AIRPORT BOARD AGENDA

November 13, 2025 at 6:00 PM

Airport Alaska Room/Zoom

https://juneau.zoom.us/j/81320381493
Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

TO TESTIFY: CONTACT SHANNON VAN VALIN, 907-586-0962

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
5. **UNFINISHED BUSINESS**
6. **NEW BUSINESS**

   A. **JNU Rates & Fees Model**

   JNU Rates & Fees Model (Presenter: Matt Townsend, Frasca & Associates)
   Overview of the streamlined rates-and-fees model that retains JNU's longstanding cost-based logic while making it easier to follow for the Board and public. The briefing will recap JNU's history of setting rates, used to balance costs among Part 121, Part 135, and non-aero users, and why the model is being simplified for accessibility without changing core methodology. It will walk through the embedded allocation framework and show how expenses and dedicated revenues flow to rate bases to calculate landing fees, terminal rent, and related charges.

7. **STAFF REPORTS**

   A. **Airport Manager's Report — Andres Delgado**

   B. **Airport Project Manager's Report — Ke Mell**

   C. **Airport Project Manager's Report — Mike Greene**

8. **COMMITTEE REPORTS**
9. **BOARD MEMBER COMMENTS**
10. **ANNOUNCEMENTS**
11. **NEXT MEETING DATE** Regular Board Meeting Thursday, December 11th, 2025 in the Alaska Room/Zoom.

12. EXECUTIVE SESSION

13. ADJOURNMENT

TO: JNU Airport Board

FROM: Andres Delgado, Airport Manager

DATE: November 5, 2025

RE: Airport Manager's Report

A. <u>Airport Financial Model – *See also Agenda Item A in New Business*</u>

Airport staff are working with Frasca & Associates to overhaul the airport's financial model so it's simpler and easier to use. The current model is highly complex; this effort will streamline structure and inputs, clarify assumptions and allocations, reduce manual steps, and make scenario testing and updates more straightforward. We are in early discussions now and expect steady progress over the next few months leading to budget preparations. No policy changes are proposed at this time.

B. <u>UPDATE – Aviation Worker Screening (AWS)</u>

On Oct 16, 2025, TSA instructed airports to maintain the worker-screening measures in place as of Aug 22, 2025 (date of the D.C. Circuit opinion) and indicated airports may pause work toward requirements with future implementation dates, including explosives detection equipment (EDSE) acquisition, until further notice, in coordination with the local TSA Federal Security Director. **The prior EDSE purchase requirement targeted for April 2026 is therefore postponed indefinitely.** DOJ did not file its Oct 21 status report. The Court ordered DOJ to respond to the coalition's petition for panel rehearing by Nov 12, 2025. JNU remains compliant with randomized screening across all hours while rulemaking proceeds.

Previous update: Oral argument was held on Oct 17, 2024. On Aug 22, 2025, the D.C. Circuit vacated TSA's AWS National Amendment for failing to use APA notice-and-comment but withheld the mandate; TSA must file status reports every 60 days, so AWS remains in effect during rulemaking. <u>D.C. Circuit Court of Appeals</u> TSA's "informed-compliance" period ended Sept 25, 2024; full enforcement has applied since. JNU remains compliant with randomized screening across all hours (nights/weekends).

C. <u>UPDATE - Federal Government Shutdown & Temporary Capacity Reduction</u>

The federal government shut down on October 1. JNU remains open and ATC/TSA operations continue. Following the November 6 FAA announcement of temporary capacity reductions at select hub airports, including ANC and SEA, JNU may experience ripple effects such as delays or isolated cancellations as carriers adjust schedules. Most other project work funded under AIP contract authority is expected to continue and planning/environmental reviews and existing

construction may proceed where no new federal approvals are required. Staff are monitoring impacts and will update the Board as conditions evolve. JNU extends its gratitude and deep appreciation to TSA, ATC, and all federal workers supporting safe operations during this period.

D. UPDATE - Capital Improvement Program (CIP)

Staff will have met with the FAA on November 12 regarding JNU's October 1 CIP submittal to align priorities, phasing, and funding strategy (AIP/IIJA with local match from the Capital Reserve Account, and PFC where eligible). A brief verbal update will be provided at the meeting and, if needed, a written summary with any recommended adjustments to scope, schedule, or funding splits will follow at the next Board session.

Previous update: Staff submitted JNU's updated CIP list to the FAA on October 1 to align grant programming with our budget calendar and immediate operational needs. The update emphasizes safety and reliability, keeps near-term projects grant-ready, and clarifies anticipated funding splits (AIP/IIJA with local match from Capital Reserve Account, and PFC where eligible). Looking ahead to FFY26–FFY28, the plan sequences design and construction for key airfield and terminal work, e.g., MALSR, E-1 ramp rehabilitation, terminal upgrades (including accessibility improvements), MAGVAR conversion and lighting, outbound baggage, RSA grading, and recurring movement-area markings so we can move efficiently as funding windows open. No Board action is requested with this item. Staff will return with specific grant offers and appropriation requests as projects advance.

E. UPDATE - ARFF Truck Status

The Gustavus (GST) ARFF truck arrived in Juneau on Monday, October 27 and is undergoing final inspection, servicing, and acceptance checks to enter service shortly. All required notices/records and the AKDOT–JNU MOU have been finalized. This collaboration—led by Fire Chief Rich Etheridge, ARFF Chief Brandon Bagwell, AKDOT&PF, and the FAA—ensures uninterrupted ARFF coverage while JNU awaits delivery of the new ARFF unit. The Palmer ARFF lease remains in place during the transition.

Hot Topics – The following items highlight ongoing issues staff is addressing in addition to regular Airport Project Reports.

F. NO CHANGE - Passenger Facility Charge (PFC10) Application Process

The Airport has initiated the public process for the PFC10 application. Draft projects and costs were provided to the airlines, with a consultation meeting held on March 11, 2025. Several proposed projects have since been removed; the application remains in draft status, and additional eligible projects will need to be identified before the application can be completed.

G. NO CHANGE – Passenger Facility Charge (PFC) Cap Increase

JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

H. NO CHANGE – Juneau–Douglas North Crossing
The PEL Study continues to advance. Level 2 Screening results were released in February 2025, followed by a Draft Final PEL in May, with the final study due after the June 9 comment deadline. The July 2025 report confirmed all five alternatives remain viable for NEPA review, with Salmon Creek scoring highest. DOT&PF and DOWL continue to assert that any alternative conflicting with approach surfaces or the ALP will be modified or removed. Additional information and documents are available at www.jdnorthcrossing.com, and comments may be directed to JDNorthCrossing@dowl.com.

I. NO CHANGE – Encampments on Airport Property
Encampments and trash in the Jordan Creek Greenbelt and other airport areas persist. JPD and JNU staff continue monitoring day and night, with clean-outs ongoing. This remains a continuing challenge for the Airport.

J. NO CHANGE – Egan/Yandukin Intersection Improvements Project
AKDOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at http://dot.alaska.gov/eganyandukin.

K. NO CHANGE – ARFF Truck Procurement
In July 2024, JNU was awarded an AIP grant of $1,007,116 to purchase a 1,500-gallon ARFF truck to replace A3, a 2003 Oshkosh. The FAA Airport Division has rescinded the grant because Sourcewell, the cooperative purchasing contract used, is not an approved method for procuring the ARFF apparatus. The truck was ordered in September 2024, Rosenbauer has begun the build, and delivery is expected no later than March 2026. This equipment is essential to maintaining JNU's Index "C" rating for commercial jet service. Forward funding of this truck is being done through fund balance. The purchase will be shifted to PFC10 funding once collections tentatively begin in Spring 2027, with the draft PFC10 application to be updated after airline consultation. As PFC revenues are received, the fund balance will be reimbursed.

MEMORANDUM

TO: Andrés Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 5, 2025

RE: Airport Architect's Report

Mendenhall Riverbank Stabilization: *In the wake of the devastation wrought by the remnant of Typhoon Halong in western Alaska, the State of Alaska Department of Military & Veterans' Affairs (DMVA)is scrambling. Staff there said, "It's been all hands-on deck for this new 2025 West Coast Storm. I can't tell you when our deputy director will have time to work on the funding of other disasters. I'm hop0ing it'll be in the first half of November."* The project remains to be closed out with DMVA. It is unclear to what extent DMVA's grant application processing will be affected by the Federal shutdown, but there could be some potential impact.

Island Contractors submitted their final closeout paperwork and JNU staff approved Island's final (only) pay request. proHNS submitted their final pay request and staff approved it. The final pay request for proHNS left $9914 unspent in their contract, which brings the total cost of contractual services for the project to $287,046.25, under the $300K authorized by the Board in their May meeting and the Assembly in their June meeting. Staff will pursue reimbursement from DMVA. Staff will seek reimbursement for staff time required to administer the contracts and to coordinate with DMVA, but it is unclear whether JNU will be reimbursed.

JNU came through the 2025 jökulhlaup without damage. Staff were on site the morning of August 13 at 815a, about the time of peak flow. Water was high, but appeared to be 8-10'below the Emergency Vehicle Access Road/dike trail. Despite a number of trees floating past, the water velocity was relatively slow and was not scouring the riverbank. proHNS visited the site on the next day's low tide and provided a report with photos documenting no damage.

Island Contractors completed the work in late July and staff sent the final engineer's report, with extensive photographic documentation of the completed rock armor, to DMVA.

On June 30 staff emailed DMVA requesting an update as to the status of DMVA funds to cover JNU's grant application. Terry Kurth responded: "I talked to Tiffany, our deputy director (at DMVA), and she indicated that the new fiscal funds take time to be available in IRIS (state accounting system). I'm translating the process as best as I can so bear with me. The division will submit our spending plan per disaster to the Governor's office and the legislature for approval before we can have the funds loaded into IRIS. She estimated the funds could be available in

September. AK-23-296 is in the line up but it's not at the top. She's aware of the need to fund the disaster, but there are disasters with a higher priority in funding."

Due to the uncertain status of DMVA reimbursement, staff requested and the JNU Board (May 8) and the City and Borough of Juneau (CBJ) Assembly (June 9) approved an appropriation of $300,000 to the project from airport funds, preferably to be reimbursed by a grant from DMVA upon completion.

The total project cost—excluding JNU staff time—is likely to exceed the $276,230 that was submitted to DMVA for reimbursement, as JNU staff did not include the engineer's fees for permitting, and for Construction Administration and Construction Inspection (CA&CI). The $276,230 was based on the engineer's construction cost estimate of $258,405 and the engineer's fee of $12,245 to produce bid documents. ($258,405 + $12,245 = $276,230) To that should be added $5,000 for permitting and $17,950.for CA&CI, yielding a total project budget of $299,180, assuming no changes during construction. Of this total, ($12,245 + $5,000 =) $17,245 has already be contracted for and paid; the project budget to complete the work is ($299,180 - $17,245 =) $281,934.

On April 16, JNU received an email from Terry Kurth. He stated, "I learned yesterday that (the State Division of Homeland Security & Emergency Management (DHS&EM) is unable to obligate (Project Worksheet) PW 0003 for AK-23-296 due to insufficient Disaster Relief Funds (DRF) for that disaster. The remaining disaster funds available are less than the amount needed to award PW 0003 for $276,230.00. This shortfall of funds is a temporary issue, and we anticipate additional funds becoming available after the current state legislative session. Sorry for this bit of bad news, but it is a temporary setback. This only applies to this disaster for CBJ. Please proceed with the work on PW 0003. We will notify you of any changes to this DRF as they become available." JNU staff followed up and determined that DHS&EM obligates the entire amount of the grant at once; they will not obligate the grant unless they have all the funds required to do so.

Four bids were received on April 9, but the two lowest bidders were deemed non-responsive. One of the non-responsive bidders, RNB Construction, LLC, protested the bid results. The City and Borough of Juneau (CBJ) did not uphold the protest to the declaration of Island Contractors as the apparent successful bidder. RNB Construction did not appeal CBJ's response. The protest and response have been sent to the Department of Military and Veterans' Affairs) DMVA for their review before contract award.

On behalf of JNU, proHNS applied for and received all permits required for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4, 2024, 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, 2024, 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 August 12, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water", in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, 2024 proHNS submitted an application to the City & Borough of Juneau (CBJ) for a Floodplain Development Permit and a grading permit. The Floodplain Development permit was received on May 15, 2025. *On June 25, 2025, JNU received the grading permit.*

At the August 21, 2024, 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.

The jökulhlaup that occurred on August 5, 2023 stripped approximately 110 lineal feet of rip rap from the Mendenhall River embankment just southwest of the float plane pond. 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. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff assured JNU that the extension would be granted.

Master Plan Update (MPU): *On October 16 Michael Baker International (MBI) submitted the Final Draft Forecast chapter of the MPU to the Federal Aviation Administration (FAA). The FAA Office of Airports is working, and currently reviewing the forecast.* ***MBI hopes to have a complete draft to JNU by the end of the year, contingent on processing of the aerial survey and FAA reviews.***

JNU staff have reviewed the Final Draft Forecast chapter and note the following of interest:

1. *The forecasting base year is 2023. MBI started their work late in 2024. Their work requires complete data for the base year; waiting for 2024 data would have delayed their work.*

2. *The peak month for aircraft operations at JNU is August.*

3. *Part 121 operations (Alaska Airlines and Delta) comprise 10% of aircraft movements (takeoffs and landings), and carry 96.9% (92.54% for Alaska Airlines and 4.36% for Delta) of JNU passengers. Growth for 121 operations is projected at 2.3%, in line w/national trends.*

4. *Part 135 operations (Alaska Seaplanes) are 45% of aircraft movements and carry approximately 4.5% of enplaned passengers.*

5. *Mail and freight movement, via 121 and 135 operators and Alaska Central Express is significant, totaling 14.3M pounds of enplaned freight and $3.5M pounds of enplaned mail.*

6. *"Alaska Central Express (ACE) is a regional airline based in Anchorage, Alaska that primarily operated as a cargo service provider (i.e., no transport of passengers) … The*

airline generated 20.93 percent of all air carrier aircraft operations …" –Final Draft Forecast

7. *Helicopters (Coastal, North Star Trekking, and Temsco) comprise about 45% of movements, and activity is projected to grow at 2.3% annually. "(Y)ear-over-year levels of tourist-related on-demand activity closely correlates with the relative health of the national economy." –Final Draft Forecast*

8. *General Aviation comprises 10% of movements, and activity is projected to grow at 1.05% annually.*

9. *There is significant variance between MBI and FAA Terminal Area Forecast (TAF) numbers, which will be reviewed by the FAA and negotiated between MBI and FAA. The TAF for JNU is the FAA's official forecast of aviation activity at JNU as of 2024 and looking out 25 years.*

10. *"Rotorcraft activity represents the largest classification of operations at JNU. However, this activity is often undercounted. Specifically, most summer rotorcraft operations are flown in flights of 3 to 5 aircraft, thus generating 3 to 5 actual sorties for every one sortie reported by the ATCT. This is because only one IFF (Identification Friend or Foe) number is assigned to the lead aircraft of a multi- rotorcraft formation. The forecast of rotorcraft activity in this master plan update has been adjusted to more accurately reflect these multi-rotorcraft formations." –Final Draft Forecast*

11. *Our critical aircraft for the runway will change. The Critical Aircraft is "the most demanding aircraft type … which make(s) regular use of the airport. Regular use is 500 annual operations. … An operation is either a takeoff or landing."—JNU Master Plan Update Final Draft Forecast chapter. Currently Runway Design Code (RDC) C-III, the new critical aircraft for the runway will be RDC D-III, based on a Boeing 737-900 w/winglets. Class C aircraft have an approach speed of 121 knots or more, but less than 141 knots; Class D aircraft have an approach speed of 141 knots or more, but less than 166 knots. D-III class aircraft include the 737-800, 737-900, and 737 Max 9. C-III class aircraft include the 737-400, and 737-700, which are slowly being phased out.*

12. *The critical aircraft for the float pond is the DHC-2 DeHavilland Beaver aircraft (RDC A-I).*

On account of some back-and-forth between the Federal Aviation Administration (FAA) and Lounsbury Associates (the subcontractor who flew the aeronautical obstruction survey on June 24 and 24, 2025) with regard to the scope of Lounsbury's data processing, the overall project schedule has been pushed back a bit. The remainder of the project schedule is dependent on FAA feedback/approval of the Final Draft Forecast, and the extent to which the back-and-forth has impacted processing of the aeronautical obstruction survey data.

MBI presented an overview of their work to the CBJ Assembly Public Works and Facilities Committee at the Committee's June 2, 2025 regular meeting, and to the JNU Airport Board at the April 10, 2025 regular meeting.

MBI visited JNU on December 4 and December 5, 2024. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the following year.

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

Channel/Loken/Coastal Contamination: *(No change)* As of August 28, Cox Environmental stated, "ADEC is currently taking much longer than their "standard" 30-day window to review submittals."

As of August 6, the State of Alaska, Department of Environmental Conservation (ADEC) hoped to complete their review of the Site Characterization Report by mid-August.

On June 30 JNU received the Site Characterization Report. Cox Environmental provided this summary:

- Soil: No Gasoline Range Organics (GRO) detected; one Diesel Range Organic (DRO) detection below cleanup levels; arsenic detected above migration to groundwater cleanup levels but below human health standards (considered naturally occurring).
- Groundwater: DRO detected below cleanup levels; arsenic detected above cleanup levels in three wells (considered naturally occurring); lead detected below cleanup levels.
- Extent delineated: Horizontal and vertical extent of GRO, DRO, and arsenic contamination delineated; lead plume delineated with additional wells installed.

CES recommends the site be evaluated for "Cleanup Complete with Institutional Controls" now that lead groundwater contamination extent has been delineated. DEC has not yet responded to the report.

At the January Board meeting the Board approved the appropriation of $43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.

On December 9 ADEC approved the Site Characterization Report submitted by Cox Environmental on July 15, 2024. In the letter ADEC stated, "Additional site characterization is required south of JIA-12 and west of CF-12 to determine the extent of the groundwater contaminant plume." Cox Environmental has submitted a budget for the work required.

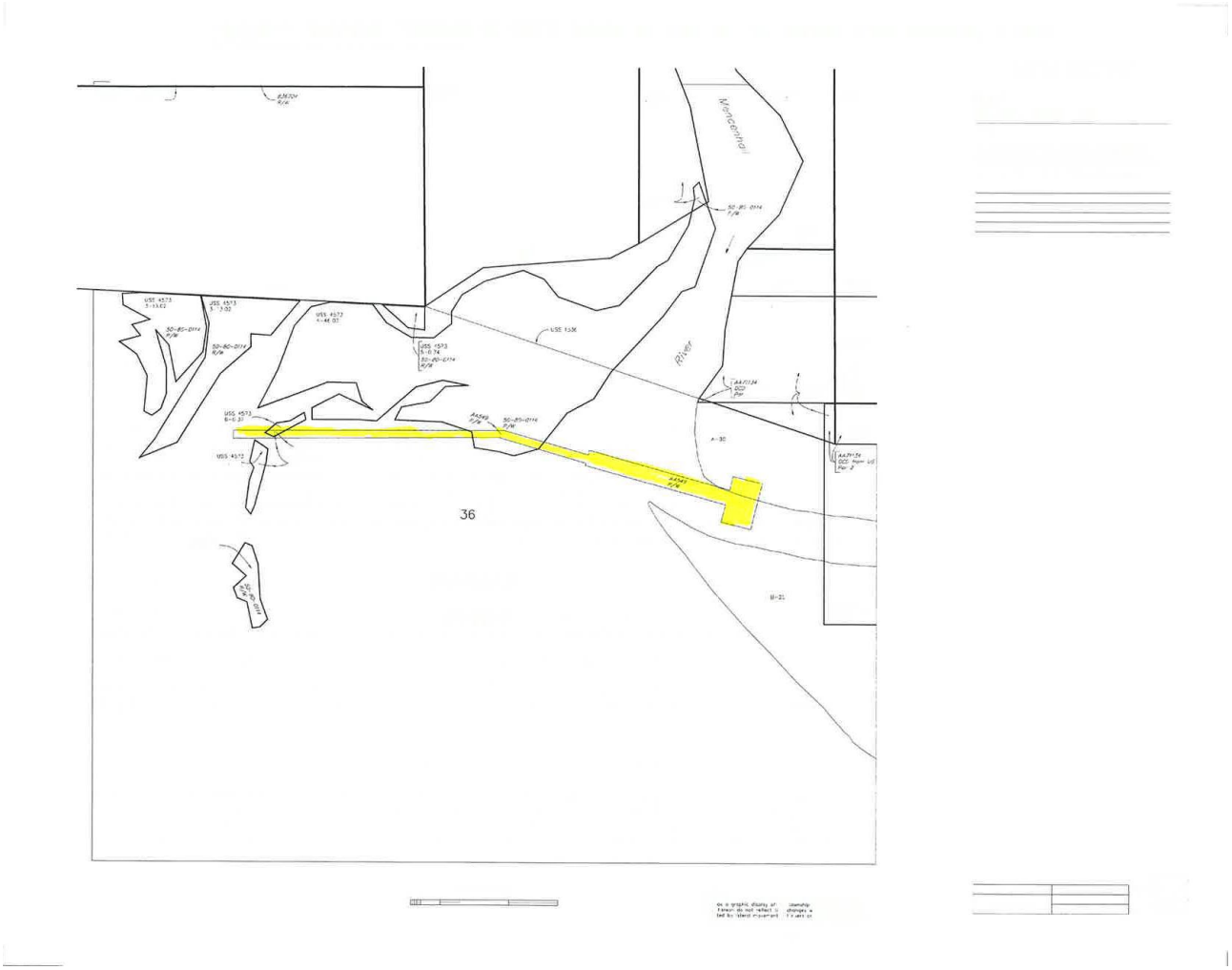
Cox Environmental is under contract for JNU's ADEC required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to

assess the extent of below grade contamination was completed on May 9, 2024. 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."

ADL 107380 Conveyance: *On October 21, JNU staff received an email from the FAA, "We received this amended Final Finding and Decision for Juneau Airport Expansion; it looks like this corrects the existing airport land conveyance for the runway ends." The FAA requested that the conveyance be included on Exhibit A of JNU's Airport Layout Plan (ALP), which is being revised by Michael Baker International (MBI) as part of the JNU master plan update.* ***Per below, JNU does not expect to receive patent to the land until December 2025 at the earliest.***

On October 10, staff received notice that, "the Department of Natural Resources Division of Mining, Land and Water (DMLW) has signed an Amended Final Finding and Decision (AFFD) for the proposed conveyance, ADL 107380…. This decision updates the Final Finding and Decision signed March 13, 2009…. Any appeal must be received within twenty (20) calendar days after issuance of this decision under 11 AAC 02.040." If no appeals are received (none are expected) patent will be issued about 30 days later.

On October 2 Denise Wiltse of the State of Alaska Department of Natural Resources (ADNR) advised that, "during the Realty Sections most recent Title Report research; they discovered that there was an unknown 44 LD 513 issued to the FAA across the state tidelands which is excluded from the State's title. The 44 LD 513 (Categorized as AA 000549 in the attached MTP) is for the approach lighting on the west end of the airport. There are some complexities with the circumstances around how this arose which may be worth exploring, but at this point, all their research has pointed to it being valid."



During the Runway Safety Area (RSA) project in 2009, 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 International to reflect the conveyance in the airport boundaries.

New and Renewing Tenant Leases
Due to the spring's retirements and resulting extreme short-staffing, staff are being pressed into duty outside their areas of professional expertise. Staff have been working with new and current tenants to put new and renewing leases in place, and will continue to do so.

New Guardian Hangar by DoudBTS *Survey work for the Lot 5 of Block P is being coordinated with JNU.* ***When the survey is completed, the lease will be signed. When the Transportation Security Administration (TSA) approves the location of the temporary fence, the contractor, Alaska Commercial Contractors (ACC) can break ground.***

In April JNU was approached by DoudBTS requesting to lease an airfield lot on which to construct a hangar for Guardian Flight. Guardian currently occupies an existing hangar on Lot 2 of Block P, on Livingston Way between the lots occupied by Airlift Northwest's hangar and the National Guard's hangar. The new hangar will be an upgrade for Guardian, and will be located on Lot 5 of Block P, just east of the Wings hangar.

JNU and Doud BTS are currently negotiating the lease.

DoudBTS has received a Phase I Environmental Survey Assessment, and shared it with JNU. JNU does not require an ESA from tenants, but tenant project financing and liability concerns do require it. The ESA did not reveal any issues.

DoudBTS has engaged Alaska Commercial Contractors (ACC) for the project. ACC has moved part of the large pile of recycled asphalt pavement (RAP) that occupies the northern side of the North East Development Area (NEDA) to make room for their work, and is constructing a temporary airfield security fence so construction can take place entirely on the unsecured (landside) of the airport. At completion of construction, the permanent security fence will be installed. You will see construction progressing this fall towards a planned 2026 hangar completion.

Staff Recruitment
Due to the spring's retirements and resulting extreme short-staffing, staff have been working with CBJ Human Resources (HR) to update the position description and fill the position in support of the JNU projects office that Kris Ritter formerly occupied. Staff will continue to do so until the position is filled and on-boarded.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:
(No change) On May 8 Northwind Architects submitted their fee proposal; staff are reviewing it.

On February 14, JNU received proposals from two design consultants, Jensen Yorba Wall and Northwind Architects. On March 24 Northwind Architects was selected and will begin contract negotiations with JNU shortly.

On March 4, 2025, the Assembly appropriated $50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project, funding provided by Airport Revolving Funds. The Airport Board reviewed and approved this at the December 12, 2024, meeting.

Staff thanks Mr. Bedford for participating in review of the two consultant proposals received for design of the elevator installation. In his email returning his comments, he noted: "I think that it is important that the elevator installation have minimum impact on the view of the airport from the sterile area. I think that it is beneficial to the airport and the aviation community as a whole that the traveling public be exposed to and take an interest in airport operations. Both proposals seem to recognize that the area on the ramp level between gates 3 and 5 is extremely congested but I would like to emphasize this point. Although the south wall of the terminal is probably the most logical

site for the proposed elevator, that area takes the full brunt of the prevailing southeast wind, and this should be taken into account during the design process."

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. 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. Federal Aviation Administration (FAA) has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.

E-1 Ramp Rehab: *(No change)* Staff have registered with the Alaska Heritage Resources Survey as a "qualified professional" and are editing the concurrence letters per Federal Aviation Administration (FAA) direction.

When the Categorical Exclusion (CATEX) application was submitted to the FAA in December of 2024, the FAA requested State Historic Preservation Office (SHPO) concurrence that no additional sites eligible for listing have been found or buildings have aged in (become 50 years old) since 2003. This requires a search of the Alaska Heritage Resources Survey website. Within the past year SHPO has restricted access to the website to "qualified professionals". This would typically require CBJ to issue a Request for Proposals (RFP) for a qualified professional, evaluate their submissions, and contract for the services. For a small project like this, the administrative overhead—both time and money–to obtain the search is considerable. However, "qualified professionals" includes registered architects. JNU staff include registered architects, and staff have been granted access to the website. Normally the concurrence is a two-step process, but in this case—with the limited scope of the project and JNU having a qualified professional on staff, the FAA will approve a direct to findings process, skipping the first step.

Departure Lounge Carpet Replacement: *(No change)* Staff are drafting a scope of work and have estimated the cost at $150,000. Staff anticipates funding the work through the local match for the terminal renovation project. When staff have a quote, this will come back to the Board for approval. The work is not included in the FY26 budget.

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.

MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: November 5, 2025

RE: Project Office Monthly Report

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

JIA Surge Protection: RESPEC has submitted the 95% design documents for this project, which calls for the installation of fifty-one (51) surge protection / arrestors as add-ons to the existing electrical distribution panels within the Terminal, the Snow-Removal Equipment Building and the Sand-Chem Building. The estimated construction cost (materials and labor) for this initial scope of work is $317,400.

Following receipt of the 95% documents, JNU requested a fee proposal from RESPEC to design an Uninterruptible Power Supply (UPS) battery-back-up system for the control tower, and to incorporate this design into the design documents for the surge protection project.

- Per FAA ATC request: "Addition of an Uninterruptible Power Supply/ Power Conditioning System (UPS/PCS) to the main branch electrical feed for the entire ATCT structure."
- RESPEC has been instructed to size the UPS based on the tower's entire electrical load.

The JIA Surge Protection project is being run through the 2023-2025 CBJ Term Consultant contract, which has a fee cap of $50,000. Project Authorization (PA) 11 to this term contract, which covers RESPEC's original design effort, is in the amount of $14,520.00. Per JNU's request, RESPEC has submitted a second fee proposal, in the amount of $16,105.00, to complete the design for the introduction of a UPS battery back-up system for the control tower. This second proposal includes the design work to incorporate the tower UPS design into the design / construction document for the JIA Surge Protection project.

In their second fee proposal, RESPEC has also identified an additional potential design fee of $5,855.00 to address the introduction of mechanical cooling if found to be needed following the design of the UPS battery back-up system. This additional proposal includes the design work to incorporate the mechanical cooling into the design / construction documents for the JIA Surge Protection project.

RESPEC's second fee proposal, if accepted, would add $16,105 to the existing PA ($14,520.00), bringing the amended PA total to $30,625.00. If the mechanical cooling component is needed, the associated additional $5,855.00 would amend the PA total to $36,480.00.

That leaves $13,520.00 below the PA cap – to use for limited construction administration (materials submittal review) and inspection services if deemed necessary and affordable.

Per the FAA's April 4, 2025 Reauthorization Program Guidance Letter (R-PGL) 25-02:
"Other Considerations: The statutory phrase "improve reliability and efficiency of the power supply… prevent power disruptions" may also be addressed through an on-airport power generation project not

connected to a microgrid. An example of an eligible project is replacement of an electrical substation or electricity vault to ensure it is above the floodplain elevation or otherwise sited or designed to ensure safety or to create greater resilience to mitigate against disruptions from natural hazards.

The new statutory language makes eligible a project to improve "future electrical demand and to prevent power disruptions to the airfield, passenger terminal, and any other airport facilities." For projects premised upon future electrical demand, sponsors need to provide justification by conducting an energy assessment under 49 U.S.C. § 47140."

Based upon this R-PGL, JNU intends to submit this project to the FAA for determination of AIP eligibility.

The Board is advised of the following:

- A bid schedule / construction schedule for this project has not yet been identified.

Runway Shoulder Grading and Navigational Aids (NAVAIDS): In a September 19, 2025 e-mail, the FAA indicated the following:

The project, as proposed in the 95% plan set submitted to us, does not fully meet RSA grading standards. The pads and ground at the locations of the VASI, RVR, handholes/vaults, and possibly the REILS on the runway 26 end do not appear to meet RSA grading standards. The purpose of this project is to bring the RSA grading to standard. The Reimbursable Agreement (RA) will allow the FAA Air Traffic Operations (ATO) staff to fully assess the impacts to their facilities with the RSA grading to standards.
We need to see plans that show the RSA grades to standard. For coordination purposes, please also provide cross sections that clearly show the impacts at each of the FAA owned facilities (VASI, RVR, handholes/vaults, REILS, etc.) and are large enough for our reviewers to analyze. This should be two (or possibly three) cross sections per sheet. Please make sure to include any other impacts (utilities, lighting, storm drains, etc.). We also need enough information (ie. cross sections or a detailed grading plan) for us to assess the impacts to the Taxiway Safety Areas.

Based on a preliminary review of the plans, it appears the VASI may be impacted, handholes/vaults may need to be adjusted, and potentially other items. The purpose of the FAA Reimbursable Agreement (RA) with ATO is to analyze all potential impacts to FAA facilities as a result of the RSA grading project. FAA ATO views the replacement of the VASI with a PAPI as a potential Target of Opportunity (TOO). If a TOO is approved, ATO will provide and pay for the PAPI equipment (everything above the stub-ups). AIP funds can be used to pay for any required work for the pads, conduit, electrical, handholes/vaults, grading, etc. to replace the system. JNU would be required to provide the local match for the AIP funded portion.

The CATEX that was approved on January 22, 2024, does not capture the extents of the current project and/or any adjustments that may be required as part of the FAA RA. The document needs to be updated after the RA work is identified and will require:

1) *updating the description in the CATEX to cover the work that will be completed,*
2) *providing a complete description that ends in a complete sentence,*
3) *providing a graphic that reflects the scope of the proposed action, and the description of the project area provided, and*
4) *updating the evaluation of the effected environment to incorporate the full project scope that will come out of the decisions made by ATO in the RA and location for FAA review.*

The current (design) grant 3-02-0133-103-2024 is for $422,253. Of this, $165,063.44 has been reimbursed by FAA. The amount of the RA is $94,392.09. There are three ways to move forward to get reimbursed for this:

a) JNU funds the RA as project formulation costs, which could be reimbursed by the construction grant, or

b) include the RA in the existing design grant, pending funds availability. This needs discussion as the RA amount exceeds the allowable grant amount and would require a second grant for the remaining design funds, or
c) secure a new grant for the RA. Securing a new grant for the RA could be done using IIJA funds later this fall.

This e-mail clarifies that the Federal Aviation Administration's Air Traffic Organization (FAA-ATO) wants to complete an internal engineering design review of the project to determine whether the surface grade slope adjustments within the Runway Safety Areas (RSA's) are being brought to "standard" and whether bringing the surface grades to standard will adversely impact the FAA owned NAVAIDS that are located on both ends of Runway 8-26.

It is worth noting that this e-mail followed the FAA's receipt of the 95% project design documents. Since receipt of this e-mail, JNU / HDR Engineering has revised and re-submitted to the FAA the 100% project design documents which addressed the comments provided by the FAA's following their review of the 95% documents. JNU has not received any review comments from the FAA on the 100% document submission.

This e-mail also clarifies that the FAA-ATO is looking to utilize the JNU RSA Shoulder Grading project as the mechanism to replace their outdated VASI equipment with a new PAPI. The FAA had previously stated that should the FAA engineering review determine that the grading work adversely impact the VASI installation, the FAA would want the scope of the RSA Shoulder Grading project to be expanded to include the removal of the VASI and the installation of the new PAPI.

The FAA wants JNU to sign a Reimbursable Agreement (RA) to formalize the agreement in which JNU, as the Sponsor, will provide funding for the FAA to complete their preliminary planning review of the RSA Shoulder Grading project. In addition to a scope of work description, the most current DRAFT identifies a total estimate of cost of $94,392.09 which is to be pre-paid by JNU. (NOTE: Previous DRAFTS of the RA did not identify this estimate of cost as reimbursable.) This DRAFT of the RA is currently under review by JNU and CBJ Legal.

A meeting with the FAA Alaskan Region Airports Division has been scheduled for the morning of Wednesday November 12. In this meeting, JNU intends to request clarification on the following:

- Has the FAA reviewed the 100% set of documents as provided by HDR Engineering?
- Are cost overrun amendments to the FAA's estimate of cost – which the RA requires the sponsor to pay once identified by the FAA - reimbursable?
- Are Contractor claims against the FAA, due to FAA action or in-action - which the RA requires the Sponsor to reimburse the FAA - reimbursable?

As to the issue of the CBJ's Community Development Department (CDD) Floodplain Development Permit (FDP), JNU has been advised that CDD has received all information needed to intake the FDP application.

The previous project schedule called for an early bid in the spring of 2026, and to line up the project schedule to establish two construction phases. The first phase would have allowed work to begin as soon as the weather allows in the spring, ahead of the increase in Alaska Airlines summer night flight schedule. The second phase would have resumed work following the suspension of the increase in Alaska Airlines summer night flight schedule and would have ended when all work was completed.

A revised project schedule cannot be determined at this time. The FAA's RA has not yet been executed, and it is expected that the FAA's engineering review could take months to complete. Following the FAA's review, any scope of work revisions will need to be incorporated into the final set of project design documents by HDR Engineering. Depending on the extent of the revisions, this could take weeks.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: SECON / Chatham Electric have completed work on the replacement of the lower lenses of the motion sensors (used to control lighting levels) on each of the new light poles. The new lights are now operating as designed – with on-off operation controlled by photocells and light level intensity controlled by motion sensors. A full test of the lighting controls has not yet occurred.

The project, still almost a year ahead of schedule, will soon be determined to be substantially complete and the JNU and DOWL will move into the close-out phase.

Refrigerant Piping Repairs in Control Tower: Dawson Construction – Schmolck Mechanical has completed work on the repair / replacement of the leaking refrigerant piping which extends between exterior heat pump AHP-1 and the four ceiling mounted cassettes (IHP-1 thru 4) within the tower cab. During the re-start of this heat pump system, it was discovered that the inverter control board for the AHP-1 compressor wasn't working. JNU has ordered a new board and will install it as soon as it arrives.

Outstanding Terminal Work Items: **No change since last report** JNU continues to work with RESPEC (under contract with McCool Carlson Green (MCG) – designers for the Terminal Reconstruction project) on finalizing the following outstanding work items:

Air Traffic Control Tower – Temporary Fixes: No change since last report. Following the 07.31.2025 meeting with the Director and Lead Planner with FAA Alaska Airports JNU coordinated with CBJ Contracting and obtained approval to solicit a fee proposal from RESPEC to provide design and cost estimating services to address the following tower upgrades:

- A complete upgrade to the existing tower fire detection and alarm system.
    - The existing fire detection and alarm devices are obsolete and need to be upgraded to addressable components that are compatible with the new terminal fire alarm system.
    - The entire system installation needs to be reviewed for code-compliance.
    - The interconnection between the tower FA system and the terminal FA system is to be maintained.

- The removal and replacement of existing air-handler VU-5 which provides outside (make-up) air to the control tower. Following modifications during the terminal renovation project, this air-handler also provides limited back-up heating to the tower.
    - The VU-5 replacement would be a compact high-efficiency air-handler with heating coil(s) and a filter bank.
    - The new air-handler would primarily be controlled by the existing building automation system with some occupant control.
    - The new air-handler would be capable of providing heating to supplement the heat provided by the ceiling mounted cassettes up in the cab.
    - The new air-handler would be equipped with Variable Frequency Drives to control fan speeds and supply (make-up) air rates.
    - The new air-handler would provide positive air-pressure within the tower.
    - The new air-handler will include an occupant controlled "air-replacement" system used to evacuate air from the tower cab. This system would allow occupants to initiate an automated sequence that would temporarily ramp-up the outside air delivery rate into the cab to flush the cab of excessive heat and/or jet exhaust fumes.
    - Associated work will include the introduction of temperature-controlled make-up air into the FAA breakroom. This would address a long-standing code deficiency.

- The replacement of the FAA owned primary power disconnect switch.

    - During the terminal renovation project, it was discovered that this switch was in very poor condition. The concern is that there is a possibility that if used to power-down the cab, the switch may not be able to hold when use to return power the cab.
- The introduction of surge protection devices on the four (4) tower electrical service panels.
    - This work is already a part of the existing surge protection / power conditioning project with RESPEC.

- The introduction of additional convenience outlets within the tower cab.
    - Per FAA ATC Request: "convenient and strategic locations within the Tower Cab based upon ATC and Tech-Ops recommendations"
    - JNU has asked ATC to clarify the extent of this request.

On 08.22.2025, RESPEC submitted a fee proposal, in the amount of $46,005.00 to address most of the above work items. RESPEC indicated that they could not complete the design and construction documents for the replacement of VU-5 within the $50K contract cap. Instead, this proposal would complete only a schematic design and ROM construction cost estimate for this work.

Following a review of this proposal, and concerned about committing $46,005.00 to a design contract that may not be needed if JNU is not awarded the BIL grant, JNU asked RESPEC to provide a revised fee proposal to provide only an initial schematic level narrative and constructive cost estimate for all work - including the replacement of VU-5. This is the information that is needed for the BIL grant application.

On 08.27.2025, RESPEC submitted a revised fee proposal, in the amount of $16,640.00. JNU has not yet accepted this fee proposal.

Ground Source Loop Field System and HVAC Modifications: No change since last report. JNU Building Maintenance continues to observe contaminates/sediment within the loop field medium (methanol), even with the equipment strainers, pump strainers, by-pass filter and dirt separators in place. The continuing concern is that the system is not getting any cleaner over time, and that somehow the contaminates/sediment keeps replenishing itself. In a meeting with JNU staff, JNU Airport Maintenance and engineers from RESPEC conducted on December 12, it was decided that the samples of these contaminates should be lab-tested to determine what this material is. JNU has asked RESPEC to coordinate with MCG and utilize their remaining contract fund balance to contract with 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.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: **No change since last report.** As previously reported, 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. In their report, proHNS 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 three (3) repair-in-place options, recommending them for further study. They would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.

At this time, JNU does not have estimated construction costs 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 has requested a fee proposal from proHNS Engineering to complete the necessary design phase services and to provide bid-ready construction documents (technical specifications and drawings) based upon one of their three repair-in-place recommendations. The RFP has requested 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 also requested that the design consultant prepare detailed construction cost estimates throughout the design process.

It was JNU's hope that proHNS' services could be obtained through CBJ's Term Consultant Contract – which has a $50K cap. proHNS has advised that they cannot complete the identified scope for under $50,000. proHNS also advised that based on their research into the three repair options that would not require runway shutdowns, the project is going to require specialty design services. Based on this communication, it would now appear necessary for JNU to obtain design services for this project by issuance of an official RFP for Consultant Design services through CBJ Contracting.

Parking Lot Concrete Repairs: **No change since last report**. Portions of the concrete curb and gutter within the public short term parking lot, the taxi waiting lot and the secure employee parking lot have been damaged by snow removal operations.

JNU had initially attempted to address this work by RFP 016 through the current construction contract with SECON but is now planning on running this work through CBJ's small civil term contract. JNU is currently preparing the scope of work package for this small project. A funding source for this work has not yet been identified.

Airport Construction Document Archiving: JNU Staff continues to work on sorting / culling the old, archived construction documents, as-built documents and miscellaneous reports.

End of Report