabling, and transmission components.	Camera surveillance in and around the airport, and on airfield perimeter access gates, is a principal security function. Component replacements and upgrades are often necessary, and ensure the level of safety and security is maintained and improved.	Total Project Cost--\$50,000; PFC Requested--\$50,000	This project preserves or enhances safety and security, by the use of improved system components.	01/18	12/26			
16	Cell Phone Parking/waiting lot	\$23,900	This project reimburses Airport for the construction of the cell phone parking/waiting lot.	Vehicle curbside congestion is an ongoing problem in front of the terminal, and can often completely block the terminal access road; drivers often try to wait at the curb for extended periods. The cell phone waiting lot eases the congestion, improves public circulation thereby improving safety and security.	Total Project Cost--\$23,900; PFC Requested--\$23,900	This project enhances safety and security, by reducing the number of stationary vehicles curbside in front of the terminal.	10/14	10/14			
Total Revenue PFC Application#10: \$7,003,176											
PFC Level: \$4.50											
Charge Effective Date: XXXXXX											
Estimated Charge Expiration Date: XXXXXXXX											



U.S. Department
of Transportation
Federal Aviation
Administration

Alaskan Region
Airports Division (AAL-600)
222 W. 7th Avenue #14
Anchorage, AK 99513-7587

December 3, 2024

Ms. Patty Wahto, Airport Manager
Juneau International Airport
1873 Shell Simmons Dr., Ste. 200
Juneau, AK 99801

Dear Ms. Wahto,

This letter is in response to your October 2, 2024, request for approval of a coffee shop currently operating at your airport. The Federal Aviation Administration (FAA) does not object to the proposed non-aeronautical use of airport property if the non-aeronautical use is included as an amendment to the tenant's authorized uses under the airport lease between Juneau International Airport and Kalinin Facilities, LLC, and the following conditions are met:

- The tenant using and/or subleasing the property for non-aeronautical purposes will be required to pay no less than fair market value rent to the Airport Sponsor as required under Grant Assurance 25;
- The increased non-aeronautical use rate shall be charged effective the date of the installation of the coffee shop within the Alaska Seaplanes cargo facility; and
- The Airport Sponsor expressly agrees to update its Airport Layout Plan, and revise its Exhibit A, within 90 days of the date of this letter to depict the completed mixed-use facility by forwarding digital copies of these documents to the FAA Airports Division, Alaskan Region (AAL-600) for review and approval.

The FAA Airports Division, Alaskan Region will not issue a letter of approval/consent as the FAA does not issue approvals or consent to concessions in the terminal building. Per 49 CFR section 23.3, a concession is defined as:

A business, located on an airport subject to this part, that is engaged in the sale of consumer goods or services to the traveling public under an agreement with the recipient, another concessionaire, or the owner or lessee of a terminal, if other than the recipient... A concession may be operated under various types of agreements, including but not limited to the following: (i) Leases; (ii) Subleases; (iii) Permits; (iv) Contracts or subcontracts; or (v) Other instruments or arrangements.

The inclusion of the Alaska Seaplanes hangar as part of the terminal is supported by the language in the Airport Lease that includes "Accommodation of New Entrant Air Carriers" which is a requirement for competition plans for airports receiving federal grants. This is also covered under Grant Assurance 22 – Economic Nondiscrimination. Also please refer to 49 CFR section 23.75.

The FAA Office of Civil Rights concurs with our definition of the coffee shop as a concession so it will have to meet their requirements as well, specifically Grant Assurance 30 – Civil Rights, and Grant Assurance 37 – Disadvantaged Business Enterprises. If you have any questions, please contact me at 907-271-5439.

Sincerely,

MOLLY C FIERRO

Digitally signed by MOLLY C
FIERRO
Date: 2024.12.03 10:55:11 -09'00'

Molly Fierro
Compliance Program Lead
Alaskan Region Airports Division
Federal Aviation Administration

AIRPORT MANAGER'S REPORT – December 12, 2024

- a. Coastal Helicopter Light Flights Fundraiser. Coastal Helicopters will sponsor the Annual Christmas Light Flights fundraiser on **December 20, 2024, from 4:15 p.m. to 7:30 p.m.** All proceeds benefit the Mendenhall Flying Lions and Cancer Connection. The flights depart from the north wing of the Airport Terminal. The Airport will provide free parking for this event. Coastal Helicopters donates aircraft, pilots, mechanics and logistics. As always, this event is weather permitting. People will be able to book online at Coastal's website at coastalhelicopters.com about a week before the 20th event.

- b. FAA Certification Inspection. JNU's annual Federal Aviation Administration (FAA) certification inspection took place November 19-21, 2024. The inspection went very well with only a couple of minor corrections. Two items were corrected immediately and closed out. Some fueling signage in the tank farm needs to be updated, as well as maps in the certification manual, emergency plan and wildlife hazard management plan will require updates to one taxiway by January 31. Kudos to Airfield, Aircraft Rescue/Fire Fighting (ARFF) and USDA Wildlife Services staff for their part in this certification inspection.

- c. Transportation Security Administration (TSA) Regulatory Inspection. The annual audit with TSA and JNU has revealed some deficiencies that the Airport will be required to change. These range from how names are entered into the federal vetting system to audits of fence line access, keys, etc. Changes to the Airport Security Plan are also needed. Staff is already working on the deficiencies in advance of the Letter of Investigation.

- d. Snow and Ice Control Plan Priorities. Snow events, and rain on top of frozen pavement, always creates operational interruptions on an airport. While snow is a 'removal' event; the more difficult condition is the rain hitting the frozen ground (water over ice). Rapid fluctuations in temperature and precipitation are challenging for airfield crews. On December 2, the runway was closed for a few hours due to 'nil' braking. Crew priority is opening the runway and keeping it operational. The Airport Certification Manual (ACM) in coordination with the FAA, determine the priorities for snow and ice control on an airport. Runway, ARFF access to/from runway, and medevacs will always be Priority 1. This is presented to tenants and users every year in the winter briefing. Additionally, the Airport lost eight veteran operators just before the winter season which meant hiring new operators, but more importantly, the required training and certification to operate on the airfield. The Airport only reiterates this information so tenants and users understand the priorities and requirements for winter operations.

- e. Increase in Encampments on Airport Property. Airfield crew continue to see daily campsites, trash and drug needles in the Jordan Creek greenbelt even with the snow. Juneau Police Department is called to assist (when they can) with the eviction while Airfield cleans out the abandoned items. The Glory Hall experiences this issue as well and calls the Airport for assistance. This is at an 'epidemic' level and has become a daily clean-out. It is a strain on crew resources and costly for the Airport. This is a liability for the Airport/City & Borough of Juneau (CBJ). The number of encampments has escalated with the colder/wetter weather.

f. Airport Staffing. The Airport Board has scheduled a Committee of the Whole meeting for December 13, 2024, at 9 a.m. in the Alaska Room to discuss gaps in staffing needs to handle the increased workload and responsibilities of capital projects, additional federal requirements, new programs (Security Manager and Project staffing) and many other operational demands.

g. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). The Capital Revolving Account Balance has been updated to reflect the \$50K for forward-funding the ADA Elevator project. The Airport Fund Balance has not changed and reflects the FY25/26 budgets and what has been submitted to the Assembly. ***The Fund Balance is based on the balanced FY25 budget with increases to the Airport Rates & Fees.***

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

- **NO CHANGE** – *Aviation Worker Screening (AWS) and Litigation Update*. Oral arguments were held on October 17, 2024. It is anticipated that the ruling may take several months. Compliance deadline for airports to have the AWS process in place was September 25. JNU is currently fulfilling the requirements of AWS without further extension of the deadline. AWS must include all random hours including nights and weekends.

- **NO CHANGE** - *Parking Lot Equipment*. Republic Parking has installed the new equipment and software for the paid public parking lots, and it is now live. The Airport website provides travelers/users the details on how to pay/exit the lot at: [Airport – Homepage – City and Borough of Juneau](#) and click on the red banner “Parking – Click Here” tab. The system will accept Tap, Applepay and Googlepay. Cash can also be paid inside the terminal at the Parking kiosk located just inside the main doors. Republic Parking also has in-person customer support in the terminal near bag claim/tourism desk and will have the capability to push a call button for assistance at all gates. Note that short-term and long-term parking lots are independent. There is no overflow between the two lots. The ticket a patron gets (requires pushing button to dispense ticket; no longer activated by vehicle driving up) corresponds to the lot they are entering. The Airport Board and Assembly have their own assigned QR code or validation process.

- **NO CHANGE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) continues with the PEL phase of the second channel crossing project between Juneau and Douglas. A Technical Advisory Committee meeting was held October 17, 2024. The project website: <https://www.jdnorthcrossing.com/> has a ‘What’s New!’ section detailing Level 2 Screening GIS Maps, as well as ‘meetings’ summary and field report ‘documents’. DOWL and the State continue to state: ‘Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration.’ Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.

- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. With the FAA Reauthorization Bill passed and the language included in the Bill that will allow airports to use AIP funding to

complete the MALSRS system, Staff will be pursuing design with FAA in the new Federal fiscal year.

- **NO CHANGE - Parking Garage.** The Airport has a parking garage added to the Airport CIP, but a project of this magnitude requires a funding source to begin planning. Generally, 10% of project cost is a good estimate for planning and design; \$6-7M is the rough estimate. Parking garages are not FAA eligible, so a local funding source is needed for design and construction. This has been turned over to Project Manager Ke Mell for funding sources.
- **NO CHANGE – Alaska Department of Environmental Conservation (ADEC) Site Contamination.** In 2014 during a project that required paving a drive lane just south of the old sand shed and Channel/Loken (Coastal) hangar, contamination of soil and groundwater was found. Cox Environmental was hired to perform a Contamination Characterization Report which was provided to the Board in July. The Airport will continue to work with ADEC and Cox Environmental to close out this site. ADEC’s report is anticipated this fall.
- **NO CHANGE – Title 49 (Jordan Creek) Variance Request.** Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area or reapply for a waiver (currently working on). The Assembly has approved \$150,000 in their FY24 Capital Improvement Project plan for: *the Jordan Creek Greenbelt Improvements, for installation of lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt.* See Project Manager Report for Greenbelt Lighting improvements.
- **NO CHANGE - Encampments on Airport Property.** The encampments and trash in the Jordan Creek Greenbelt (and other areas on airport) continue. Staff along with JPD monitor the area throughout the day/night; cleanout of the areas continue. This is an ongoing problem for the Airport.
- **NO CHANGE– Alaska Department of Natural Resource (ADNR) Land Conveyance Close-out.** During the Runway Safety Area (RSA) project, the Airport through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport’s property. Once this is completed and recorded, the Airport Layout Plan and ‘Exhibit A’ will need to be updated to reflect the airport boundaries.
- **NO CHANGE – PFAS Testing and Monitoring.** Cox Environmental continues with their quarterly testing of groundwater, surveying the test wells to determine flow direction, including two private wells within the test radius.
- **NO CHANGE – Egan/Yandukin Intersection Improvements Project.** ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.

- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property as a through-the-fence operation. See Project Manager Report for Property Acquisition Specialist.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.
- **NO CHANGE** - *Passenger Facility Charge (PFC10) Application Process*. The Airport has started the public process for PFC10 applications. This is before the Board for consideration, then begin the airlines and public process. PFCs can collect for past eligible projects but not for projects further out than two years.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

Available Fund Balance Summary

Airport Fund

Last Update: 4/5/2024

	<u>FY23 Actuals</u>	<u>FY24 Amended</u>	<u>FY24 Proj</u>	<u>FY25 Budget</u>	<u>FY26 Budget</u>
Beginning Available FB	2,770,968	3,785,000	3,785,000	3,785,000	3,785,000
Operational Expenses:	(9,888,277)	(9,711,100)	(10,003,300)	(10,606,700)	(10,755,800)
Debt Service (OUT):	(2,994,200)	(3,091,200)	(3,091,200)	(2,505,100)	(2,583,400)
Transfers to Capital Projects:		(600,000)	(600,000)		
Other Non-Oper Expenses:	(271,923)	(541,400)	(1,266,300)	51,400	51,400
JNU Total Expenses:	(13,154,400)	(13,943,700)	(14,960,800)	(13,060,400)	(13,287,800)
Minus Non-operational Exp & Debt Serv:	3,266,123	4,232,600	4,957,500	2,453,700	2,532,000
Operational Expenses:	(9,888,277)	(9,711,100)	(10,003,300)	(10,606,700)	(10,755,800)
Operational Revenues:	6,629,028	7,510,200	7,872,900	10,606,700	10,610,000
CARES Reimb (operations):	4,369,641	2,200,900	2,130,400	-	-
***Other Financing Sources (Uses):	(96,360)				
JNU Total Revenues:	10,902,309	9,711,100	10,003,300	10,606,700	10,610,000
Increase (decrease) in Fund Bal (FB):	1,014,032	-	-	-	(145,800)
Ending Avail FB, including Reserve:	3,785,000	3,785,000	3,785,000	3,785,000	3,639,200
Less 3 Mo. Operating Reserve	(2,472,100)	(2,427,800)	(2,500,800)	(2,651,700)	(2,689,000)
Ending Available Fund Balance	1,312,900	1,357,200	1,284,200	1,133,300	950,200

*** Other Financing sources (uses) include: capital outlay, adjustments pertinent to modified accrual accounting, such as A/P, A/R, and leave accruals/deferrals; as well as changes in restrictions of fund balance.

ATTACHMENT #2
AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Section H, Item 8.

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,788	-	-	-	BUDGET
Apr-19			(\$477,000)	**	NO LONGER REQ. Termnl Recon
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jun-24		\$25,000	(\$25,000)		RSA Shoulder Grading Design
			(\$5,000)		ARFF Truck
			(\$26,427)		Master Plan Update
			(\$50,000)		SIDA ADA Elevator
	\$211,361				AVAILABLE BUDGET on 560010101-3990 to forward fund Projects

* Represents all 3 Capital Accounts: Airport Revolving Capital Reserve Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

** Temp forward funded \$477K to be credited once Controller's complete transfer back to acct



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: December 4, 2024

RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *(No change)* Jensen Yorba Wall is preparing the final project close out report for the FAA. On this account, their final pay request will likely be in December or January. Dawson has completed all work, and staff have approved their final pay request.

Mendenhall Riverbank Stabilization: *With assistance from the State of Alaska Department of Military and Veteran's Affairs (DMVA), JNU staff have applied for an eight-month time extension to complete the work.*

The jökulhlaup occurred on August 5, 2023. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. That is the middle of winter, and we cannot reasonably require a contractor to work on a slope of 45 degrees or steeper under icy winter conditions and tides. In Juneau, for a contractor to work safely, the work would need to be completed by November 1.

JNU received bid-ready documents and a cost estimate from the design engineer in late February 2024. Of the several permits required, the one with the longest lead time is from the State of Alaska Department of Natural Resources for an easement to permit the contractor to work in the Mendenhall River below mean high tide. The lead time for such easements is typically six to eight months. Eight months from March 1, 2024, is November 1, 2024. As of today, we have not received the permit. This leaves no window of opportunity for the contractor to do the work safely before winter, even if we had advertised and opened bids, and executed a contract, which we have not due to the workload on both JNU staff and CBJ contracting staff.

An extension will enable us to complete the project before the next jökulhlaup (potentially in July/early August 2025). If we do not receive an extension, we will lose support from DMVA/FEMA, and may be unable to secure alternate funding in time to complete the work before the next jökulhlaup.

On behalf of JNU, proHNS is in the process of applying for permits for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On October 21, JNU received the permit.
3. *On November 21, State of Alaska Department of Natural Resources (DNR) suggested processing the request as an amendment to our existing ADL 107597 avigation easement. JNU agreed. The amendment is less expensive; processing time is estimated at 2 to 3 months.* On August 12, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. Of the permits, this has the longest lead time, possibly as long as 6 or 8 months, pushing the actual construction to the spring/summer of 2025.
4. On October 23, proHNS submitted an application to the City and Borough of Juneau (CBJ) for a grading permit. The permit will be issued after all other permits are received.

JNU staff are working with CBJ Contracts to advertise bids for the repair work, with drawings prepared by proHNS engineers. The bid documents are currently under review by the State of Alaska Department of Military and Veteran's Affairs (DMVA), which is required before bidding. JNU will seek reimbursement from the Federal Emergency Management Agency (FEMA) and the DMVA for the work.

At the August 21 low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

Master Plan Update: *Michael Baker International (MBI) has rescheduled their visit to JNU for, December 4 and December 5. My thanks to Jerry Godkin for stepping forward to represent the JNU Board on the Technical Advisory Committee (TAC). While they are here, Michael Baker's staff will meet w/JNU staff and the TAC, tour the facilities and lay the groundwork for their work over the next year.*

Michael Baker International submitted and the FAA approved the scope of work, fee, and schedule for the master plan update. The work will include an update to JNU's 2009 Obstruction Survey as well as the Master Plan. This will push completion of the work to December 2025, as the aerial photography for the obstruction survey cannot be completed until early summer 2025. Michael Baker's fee for all for work except the obstruction survey is \$505,680, which is more or less in line with expectations. The fee for the obstruction survey is \$405,541.

The current Airport Master Plan will be updated with regard to data and forecasts of aviation demands, expansion for future planning consideration Airport Layout Plan, and related Exhibit "A". This update does not look to change the sustainability goals, environmental inventory, nor financial plan.

ADL 107380: Conveyance: *On November 26 DNR reported that, "the Title Report request has moved up to number 36 in queue." During the Runway Safety Area (RSA) project, the Airport, through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport's property. Once this is completed and recorded, the Airport Layout Plan and 'Exhibit A' will need to be updated by Michael Baker to reflect the conveyance in the airport boundaries. JNU staff have done everything that needs to be done on our end and await processing of the title report, which has been in the queue for over a year. Andrew Miller, Natural Resource Manager, Non-Competitive Land Conveyance provided an update on October 25. He said, "The title report for ADL 107380 is now at position 41 in the title report queue. I expect it will not be too much longer before the report is assigned to an adjudicator and work begins. The Realty Services Section (RSS) is still working on resolving a back log of title report requests and while they are making progress, it is a long process. I will keep an eye on this one and work with RSS so we can move to draft patent as soon as possible after the title report is completed." Mr. Miller stated, "I would estimate it will be a couple months before they begin work on the title report but there are a lot of variables that will determine the exact timeline."*

Jordan Creek Greenbelt Lighting: *Begenyi Engineering is under contract and provided two schematic design options:*

*Option 1: Design using existing Owner-provided 30-foot poles and floodlights, with a construction cost of slightly less than \$30K. Lighting **would not** be compliant with IESNA (Illuminating Engineering Society of North America) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces.*

*Option 2: Pedestrian scale design **compliant** with IESNA G-1-03, with a construction cost of slightly less than \$50K.*

Construction costs do not include consultant fees required to complete the design and construct the project, nor JNU or CBJ (City & Borough of Juneau) Contracting staff costs. As the CBJ provided budget will cover either option, staff have directed Begenyi Engineering proceed with Option 2, as it will provide the better result. Incidental to design of Option 2, costs will be estimated to extend pedestrian scale lighting along the path on the north side of Jordan Creek between Teal Street/ Jordan Avenue and Alpine Avenue just north of Airport Boulevard if funding is available, extended path lighting could be included in the project.

In a September 16 email to the Airport Manager, Bruce Denton of the Glory Hall Board said "In the past leftover funds from completed CIP projects have been re-allocated to augment projects that are short. Given that this project is an effort to improve safety of folks who are legitimately using the path to transit between the airport and the adjoining neighborhood, and to deter the use of the path as a hangout or camping spot for vagrants, I would think it warrants the funding needed to do it right. I can't help but think that JPD [Juneau Police Department] and the city manager would support this. I believe this needs to be initiated by the city manager. Does anyone have any idea how much is needed to do it right? I'd be happy to follow up with Katie with an increased funding request."

The \$150K appropriated by the CBJ Assembly appears to be the right order of magnitude to do something, but it will likely not be pretty. Staff have had a couple of conversations with Darrell Wetherall, transmission and distribution engineer for Alaska Electric Light & Power (AEL&P), as to where to draw power. He said AEL&P has programs that might be helpful, but it will be complicated to figure out. Andrés has asked for cameras, so we will try to incorporate some in the project.

Channel/Loken/Coastal Contamination: *(No change)* Cox Environmental submitted the Site Characterization Report for JNU property south of the Loken in-holding to DEC for review and comment on July 15. Our next steps will depend on their response.

Cox Environmental is under contract for JNU's Alaska Department of Environmental Conservation (ADEC) required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9. Cox Environmental reported that "Based on field screening, contamination is likely present in soil borings ... located in the vicinity of the decommissioned waste oil burner. The contamination was present down to the water table which was encountered at a depth of 9-10 ft. below ground surface (bgs). The borings on the eastern portion of the Coastal/JIA properties did not indicate contamination is likely present. We will issue a full report after we complete sampling of the newly installed groundwater wells next week and have the results of the soil/groundwater samples from the lab."

Channel/Loken Land Acquisition Support: *(CBJ Contracts staff have handed the consultant Request for Proposals (RFP) to CBJ Purchasing. JNU staff will work with CBJ Purchasing to issue a new RFP.* The first RFP yielded one proposal from Electric Power Systems (EPS); however, EPS admitted that they did not have FAA experience required by the RFP.

JNU seeks a qualified consultant to provide land acquisition support services and coordination for a Federal Aviation Administration (FAA) funded acquisition of one parcel, currently owned by Channel Flying, Inc., and identified for acquisition on the Airport Layout Plan. The consultant will assist JNU and the CBJ Lands in navigating the FAA's airport land acquisition process. The parcel is currently listed for sale by the current owner, so this would be a willing sale. FAA funded land acquisition is extremely complicated, and JNU does not have current staff expertise in this.

Departure Lounge Carpet Replacement: *Staff continue to work on the project.* Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet. The very rough cost estimate is \$100K. This may come back to the Board in next year's operating budget.



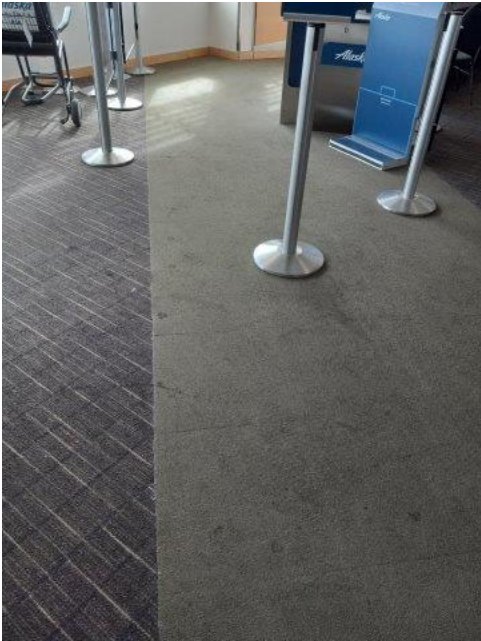
Terrazzo damage at exit lanes



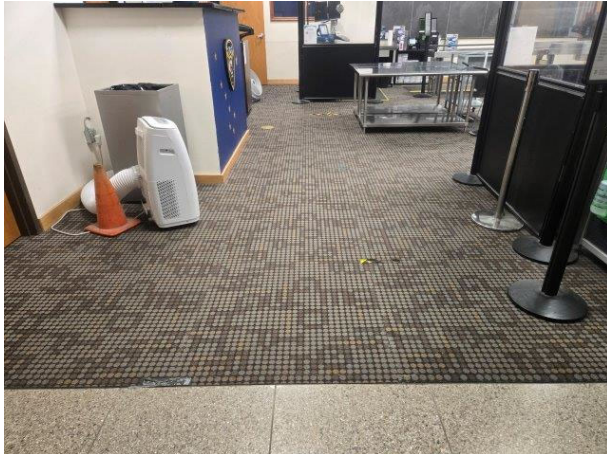
Detail of terrazzo damage



Gate 4 carpet damage



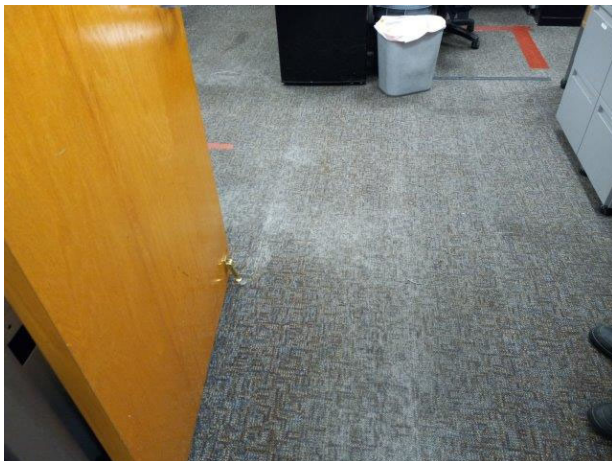
Gate 3 carpet damage



TSA screening carpet damage



TSA screening carpet damage



TSA office carpet damage



Detail of TSA office carpet damage

Taxi/Ground Transportation Additional Shelter: *Staff continue to work on the project.* At the October 10 meeting, several members of the Board spoke in favor the Option 2, bus shelters, rather than Option 1, 10' canopy. Accordingly staffing will continue to research scope, costs, and revenue for Option 2, and will return to the Board with that information.

Security Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator: *Staff are developing a scope for CBJ Contracts to put out an RFP for an architect to conceptually identify possible locations and associated costs for an elevator. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected. An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding*

for passengers who cannot use stairs, and employee access between the floors. The elevator would require a SIDA badge for access and operation. FAA has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.

Shell Simmons/Yandukin Reconstruction: This project would reconstruct the Shell Simmons/Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and Yandukin could be separate projects to limit cost and scope. This project should happen before and would lay groundwork for a future parking garage. JNU needs to seek funding for a \$7-10M project.

As with to the 2023 parking lot upgrades, the scope of a Shell Simmons/Yandukin project would address drainage and deterioration of the roadbed (there are sink holes in front of the terminal, in which we periodically dump more asphalt), improve traffic flow and calm traffic to limit speeds on Shell Simmons, improve lighting, provide an 8' truck-plowable sidewalk along Yandukin, provide a crosswalk w/crossing light at the footbridge across Jordan Creek, and modify the very awkward north intersection between Shell Simmons and Yandukin.

In addition, it is likely we will need to replace the 12" and 14" ductile iron water main that serves the terminal and related facilities. It is common engineering knowledge that ductile iron water lines are not designed for more than 50 years in any case, and that in Juneau one seldom gets that—40 years being about the maximum reasonable service life. The water line under Shell Simmons was installed in 1984 and is now 40 years. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering. This situation needs to be clarified and documented; this could take up to a year in advance of design and construction.

Before the 2023-2025 grant cycle, I researched applying for the State sponsored Community Transportation Program (CTP) for Shell Simmons and Yandukin. JNU did not apply, as the local match required started at 9% of project cost, and to buy our way up the queue and significantly improve our chances of receiving funding, the local match would have been about 25% of the project cost, then estimated at \$5M (this was before we knew that the waterline would need replacing), and JNU could not come up with the funds for the local match in a couple of months.

According to Ken Nichols, former JNU Airport Engineer, FAA rules allow them to fund or partially fund one access road; he suggested for JNU that would be Shell Simmons, as it goes directly in front of the terminal. He suggested that Yandukin might be eligible for a different sort of funding, as it is a fire station access road.

Staff are working on the jurisdictional issues relating to the waterline, as those need to be resolved in advance of design or construction.

Parking Garage: *In response to a draft CAPSIS request sent by Jason Custer, I investigated the potential scope of the project. To determine the capacity of the parking garage, I calculated the reasonable maximum capacity of a garage covering the entirety of the parking lots and three stories high (about the height of the terminal). Without allowing for a loading dock or garbage*

compactors, the capacity is about 1600 cars, which is more than adequate for our purposes, and raises the possibility that a garage could be built in phases. I do not expect that JNU will ever need parking for 1600 cars, as at some point (20 years to 50 years?) self-driving cars will actually work in Juneau, and only rental cars will need to park at JNU.

Phasing of the parking garage would require a conceptual or schematic level design of the entire garage to establish the general layout, locations of entrances/exits, interior ramps, etc. In order to properly coordinate the work, preliminary parking garage design should include a similar level of design for the upgrade of Shell Simmons and Yandukin, see that project above.

The Capital Improvement Plan (CIP) has a placeholder cost of \$75M. Current planning assumptions include: the garage will occupy the entirety of the current parking and ground transportation areas, but no horizontal expansion beyond is reasonable on account of the locations of the terminal, Shell Simmons, Yandukin, and the Jordan Creek Greenbelt. The garage would be three stories, with possible structural capacity for a fourth story depending on cost and need closer to the time of construction.

Alaska Seaplanes Cargo Facility: *(No change.)* Alaska Seaplanes has submitted a proposal for truck access to the cargo facility parking lot on lease Lot 2 through the former taxi staging area on the west side of Shell Simmons. Staff are working with them.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: December 4, 2024

RE: Projects Office Monthly Report

Project specific summaries of project status and activity are presented below.

Terminal Reconstruction: JNU continues to work on finalizing the following outstanding work items:

Ground Source Loop Field System Modifications: Dawson Construction / Harri Plumbing have completed work on the modifications to the terminal's loop field system per Request for Proposal (RFP) 190R3. This work consisted of:

- Task 3: The introduction of Fernox heating, ventilating and air conditioning (HVAC) Protector F1 inhibitor to the 6,700-gallon 15% methanol, 85% water solution at a concentration of 0.5% of the fluid volume or approximately 90 gallons.
- Task 4: The introduction of methanol as necessary to bring the total building solution to the desired 15% methanol, 85% water by volume mixture.

JNU Building Maintenance has reported that they are still observing contaminants / sediment within the loop field medium (methanol), even after the above work tasks have been completed, and with the equipment strainers, pump strainers, by-pass filter and dirt separators in place. The concern has been raised that the system is not getting any cleaner over time, and that somehow the contaminants / sediment keeps replenishing itself.

Per RESPEC's mechanical engineers: *Sources of the sediment could include corrosion in the steel piping from previously untreated fluids or from contamination during construction. It is also possible that this higher flow rate through the system, post north terminal project construction, dislodged material in the piping system that is now slowly being removed from the piping system. Piping in the branch lines to the terminal heat pump units would be harder to remove than through the mains and will take longer to become clear as that sediment has to be removed at the smaller HP inlet strainers. If the system is not getting any cleaner over time, then additional work may be required to clean the system. Below are some thoughts -*

Options

1. *Keep blowing out the main pump strainers and the air separator strainer in the piping mains and cleaning branch piping heat pump strainers and backwashing the HP coils as currently being done. It is possible that the sediment that is in the piping system is being removed, especially in the mains (bypass filter, dirt separator, pump strainers), but more slowly at the terminal heat pump strainers removing what was already in the smaller branch piping. This will take time. Are the main system pump strainers getting cleaner over time when maintenance is being done, or are they continually full of sediment? Same with the dirt/air separator on the main system return piping. When a blowdown is being done, is it somewhat clear or is there a lot of sediment. The dirt*

separator and large pump strainers are designed to catch most of the sediment in the system. A possible metric to determine if the overall system is getting cleaner over time, is to compare sediment discharge from the dirt separator blowout regularly over time.

2. *Replace the entire ground source fluid system. Options would be methanol as currently used or changing to propylene glycol.*
3. *Contact a hydronic system fluid treatment specialist to examine the fluid chemistry, analyze the sediment, and inspect some of the piping in order to recommend or implement a treatment, cleaning, or fluid replacement plan for the distributed ground source piping system.*

At the present time, JNU Building Maintenance is adhering to Option 1 as outlined above. Option 2 was investigated prior to the finalization of RFP 190R3 and was determined to be unaffordable. The change from methanol to propylene glycol was determined to not be in JNU's best interest because the glycol's heat exchange rate was less than that associated with methanol and would prevent any new terminal addition from being able to benefit from the use of the existing loop field. Option 3 is still on the table and JNU Building Maintenance has been asked to provide samples of the sediment for analysis.

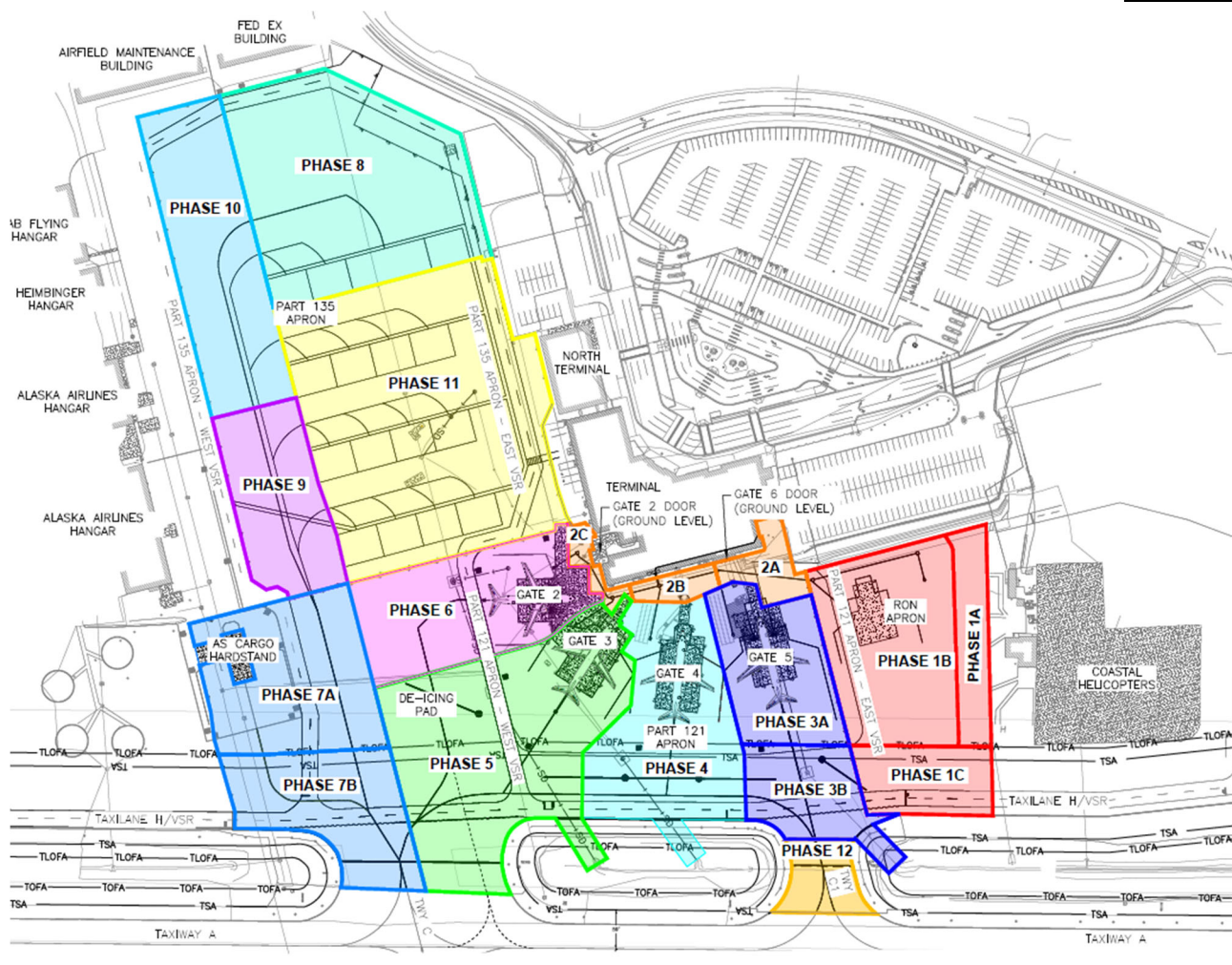
JNU Building Maintenance also continues to work on the replacement of the new flexible hoses for thirty (30) of the older heat pumps.

Lighting Control Replacement: JNU has asked Dawson Construction to provide a proposed start date and completion date for RFP 183 – Lighting Control Replacement. This RFP will replace the failing lighting control equipment within the older portion of the terminal. This control equipment is no longer being supported by the manufacturer and the control of much of the interior and exterior lighting in this portion of the terminal is either being done manually or is being left on 24/7. Dawson Construction has not yet furnished a schedule for this work.

Terminal Air Balancing (TAB): The final balancing of the terminal's new and old mechanical HVAC systems has still not been completed because of continuing problems with some of the older system components. JNU staff continues to work with RESPEC's mechanical engineers to determine whether the TAB work may proceed in light of the continuing issues with these older components.

- DOAS-1 (Dedicated Outside Air System) unit: This air-handler, originally installed in 2009, brings in outside air to the older portion of the terminal. Repairs to DOAS-1 were completed as part of the terminal reconstruction project, but additional repairs are now needed. Recent voltage spikes have damaged some of the air-handler components, including the VFD (Variable Frequency Drive) for the DOAS-1 exhaust fan. JNU Building Maintenance is currently looking at repair / replacement options and the impact that the current condition will have on the necessary TAB work. Part of this effort will be to look into power conditioning to protect this equipment from power spikes.
- Heat Pumps: The approximately thirty (30) water-air heat pumps within the older portion of the terminal were installed in 2009. Many of these heat pumps have already reached the end of their serviceable life and the rest are nearing the end of their serviceable life. This has resulted in there being a number of these heat pumps that are non-operational at any given time while waiting for replacement parts to arrive and for repairs to be completed. This high failure rate is contributing to the delay in completing the TAB effort. JNU Building Maintenance and JNU staff are looking into a replacement plan for these older heat pumps.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron. This project remains in winter shutdown. The project Contractor (SECON) has not demobilized and will resume work on the project in the spring of 2025. Their current plan is to start work "as early as possible." Work not yet completed includes the asphalt pavement rehabilitation in the Phase 7 (Alaska Airlines Air Cargo hardstand area), the runway asphalt repair work per RFP 008, the repair of the steel piling base for light pole LP-6 (damaged by, with repairs paid for by Alaska Airlines) and the installation of the new light poles within the 121 apron.



Project RFP Summary:

JNU/DOWL has issued RFP 01 Ramp Lighting Modifications to SECON. This RFP asked for a deductive proposal to reduce the height of the six (6) new ramp light poles from 60 feet to 57 feet and to remove the obstruction lights from the contract scope of work. The engineers' estimate for this work was a deduct of \$15,325. JNU has subsequently received and accepted a revised proposal from SECON, which identifies a **credit** in the amount of \$12,677.00.

JNU/DOWL has issued RFP 02 Remove Low Strength Concrete to SECON. This RFP had asked for a deductive proposal to delete the contract requirement to slurry 67 feet of 24-inch culvert in the Phase 2A work area. This culvert was to have been filled with grout and abandoned in place but must remain in use following changes made to the adjacent Parking Lot Improvement project. The engineers' estimate for this work was a **deduct** of \$6,200. This RFP has subsequently been rescinded.

JNU/DOWL has issued RFP 03 – Ramp Marking Reductions, which addressed the elimination of the project asphalt markings in the 135 Apron from the project scope of work because Additive Alternate 1 (mill and pave the 135 apron) had been awarded. The revised engineers estimate for this work was a deduct of \$158,400. JNU has subsequently received and accepted a proposal from SECON, which identifies a **credit** in the amount of \$158,400.

JNU/DOWL has issued RFP 04 – Additional Pipe Slurry to SECON. The scope changes include filling the existing storm drain culverts under the Gate 2 and Gate 3 hardstands with controlled low strength material.

This change eliminates the requirement to remove these culverts and to remove and replace portions of the existing hardstands at Gate 3 and Gate 4. The engineer's estimate for this work was a deduct of \$224,930. JNU has subsequently received and accepted a proposal from SECON, which identifies a **credit** of \$231,130.

JNU/DOWL has issued RFP 05 – Hardstand Reinforcing to SECON. The scope changes include the addition of rebar within the cast-in-place concrete hardstands to resist cracking. JNU has accepted SECON's proposal (**addition** of \$45,432) to complete this work. This work was determined to NOT be Airport Improvement Program (AIP) eligible because it represented an Owner initiated betterment to the contract documents.

JNU/DOWL has issued RFP 06 – UTS Milling in 135 Apron to SECON. This RFP changed the asphalt milling method in the 135 apron from uniform milling to UTS (profile) milling. This change will better address the reduction of the ponding within the asphalt surface. The engineer's estimate for this work was \$400,000. JNU has accepted SECON's proposal (**addition** of \$403,754.00) to complete this work. This work has been determined to be AIP eligible by the Federal Aviation Administration (FAA).

JNU/DOWL has issued RFP 07 – TWY C1 Culvert Replacement to SECON. This RFP asked for a proposal to remove 220 lineal feet of 24-inch culvert galvanized steel culvert at TWY C-1 with 24-inch corrugated plastic culvert. The engineer's estimate for this work was \$65,917.50. JNU has subsequently received and accepted a revised proposal (addition of \$64,760) from SECON. This work has been determined to be AIP eligible by the FAA.

JNU/DOWL has issued a revised version of RFP 08 – Patch Asphalt to SECON. The original version of this RFP asked for a proposal to mill and re-pave four small areas (approximately 100 square feet each) of asphalt paving within the surface of Runway 8-26 and to machine groove the drainage grooves with multi-blade equipment. The initial engineer's estimate for this work is \$30,000.00. SECON's initial proposal for this work came in at \$183,905.00. This very high cost was due to the fact that SECON does not have the required multi-blade equipment, and had explained that purchasing this equipment, or having a subcontractor bring it into Juneau would cost over \$100,000. The revised version of this RFP eliminated the requirement to use multi-blade equipment and allowed the use of standard single-blade saw-cutting equipment with a reduced saw-cut spacing requirement. SECON's revised **proposal** for this work came in at \$28,535.00. JNU has accepted SECON's revised proposal for this work. The FAA has provided a determination that this work will NOT be AIP eligible because it is outside of the scope of the original grant.

JNU/DOWL has issued RFP 09 – Light Pole Bollards to SECON. This RFP asked for a proposal to install four (4) owner furnished bollards around each of the six (6) new light poles that are being installed in the 121 Apron and five (5) bollards around the new electrical panels / disconnects at the Gate 5 PBB. The initial engineer's estimate for this work was \$44,660 and SECON's proposal came in at \$66,700. Further review by DOWL of the Contractor's incurred costs have validated the higher price. JNU has subsequently received and accepted a revised proposal (**addition** of \$66,700) from SECON. This work was determined to be AIP eligible by the FAA.

JNU/DOWL has issued RFP 10 – Conduit Removal in 135 Apron to SECON. This RFP asked for a proposal to remove one (1) abandoned 3-inch steel pipe conduit which was encountered in the 135 Apron. This pipe was found to have been placed directly under and within the asphalt paving, which was creating a large crack in the old asphalt surface. The initial engineer's estimate for this work is \$6,600. SECON's **proposal** came in at \$6,940.00. JNU has subsequently received and accepted SECON's proposal and this work has been determined to be AIP eligible by the FAA.

JNU/DOWL has issued RFP 11 – Conduit Repair to SECON. This RFP asked SECON for a proposal to install a patch to seal a crack that was found in an old existing cementitious conduit that was encountered within the Phase 5 work area. The initial engineer's estimate for this work is \$550. SECON's **proposal**

came in at \$620.00. JNU has subsequently received and accepted SECON's proposal and this work has been determined to be AIP eligible by the FAA.

JNU/DOWL has issued RFP 12 – Vault Drain Repair. This RFP asked SECON for a proposal to re-route an existing 6-inch vault drainpipe and extend it to daylight into the infield. The initial engineer's estimate for this work is \$3,720.00. SECON's **proposal** came in at \$1,540.00. JNU has subsequently received and accepted SECON's proposal and this work has been determined to be AIP eligible by the FAA.

JNU/DOWL has issued RFP 13 – Additional Tie-Down Removal. This RFP asked SECON for a proposal to remove additional tie-downs that have been found below the existing asphalt in the 135 Apron area. The initial engineer's estimate for this work was \$4,720.00 and SECON's **proposal** came in at \$27,870.00. Further review by DOWL of the Contractor's incurred costs have validated the higher price. JNU has subsequently received and accepted SECON's proposal and this work has been determined to be AIP eligible by the FAA.

JNU/DOWL has issued RFP 14 – RON Asphalt Repairs. This RFP asked SECON for a proposal to mill and replace the asphalt paving that had been damaged as a result of the Alaska Airlines baggage train collision with a new light pole base in the RON area. Alaska Airlines indicated that they would prefer to deal with SECON directly to cover the repair costs, so this RFP has been rescinded from the Apron project.

JNU/DOWL has issued RFP 15 – Additional Concrete Removal. This RFP asked SECON for a proposal to remove the previously unknown concrete structures that have been discovered in a portion of the Phase 11 work area within the 135 apron. Upon discovery of these structures, the project engineers determined that the structures could not remain because they represented a direct conflict with the mill and re-pave work. The initial engineer's estimate for this work was \$295,300. Upon receipt of this estimate, JNU immediately advised the FAA of this differing site condition and of the initial estimated cost. The FAA was also advised that this initial estimate represented a "best-case" scenario as it was anticipated that there would be more structures unearthed within the Phase 11 work area. SECON ultimately provided a **proposal** in the amount of \$432,215.00. This proposal accurately reflected the amount of structural concrete removed, the introduction of new structural subbase and the change from mill and pave to the introduction of new asphalt paving. JNU has subsequently received and accepted SECON's proposal and this work has been determined to be AIP eligible by the FAA.

JNU has issued RFP 016 – Additional Concrete Repairs. This RFP asked SECON for a proposal to remove and replace damaged portions of the concrete curbing within the new public and staff parking lot. This concrete was damaged last winter by snow-removal operations. JNU has not yet received a proposal from SECON for this RFP. This work will not be AIP eligible (outside of the scope of the original grant) and will need to be funded by JNU.

JNU has issued RFP 017 – Culvert Zinc Replacement. This RFP asked SECON for a proposal to install new sacrificial zinc anodes within the large diameter Jordan Creek culvert at TWY H and at TWY A. JNU has not yet received a proposal from SECON for this RFP. This work will not be AIP eligible (outside of the scope of the original grant) and will need to be funded by JNU.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: JNU has received the condition survey as prepared by proHNS engineering for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway A and Runway 8-26. The northern portion of this culvert assembly was installed in 2019-2020 as part of the Taxiway A Rehabilitation, Taxiway D-1 Relocation, and Taxiway E Realignment project (BE19-218, AIP 3-02-0133-080-2019) and the southern portion of this culvert was installed in 2014-2015 as part of the Runway 8-26 Rehabilitation project (E14-259 / AIP 3-02-0133-60-2014). The condition survey was deemed necessary based on reported damage by Contractors working in the

vicinity of the culvert and based upon the concern that stray electrical current from the airfield lighting system could be contributing to the damage of in-ground metal assemblies through electrolysis.



In their report, proHNS has stated the opinion that an immediate catastrophic failure of the culvert is unlikely. The report goes on to state that continued deterioration is likely, and that repair work is recommended, even if the source of deterioration is determined and eliminated. proHNS has identified two (2) culvert removal and replacement options, as well as three (3) repair options. proHNS has recommended further study of the three repairs options, primarily because they would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.

The three recommended repair options are:

1. HDPE (High Density Polyethylene) Slip Lining

Pros:

- a. Corrosion resistant structure.
- b. Local contractors are familiar with construction installation methods.
- c. Cost effective due to shipping and construction costs.
- d. Would not require runway closure for construction.

Cons:

- a. Grouting annular space where lengths are over 100' can be challenging.
- b. 800' length push and pull resistance on pipe will be significant.
- c. Requires large area for insertion/jacking/welding pit.
- d. Potential to reduce flow capacity.

2. Carbon Fiber Lining

Pros:

- a. Corrosion resistant structure.
- b. Could be done while maintaining streamflow in existing pipe.
- c. Wouldn't impact existing stream bed material, which should make for easier permitting process.
- d. Can be designed to be structurally independent and fully withstand runway loading.

Cons:

Specialized equipment and trained personnel required, known installer (National Plant Services, Michels Trenchless), known Manufacturer (Structural Technologies).

3. GeoPolymer Lining

Pros:

- a. Corrosion resistant structure.
 - b. Could be done while maintaining streamflow in existing pipe.
 - c. Wouldn't impact existing stream bed material, which should make for easier permitting process.
- Product has extensive research on chemical properties not affecting fish.

Cons:

- a. Specialized equipment and trained personnel required, known installer (National Plant Services, Michels Trenchless), known Manufacturer (Structural Technologies, GeoTree)
- b. Questions on whether this product would be strong enough to fully withstand runway loading.

At this time, JNU does not have estimated construction costs for either of the two removal / replacement options, or for any of the three repair options. JNU has confirmed with the FAA that replacement / repair costs would not be AIP eligible because the culvert is within the 20-year useful life of grant 60-2014 and because the FAA considers this work to be a maintenance project.

JNU staff would like to recommend that an RFP be developed to obtain the services of a design consultant to complete a design for the in-place repair of the culvert assembly based upon one of the three options identified by proHNS. The RFP would request that the design consultant complete a structural analysis of the recommended repair option to verify that the repair would become a permanent load bearing replacement for the culvert in the eventuality that the old culvert fully deteriorated away. The RFP would also request that the design consultant prepare 100% construction documents (technical specifications and drawings) as well as detailed construction cost estimates throughout the design process.

Safety Area Grading at Runway Shoulder and Navigational Aids (NAVAIDS): HDR Engineering has completed the site survey field work and has started work on their grading analysis to determine the full extent of the grading work. JNU has confirmed with HDR that they will still be able to meet a deliverables schedule that reflects a bid-opening date of July 1, 2025. This revised bid opening date would have an anticipated construction contract award / notice-to-proceed date in late August 2025 or early September 2025. The construction contract will be written to allow the successful bidder the option to complete the project in 2025 or in the spring of 2026.

Sand/Chemical Building – Roof Warranty: Dawson Construction has reported that Carlisle SynTec Systems has released the manufacturer's warranty for this roof assembly. A copy of this warranty has been placed in the project files.

Fuel Station Access Control/Fuel Monitoring/Tracking: No change since last report. In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ's term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers to provide a fee proposal for this project. This funding was previously approved for CARES funding by the Board.

End of Report

From: Kathleen Porterfield
Sent: Wednesday, November 13, 2024 10:40 AM
To: Airport Board <airportboard@juneau.org>
Subject: Juneau Airport parking

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,
I'm writing about the parking at the Juneau International Airport.

On 10/18 I arrived to the airport an hour before my flight, planning to park in long-term parking for my 5 day trip. When I arrived, the long term parking lot was full, Mike's Airport Express was also full, and there was nowhere else to safely and legally park other than in short term parking. I ended up paying \$225 for parking instead of the anticipated \$80 parking.

In talking with Republic Parking, I understand that CBJ has lost money in the past from people not paying for parking, that there are plans in the future for a parking garage, and that there is a strict policy of paying for where you park, due to all the lost revenue of others not paying. I feel that this policy punishes those people who are ready to pay for parking but get stuck with much higher fees due to limited parking, and then have to pay for the dishonest actions of others who didn't pay in the past. When I called the office manager's office, the woman I spoke to said that even she doesn't ever park at the airport, she always gets a ride in case the parking lot is full. Is that what all travelers are expected to do, to get a ride to the airport and bypass parking? In the future I will do the same, and will certainly never park at the Juneau airport again for a multi day trip due to the possibility of being charged an exorbitant parking fee.

Due to limited parking at the airport and outside of the airport, the right thing for the airport to do is to charge the long term parking rate in short term whenever the long term parking lot is full. If the board agrees, I appreciate receiving a prorated refund.

Thank you for your time in reading,
Kathleen Porterfield