



AIRPORT BOARD AGENDA

April 9, 2026 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 MINUTES

A. March 12, 2026, Airport Board Minutes

4. APPROVAL OF AGENDA

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

6. NEW BUSINESS

A. Master Plan Update Presentation to Airport Board

The JNU Master Plan Update team will provide a status update as the plan nears submittal to the FAA for review and approval. The update will include the preferred airport development concept and implementation plan that will guide airport development over the next 20 years. No Board action is requested.

B. Approval of Proposed PFC10 Project List

Staff are requesting Board approval of the proposed project list for inclusion in JNU's next Passenger Facility Charge application, PFC10. The proposed list identifies eligible projects that support safety, regulatory compliance, operational reliability, and passenger-related improvements, and will serve as the basis for upcoming air carrier consultation and FAA submittal. Board approval of the list will allow staff to move forward with consultation, refine project scopes and costs as needed, and prepare the application package. Operations Committee met on April 2nd and recommended this item for Board approval. See Attachment A.

Motion: Move to approve the proposed PFC10 project list as presented and direct staff to proceed with air carrier consultation, refinement of project scopes and costs as needed, and preparation of the Passenger Facility Charge Application No. 10 for FAA submittal.

C. TSA Screening Equipment Replacement

TSA will replace the two baggage screening machines located in the passenger screening

checkpoint beginning the evening of April 20, with the second machine tentatively scheduled for April 22. Work will generally occur overnight, between 6:00 p.m. and 6:00 a.m., and one screening machine will remain operational at all times. If the schedule holds, the second replacement should be accepted by TSA on April 23. A public service announcement (PSA) will be issued in advance of the work.

JNU will use this opportunity to replace carpet tile in the passenger screening area beneath and around the screening equipment while it is temporarily removed. Replacement of the remaining screening-area carpet will occur as staff time allows. Carpet replacement in the broader Departure Lounge has been deferred to a future project.

D. Jordan Creek/Jordan Avenue Lighting Complaint

Staff received multiple complaints from a member of the public alleging that airport vehicles used auxiliary lighting in a manner that illuminated pedestrians and nearby residential areas along Jordan Avenue and in the Jordan Creek vicinity. The complainant asserted that airport employees were operating on public streets with floodlights on, questioned why airport staff were present in the area, and alleged the activity was intended to harass nearby residents or unhoused individuals. The complainant also raised concerns about follow-up to prior calls and emails and cited CBJ personnel rules in support of the complaint.

In response, staff reviewed the concern, coordinated internally, and confirmed that certain airport vehicles are equipped with standard warning lights, and, in some cases, fixed forward-facing auxiliary work lights used to improve visibility during nighttime duties. Staff also confirmed that perimeter and nearby property inspections in and around airport-owned parcels, including the Jordan Creek greenbelt vicinity, are part of routine airport operations tied to TSA security requirements, FAA Part 139 self-inspection duties, and wildlife hazard management responsibilities.

Based on the review to date, staff found no evidence that airport employees used lighting maliciously or intentionally to target members of the public. At the same time, staff acknowledged that an auxiliary light may have been left on inadvertently during patrol activities and reminded employees to use auxiliary lighting appropriately and avoid directing lights toward pedestrians or residences unless there is a clear operational or safety need. Staff also clarified that some of the parcels referenced in the complaint are airport-owned and maintained, not Parks and Recreation property as initially asserted by the complainant, and are therefore subject to airport inspection and patrol activities. This remains a public-facing issue that staff will continue to monitor and address as needed.

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. ASSEMBLY LIAISON

10. BOARD MEMBER COMMENTS

11. ANNOUNCEMENTS

12. NEXT MEETING DATE The next Airport Board Meeting will be held on May 14th, 2026 in the Alaska Room /Zoom. June Regular Board Meeting – Cancelled, Airport Manager Personal Leave

13. EXECUTIVE SESSION

14. ADJOURNMENT

ADA accommodations available upon request: contact the Clerk's Office (907)586-5278 or city.clerk@juneau.gov at least 36 hours prior to a meeting, to request ADA arrangements.



JIA AIRPORT BOARD MINUTES

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

1. **CALL TO ORDER** Ms. Rodell called the meeting to order at 6:00 p.m.

2. **ROLL CALL**

Members Present:

Dennis Bedford	David Epstein
Jerry Godkin	Jeff Redmond
Angela Rodell	Eve Soutiere

Staff Present:

Andres Delgado, Airport Manager
Rich Ross, Airport Superintendent
Angelica Lopez-Campos, Airport Business Manager
Sherri Layne, Deputy Municipal Attorney
Ke Mell, Project Manager
Nolan Davis, Tenant Liaison
Brandon Bagwell, CCFR
Mark Fvette, CCFR
Theresa Ross, CCFR
Tom Hatley, CCFR

Present via Zoom:

Christine Woll, Assembly Liaison

3. **APPROVAL OF MINUTES**

A. August 14, 2025 Airport Board Minutes

Mr. Epstein stated, on page 8 of 52 of the August minutes, at the bottom there was reference to a motion made By Mr. Redmond and the minutes do not reflect any action taken on that motion. On page 12 of 52, first full paragraph, line 3 references the airport in Anchorage and it should state airports division in Anchorage. Further down in the same paragraph, next-to-last sentence says, Mr. Epstein would like an explanation as to why it should be AIP eligible as it is AIP eligible, and that needs to be clarified. Ms. Rodell asked Mr. Epstein how the sentence should be clarified and he stated the sentence should be removed. Ms. Rodell stated the sentence will be stricken.

Mr. Redmond clarified he was a new board member, and he was making a motion to move forward before they had clarification on some numbers, and in discussion it was not

seconded and it was explained to him that that was essentially impossible, so the motion did not move forward. On page 9, at the top paragraph, clarification will be added that the motion did not advance.

Roll call vote on amended changes to meeting minutes passed by unanimous consent.

Motion to approve minutes made by Mr. Godkin. Roll call vote on amended minutes passed by unanimous consent.

B. February 12, 2026 Airport Board Minutes

Motion to approve minutes made by Mr. Godkin. Motion passed by unanimous consent.

4. APPROVAL OF AGENDA

Motion to approve agenda made by Mr. Bedford. Motion passed by unanimous consent.

5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

6. NEW BUSINESS

A. North Terminal Reconstruction CIP Closeout and Funding Reconciliation Update

Mr. Delgado stated that in last month's meeting there was an item on the agenda, North Terminal Reconstruction Project Terminal Project, that would see some of the funds leave the airport fund balance capital reserve. It is now on the Assembly agenda, Ordinance 2025-01(b)(AE). There would be a reduction to the fund balance of \$594,000, and an addition of \$241,000 to capital reserve. \$957,000 of sales tax is what Mr. Delgado listed but it is slightly higher than that and he will provide corrected numbers at a later time. PFC appropriation of \$56,519. They are still looking to get final numbers in their final reconciliation from CBJ Finance and disposition of remaining balances.

Ms. Rodell stated it is her understanding the ordinance did pass on Monday, March 10 at the Assembly. It was clarified that it went on the consent agenda, so it was introduced, and will go to public comment at the next meeting. Ms. Woll confirmed the ordinance was only introduced at the last Assembly meeting and will come back to the Assembly for a public hearing at the next Assembly meeting.

Mr. Epstein stated that he is confused. From past discussions he understood the airport would possibly get back \$700,000 to \$800,000 or be able to hang onto it, but his understanding of this is \$654,879 comes in and \$1.4 million goes out, and he asked if he is interpreting that correctly. Mr. Delgado responded that that is correct, and a large portion of this comes back to the capital reserve with the caveat that it be used without expectation of reimbursement, that it be spent on, for example, a non-federally eligible project without the expectation of that money being reimbursed through PFCs or AIP money. 241 of that can be revolving but the remainder of that will not be revolving.

Ms. Rodell inquired about the sales tax coming back. Mr. Delgado stated, per discussions with the City Manager's Office, that the approximately \$900,000 that goes back to the Assembly would be available for the Airport Board to go back to the Assembly and request

sales tax funds for the purposes of funding for projects, truck leases or acquisition of an ARFF truck. The ARFF trucks that have been purchased so far are PFC eligible in their entirety but not an ARFF truck lease.

Ms. Rodell asked Mr. Delgado if he needed a motion for the temporary 1% requesting any excess money flowing to the Assembly as a result of the closeout be appropriated back to the airport for airport use. Mr. Delgado responded yes but not yet. It is his hope to set up the operations committee meeting at some point this month to talk PFC and sales tax money that can go towards eligible projects. Mr. Delgado stated that it has been discussed with the City Manager's Office that the board may request money on a project-by-project basis, but it is unclear if the sales tax money will be given back to the airport as a lump sum contribution to the capital reserve.

B. Ramp Improvements and RON Apron CIP Funding Transfer

Mr. Delgado reported that the remain overnight apron CIP project and the ramps project is very close to completion. Secon is ahead of schedule. They are looking to close the project later this year. There are some ineligible costs that are not covered by AAP money. They were able to cut down costs on the project by approximately \$400,000, but \$80,000 is still outstanding as part of the ineligible costs portion. They are seeking to transfer \$80,000 from capital reserve to the apron CIP so they may be able to close this out on time.

Mr. Epstein made a motion to move to approve a transfer of \$80,000 from the airport capital reserve to the Remain Overnight (RON) Apron Capital Improvement Project (CIP A50-104) to cover federally ineligible costs and support final project closeout. Motion passed by unanimous consent.

Discussion on the Motion:

Mr. Epstein asked Mr. Delgado to explain what the ineligible costs are. Mr. Delgado stated it comes down to quantity adjustments primarily, and this can be in the form of asphalt and deductions for certain bits of work that were no longer needed. Mike Greene may be better suited to explain but he was not present at the meeting. Mr. Redmond asked if it would be appropriate to ask the Assembly for this immediately since the funds are low, and it was clarified that this comes from capital reserves.

C. Master Plan Update Presentation Timing and Funding Update

Mr. Delgado reported that they are looking to add \$27,000 to the master plan update project to collect funding for a final technical advisory committee meeting public presentation advising them to the status of the project providing the last bit of input and propagation of information for the public. Mr. Delgado stated he feels it is necessary they provide this information to the public. It would use fund balance.

Mr. Godkin made a motion to move to approve an increase of \$27,000 to the Airport Master Plan Update (MPU) CIP, funded through airport operating funds, to support time-sensitive work needed to maintain the project schedule, with staff continuing to pursue FAA eligibility for potential reimbursement. Motion passed by unanimous consent.

Discussion on the motion:

Mr. Epstein stated he presumes the technical advisory committee meeting he wishes to convene was not provided for in the consult and design contract. Mr. Delgado confirmed that is correct. Mr. Delgado added that this comes out of the fund balance to support time-sensitive work. They hope to get this done as quickly as possible so they can have Michael Baker come up in April to provide these presentations. Doing so through capital reserve would have taken a couple months at least, time they do not have. They are also pursuing FAA eligibility for this. If it is FAA eligible, the \$27,000 comes back to the airport.

Ms. Mell clarified that the technical advisory committee meeting was planned as part of the consultant's original scope of work and it would have been conducted likely by Zoom. What was not part of the original consultant's scope of work is the second public hearing, the public presentation and comments, and they felt the necessity for that due to delays principally driven by negotiations between the FAA and Michael Baker and their subconsultant with regard to the scope of work and the final forecast updates. In April, it will be a year since the original public hearing for comments on the project, and that hearing had a low turnout. Given the local general and national political climate, it is in the interest of the airport to be as transparent and open as possible.

D. Board Discussion of ARFF Interim Coverage and Lease Option

Chief Bagwell stated he is before the board asking for permission to sign a lease for a short-term gap in coverage of serviceability of their apparatus. They were able to return A-1 back to service last month within the predicted timeline. A-2, the leased Palmer truck, is still down. A technician is en route from Idaho in the next week or so to hopefully get that truck up and running. The new ones are being addressed but there will be a gap in delivery until they arrive. The Rosenbauer truck was pushed back to April and is now looking like a mid-May delivery. Before the Rosenbauer truck can be put into service, the crew needs to be trained on it. The first new apparatus will not be in-service until mid-June to early July. The second new truck should be ready to hit the frontline mid-August. The Gustavus rig must be back and ready to operate by May 1, so Chief Bagwell is looking to put it on the boat around April 15. There will be a three to four-month service gap where they will be down to just A-1 and the leased Palmer rig that is currently down. Chief Bagwell does not have a high degree of confidence that they will be able to get A-2 back into continuous frontline service due to its age and the severity of issues that they are having to mitigate at this time.

What started all this was FAA-mandated foam testing and the truck has yet to meet the standard. Chief Bagwell feels A-2 can be a reserve to cover during a gap period, but he does not have a high degree of confidence that it will be reliable as a frontline apparatus. They have found a truck in Texas to cover that gap, and Chief Bagwell has gone to Texas to inspect the truck. He will have the foam records sent to him so that will not be a problem with FAA. The lease is for six months which covers any delays in production and cover any new apparatus break-in periods. Legal and risk have already accepted it.

Mr. Bedford asked if there is a long-term plan for ARFF truck survivability. Chief Bagwell replied that there are two new trucks on order. Once they arrive, he will get with Mr. Delgado and plan out the replacement plan. Neither truck will be paid for by FAA funds, so they will be able to predict replacement cycle.

Mr. Bedford stated that he does not believe that their truck is a highly desirable piece of equipment there. He understands to maintain Index C they have to have certain things, but he feels they should look at the absolute minimum to maintain Index C. Mr. Bedford asked Chief Bagwell if they are spending a dime more than needed to maintain Index C. Chief Bagwell responded that he cannot answer for him; that he can answer what he has in service and that Mr. Bedford has to determine the value of it. Chief Bagwell stated that the trucks is the minimum. Mr. Bedford asked if any of them have bells and whistles that they do not need. Chief Bagwell responded not that he was aware. The Rosenbauer was originally built on grant that they lost, so it is built to FAA minimums. The second new truck is a stock truck that came off the assembly line. It meets the letter of the law on the indexing requirements but does not meet any other needs of the community.

Mr. Epstein asked to clarify with Chief Bagwell that the second truck is a stock truck that has no bells and whistles and he also heard Chief Bagwell say it does not meet the needs of the community. Chief Bagwell responded that it does not have a piece of equipment on it that has to do with a function for cargo aircraft incident mitigation and interior operations. A-3, the 2004 Oshkosh that was permanently lost in September/October, had that equipment and that capability is not being replaced with the new truck. Mr. Epstein clarified with Chief Bagwell that it does not affect the index rating. Chief Bagwell further stated it only affects the operational requirements and operational mitigation.

Mr. Epstein asked if the Rosenbauer Panther 6x6 as referenced in Mr. Delgado's email to the board earlier that week is the stock truck that Captain Bagwell referenced. Captain Bagwell stated the Rosenbauer 6x6 was a slightly used truck in California that belonged to San Bernardino, and they were trying to surplus the apparatus. They lost out on the purchase of the Rosenbauer. Mr. Delgado then realized he made a typo and it should be an Oshkosh. The Oshkosh is scheduled to come off the production line mid-July.

Mr. Epstein stated, when they met with the Assembly, the board was saying they have to get a new truck, and since then Capital City Fire and Rescue managed to buy the second new truck. Mr. Epstein asked if it is correct that the board does not have to worry about buying a second new truck because it has already been done. Mr. Delgado responded that the funds for the new truck came out of CBJ's fleet reserve, so they are borrowing money from the city to pay for the truck. It is their intent to add the truck onto PFC-10 application to reimburse that fund. It is ultimately on the airport to provide funding for this through the PFC revenues. Mr. Epstein asked that the bottom line is this summer they will get two new trucks, which was confirmed by Mr. Delgado.

Ms. Rodell asked that while the truck meets the index requirements, when looking at cargo capacity potentially increasing at the airport, will they be limited. Captain Bagwell replied no, that it is an operational limitation and that they will have to change the way that they do things.

Mr. Redmond asked if it is feasible to send anyone down south to get trained prior to the arrival of the truck to cut some of the training time out. Mr. Redmond also asked regarding the six months instead of three months and indicated that shipping costs is the prohibitive piece and so a couple extra months is not a huge expense to extend. Chief Bagwell stated he agrees with the assessment on shipping costs versus month-to-month.

As far as sending people down, on the leased truck, if signed tonight, they should have it here by April 1st, and it is so similar to the one that they deadlined, that it should be a two-week spool-up and he should be able to get it immediately into service. The new construction trucks, until they are built, they are at the plants, and they will not allow them to send people down there to train on the apparatus. Chief Bagwell stated the main time is going to be the shipping, the acceptance, doing the testing they have to do to accept the truck into service, outfitting, and then getting his people run through it. It will be put into service once a 50% rating of qualification is achieved. He does not think much will be gained to send their people to train on other apparatuses.

Mr. Godkin made a motion that the airport pursue the six-month lease option, up to six-month lease option, and forward funding through the airport fund balance, up to \$162,000 for this six-month lease. Motion passed by unanimous consent.

At the conclusion of the staff reports, Ms. Rodell requested to return to this agenda item, and upon motion, the board returned to this agenda item. Ms. Rodell requested that the board consider amending the motion that was adopted; that the \$162,000 coming out of fund balance to fund the lease be reimbursed with sales tax money that is going back to the Assembly and that they include in the motion a request from the Assembly for at least \$162,000 of sales tax. The motion was not amended.

Ms. Layne clarified that the previous motion should be rescinded, and it should be noted that there is one less board member present but there is still a quorum present.

Motion made by Mr. Epstein to rescind the previous action. Motion withdrawn by Mr. Epstein.

Mr. Godkin objected to the motion with a question, asking that by rescinding the motion is there any chance that waiting on stuff that they do not know an answer to yet on the sales tax going to hold up the initial \$162,000 that they voted on. If they are waiting on the Assembly to find out what the sales tax portion is, is there any chance that they are blocking the six-month lease and the funds. Ms. Rodell responded that they could leave the motion in place and use fund balance to pay for this and adopt a second motion requesting the Assembly to reimburse them for \$162,000.

Motion made by Mr. Godkin to request from the assembly the \$162,000 from the reimbursement of the sales tax back to the airport for the purposes of this lease for up to six months. Motion passed by unanimous consent.

E. Rates and Fees Public Comment Period Update

Mr. Delgado stated they have completed their public comment period for the rates and fees regulation that was approved by the board in February. It was cut off on the agenda, but there was a motion to forward this to the Assembly for final approval. They have received no comments, and there is an attachment with rates regulation with edits.

Mr. Godkin made a motion to forward the rates and fees changes to the Assembly for final approval. Motion passed by unanimous consent.

7. STAFF REPORTS

Ms. Soutiere asked to be excused from the staff reports and the remainder of the meeting due to her convalescence. Ms. Soutiere left the meeting.

A. Airport Manager's Report

Mr. Delgado stated over the last six weeks or so, TSA has been conducting an annual security audit at JNU. TSA postponed it quite a bit to allow Kathy Mancini to onboard and become familiar with the airport and the airport security plan requirements. The audit is nearing completion and Mr. Delgado will provide an update on what is going on at the next board meeting. He cannot share too much due to sensitive security information contained in the report, but he can mention that a lot of it comes down to signage, codes being changed on a regular basis and that sort of thing. No board action is requested at this time.

On Friday, they received Congressional letters of support for the NOFO grant applications that were submitted. As part of that conversation with Katie Kachel, they also expressed their interest in their commitment to pursuing the law enforcement officer reimbursement, which represents roughly 10-15% reimbursement on those costs.

Regarding ARFF truck, on February 27th after a joint meeting with the Assembly, Chief Bagwell found out that there was a production slot available for purchase for the OshKosh Striker 6x6. These slots fill up fast. The Oshkosh Striker 6x6 will be in service by October.

Mr. Epstein asked Mr. Delgado if the truck they are about to lease for six months is a 3,000-gallon truck and if it will fit in the building. Mr. Delgado confirmed both.

B. Airport Project Manager's Report

Ke Mell stated that a draft master plan update has been provided by Michael Baker International and was being reviewed by the FAA and JNU staff. It is a single 10-megabyte file at this point. When it has been broken into chapters, it will be posted to the JNU website. It will be revised in response to FAA and JNU comments before being publicly posted in advance of the meeting scheduled. Michael Baker International has planned a trip to Juneau on April 8th and will conduct a public meeting from 5:00 to 7:30 presenting the airport master plan update and receiving public comment at the Juneau Valley Library.

On April 8th or 9th, time to be determined, in the Alaska Room, the technical advisory committee will meet to review the draft master plan update. The evening of April 9th, in the Alaska Room, Michael Baker will provide a presentation to the board and receive board comments.

Mr. Bedford asked if the second paragraph at the bottom of page 207 limits them. Ms. Mell replied no, that that is for the water runway. Mr. Bedford mentioned it being limited to Beavers and mentioned there being seven Otters. Ms. Mell stated she will check with Michael Baker if the Otter is the more appropriate aircraft to consider.

Mr. Epstein stated that it is a design and geometric and runway cross-section or waterway cross-section. It does not mean that an Otter cannot use the float pond. The criteria for being a critical aircraft is 500 operations a year by that aircraft, and there may be more

operations by Beavers than there are by Otters.

Regarding the Channel Loken coastal contamination, Ms. Mell reported that, on March 3rd, Cox Environmental submitted their work plan for the sampling to the State of Alaska Department of Environmental Conservation. ADEC is reviewing the work plan, and upon acceptance of the work plan, sampling will be scheduled. Sampling is more limited than last year but is being required by ADEC in order to proceed towards their closeout of the contaminated site.

TSA is installing new equipment in the passenger screening area for the screening of passenger carry-ons. This morning, TSA convened a conference call including the contractor, subcontractors and relevant parties and provided a tentative schedule for the equipment replacement. The schedule will be finalized before the next board meeting. A tentative schedule was reviewed by Ms. Mell.

With permission and funding from the airport manager, Ms. Mell attended the American Association of Airport Executives Annual Planning, Design and Construction Symposium March 4-6 in Indianapolis. Ms. Mell gave a recap of the symposium.

Mr. Epstein inquired about the new Guardian Hangar in Ms. Mell's report. It is new construction. The lease has been signed. Mr. Epstein stated the reason he brings this up is he reviews airport leasing applications for all of their airports in the region and they are running into some things where, when a tenant wants to build a hangar on a leased lot, the tenant has to come up with a categorical exclusion and Section 106 clearances. Mr. Epstein asked if Ms. Mell has run into that with this hangar. Ms. Mell stated that they have not, but they have not run this through the FAA to ask whether this is applicable. Ms. Mell stated she will ask the FAA.

Mr. Godkin asked Ms. Mell if in the future, whether in writing or a presentation, she would want to discuss revenue generating for small airports. Ms. Mell responded yes and that she can get transcripts from the symposium to assist.

C. Airport Project Manager's Report

Mike Greene is not present. Mr. Delgado reported that, in February's meeting, there was a motion to approve to remove the motion sensors on the light poles on the 121 ramp in an amount not to exceed \$14,240. The fee proposal came in at \$7,037. The motion sensors have been removed.

Mike's report states no change since last report regarding movement area markings. However, Mr. Delgado stated that Mr. Greene's report was submitted before they accomplished the construction safety and phasing plan.

They are reviewing term contracts and the updated provisions to include in those contracts, and they are working closely with Ms. Layne and CBJ finance and CBJ contracts. Mr. Delgado also notes that Greg Smith, their primary contact with contracts, will be retiring at the end of April and a lot of knowledge will be lost. Contracts will move to the finance department.

Ms. Rodell requested that they move back up to Item D on the agenda. Mr. Epstein made a motion to revert back to Item D on the agenda to further discuss the amendment on the

leased ARFF truck. Motion passed by unanimous consent.

8. CORRESPONDENCE

Mr. Delgado reported that they received one letter from Nathan Vallier regarding passenger screening experiences and TSA procedures at JNU, including a suggestion to consider the TSA Screening Partnership Program. Mr. Delgado stated that the TSA still funds the Screening Partnership Program and that the Screening Partnership Program does not change the TSA's screening procedures and does not change anything about what is screened, how it is screened. What changes in this is the customer experience. Mr. Delgado noted that he has always had a wonderful experience with TSA and also mentioned that they are not currently being paid but continue to show up to work with smiles on their face.

Mr. Godkin asked Mr. Delgado how much the board has to say if something goes wrong. Mr. Godkin noted they can discuss it and try to work something out, but they cannot force them to do anything. Mr. Delgado confirmed that is correct, but there are some things the board could do, such as have the airport manager submit an application to the TSA requesting to move onto the Screening Partnership Program, and it may be denied or approved by TSA. There is not much the airport can do about Mr. Vallier's experience but Mr. Delgado will forward the letter to TSA.

Mr. Epstein stated that he knows Mr. Vallier, that he is a sharp businessman, knows his stuff, and that he believes every word that he said. Mr. Epstein's input is that when you are a manager and someone comes to you with a customer service complaint, you try and fix it and that is the approach they should try to take. If something is broke, they should try to fix it. Additionally, Mr. Epstein states they are hearing one side of the story and there's two sides to every story. He is not suggesting Mr. Delgado go and search for that but someone does as part of the fact-finding inquiry if one does occur.

9. COMMITTEE REPORTS

Ms. Rodell stated that the finance committee has not met since their last meeting and they do not have a plan to meet. Operations committee will be working to set up a meeting.

10. ASSEMBLY LIAISON

Ms. Woll stated she appreciated everyone attending their joint meeting and discussing the matter before the Assembly right now regarding the funds that will be de-appropriated back to the sales tax fund.

11. BOARD MEMBER COMMENTS

None.

12. ANNOUNCEMENTS

None.

13. NEXT MEETING DATE

April 9, 2026 in the Alaska Room and Zoom. Michael Baker will present on the master plan.

14. EXECUTIVE SESSION

None.

15. ADJOURNMENT

Mr. Epstein made a motion to adjourn. Meeting adjourned at 7:17 p.m. by unanimous consent.

INTRODUCTION AND SUMMARY

Juneau International Airport (JNU) is owned by the City and Borough of Juneau (CBJ) and operates as a CBJ enterprise fund. This document provides an overview of the Capital Improvement Program (CIP) for the Operations Committee's review, to inform subsequent Board and Assembly budget actions and capital project decisions.

The FY27 budget outlines the resources required to operate and maintain safe, reliable airport facilities while advancing priority capital projects. Operating costs are primarily supported by airport-generated revenues, including airline rates and charges, tenant and user rents and fees, and concessions and other non-airline revenue. Capital projects are funded through a combination of federal grants and local sources, with local funds often used for required match, non-federally eligible work, and timing needs when costs must be advanced ahead of reimbursement.

Background

The FAA Reauthorization Act of 2024 includes a time-limited increase in the federal share for AIP Airport Infrastructure Grants (AIG) awarded to non-hub primary and non-primary airports. For Federal Fiscal Years 2025 and 2026, the federal share may be up to 95% of allowable project costs, which improves grant leverage for eligible work programmed in FFY 2026 and reduces the local match requirement compared to prior years.

Several projects in this packet are completed or nearing completion and were initially forward funded with local dollars to maintain schedules, secure production slots, or complete work within short construction windows. These projects are included in the PFC application to reimburse eligible local match components, including sales tax paid on eligible project costs where applicable. This reimbursement approach effectively "unspends" the sales tax and other local match used to deliver the work, replacing it with approved PFC revenues after the fact, subject to airline consultation and FAA approval.

JNU's capital program will continue advancing in FY27 and beyond as projects move through planning, design, and construction, supported by federal grants, Passenger Facility Charges (when approved), airport revenues, and other eligible funding sources.

Passenger Facility Charge (PFC) process

JNU's objective for the PFC program is a transparent, well-documented application that supports eligible capital improvements and provides a defensible strategy for reimbursing local match and other allowable costs. The PFC package is built from the Airport's CIP and project profiles, refined with current cost estimates and schedules, and supported by required planning, environmental, and ALP documentation. Each project is evaluated for PFC eligibility and use category, and supporting schedules summarize sources and uses, distinguish completed or near-complete work from future work, and separate one-time capital costs from ongoing operating expenses. Where final costs or grant participation are not yet fully determined, estimates are used and updated as information becomes available.

The PFC process runs in parallel with federal grant programming and requires formal coordination and consultation with Part 121 air carriers. PFC revenues are proposed as a tool to reimburse eligible local match components, including applicable sales tax where allowed, and to support project delivery when costs must be advanced ahead of reimbursement. Following air carrier consultation, the application is submitted to FAA for review and approval. Once approved, PFC collections and uses are tracked and reported to ensure compliance and to support efficient delivery of the Airport's capital program.

CBJ CIPs	#	Project Name	Estimated Total Project Cost	JNU Local Funds	Federal Grant Funds	PFC Amount
PFC10 DRAFT						
A50-104	1	121/135/RON Apron Rehab - (DESIGN & CONSTR)	\$ 20,092,697	\$ 1,024,227	\$ 17,875,000	1,193,469.67
A50-090	2	Design Twy A Rehab/E&D-1	\$ 1,949,046	\$ 251	\$ 1,826,996	121,799.73
A50-091	3	RSA 2C-NE/NW Quad Apron	\$ 9,870,533	\$ 349,671	\$ 8,922,738	598,124.12
A50-092	4	Float Pond Access Road	\$ 3,328,672	\$ 66,298	\$ 3,058,475	203,898.35
A50-095	5	Gate 2 Pax boarding bridge	\$ 1,758,457		\$ 1,648,554	109,903.57
A50-107	6	Gate 5 PBB	\$ 2,022,064	\$ 10,419	\$ 1,885,918	125,727.87
A50-113	7	Master Plan Update	\$ 999,691	\$ -	\$ 936,897	62,794.00
A50-118	8	Wetland Rescue Vehicle (ARFF)	\$ 320,200		\$ 300,200	20,000.00
A50-112	9	RSA Grading - (DESIGN)	\$ 552,000		\$ 517,000	35,000.00
A50-112	10	RSA Grading - (CONSTRUCT)	\$ 4,000,000		\$ 3,750,000	250,000.00
A50-114	11	ARFF Truck - Replacement/Acquisition (A-2)	\$ 1,092,644	\$ 5,000		1,087,644.00
A50-119	12	Snow Removal Equipment - Acquisition (Grader+Vac Truck)	\$ 1,097,875		\$ 1,037,875	60,000.00
A50-115	13	Departure Lounge ADA Elevator - (DESIGN & CONSTR)	\$ 2,500,000		\$ 2,343,750	156,250.00
	14	Snow Removal Equipment - Acquisition (SRE)	\$ 4,910,000		\$ 4,664,500	245,500.00
	15	Movement Area Markings (4-year, FY26-FY29)	\$ 1,000,000		\$ 950,000	50,000.00
	16	ARFF Truck	\$ 1,655,064			1,655,064.00
	17	TWY E-1 Apron - Reconstruct	\$ 12,000,000		\$ 11,250,000	750,000.00
	18	Terminal Area Plan - Conduct	\$ 800,000		\$ 760,000	40,000.00
	19	PFC Application Preparation	\$ 40,000	\$ -	\$ -	40,000.00
TOTALS			\$ 69,988,944	\$ 1,455,866	\$ 61,727,903	\$ 6,815,175

ACQUIRE ARFF TRUCK (ENGINE A-2 REPLACEMENT)



Project Description and Justification

Acquire a new Aircraft Rescue and Firefighting (ARFF) vehicle to replace Engine A-2 and restore long-term reliability of JNU's ARFF fleet. The project includes specification development, procurement, factory build, delivery, acceptance testing, training, and commissioning into service. Replacing A-2 will reduce the risk of ARFF equipment outages, support required Part 139 ARFF index capability, and improve operational resiliency during peak air carrier operations and emergency response events.

Schedule and Key Milestones

- Finalize performance specifications and procurement. (Completed)
- Manufacturer build and progress checks. (In-Progress, production completion date Early May 2026)
- Delivery to JNU and acceptance testing/documentation. (Not Yet Completed)
- Training, commissioning, and placement into service. (Not Yet Completed)
- Engine A-2 Surplus (Completed)

Financial Strategy

This acquisition was initially pursued using an FAA AIP grant; however, the grant was later rescinded. The purchase was forward funded using Airport Fund Balance to protect ARFF fleet continuity and retain the production slot. JNU intends to seek reimbursement through the upcoming Passenger Facility Charge (PFC 10) application, subject to air carrier consultation and FAA approval.

Total Project Cost (FY25): \$1,092,644

Requested PFC Amount: \$1,087,644

ACQUIRE WETLAND RESCUE VEHICLE



Project Description and Justification

Acquire a specialized wetland rescue vehicle capable of operating in soft, saturated terrain near the airfield to support aircraft incident response and passenger rescue in areas not accessible by standard rescue or ARFF vehicles. The vehicle will be integrated into JNU's emergency response plan to improve responder safety and reduce response times for potential accidents in wetland areas. This capability supports the airport's emergency planning and operational readiness expectations for the critical aircraft served at JNU.

Schedule and Key Milestones

- Finalize operational requirements and vehicle specifications. (Completed)
- Complete procurement package and award. (Completed)
- Manufacture vehicle and complete acceptance. (In-Progress)
- Delivery to JNU, inspect, and commission. (Not Yet Completed, Delivery Date of October 2026)

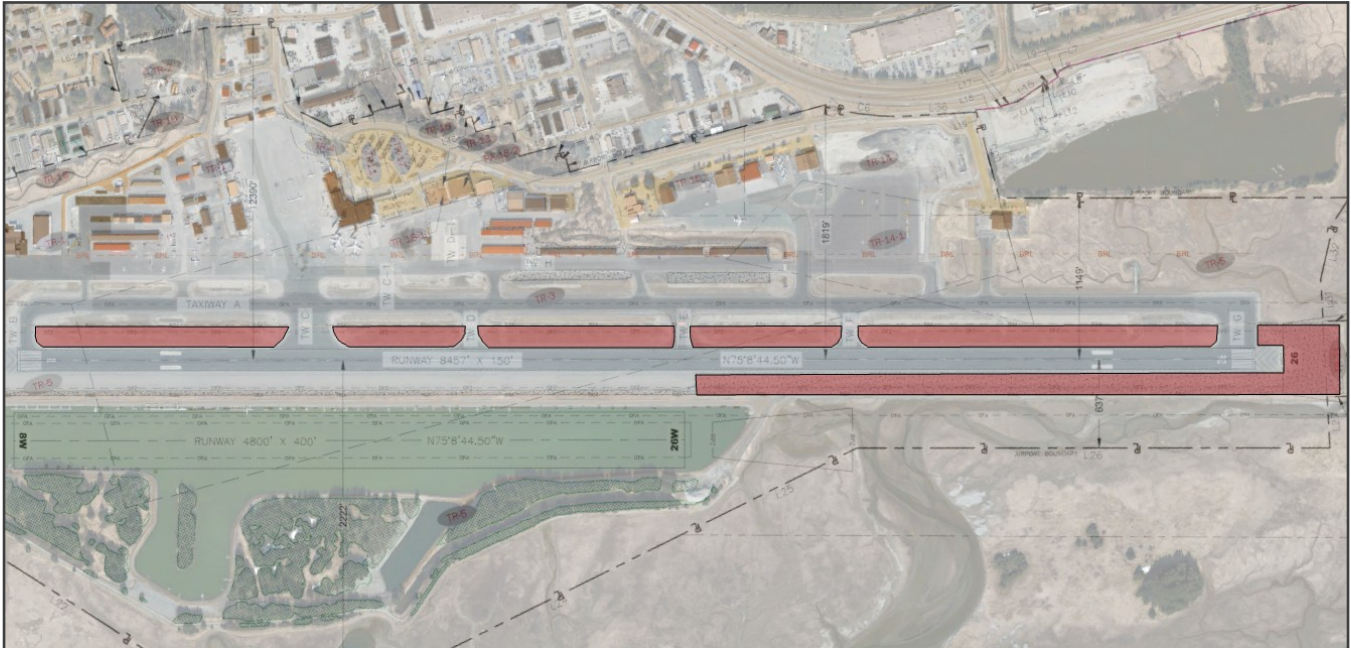
Financial Strategy

This equipment acquisition is funded through an FAA AIP grant at a 93.75% federal share, with the remaining 6.25% (local match) funded locally. Due to the specialized nature of the vehicle and the limited availability of comparable equipment, the FAA approved a waiver based on uniqueness, allowing the Airport to procure the unit without a traditional competitive solicitation process. JNU intends to reimburse the local match through Passenger Facility Charge (PFC) revenue, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Total Project Cost (FY26): \$320,200

Requested PFC Amount: \$20,000

RUNWAY SAFETY AREA GRADING (DESIGN)



Project Description and Justification

During the 2015 Runway Rehabilitation project, staff and the FAA identified uneven runway shoulder safety areas and embankment slopes that did not meet RSA design standards, particularly along the north side and portions of the south side. Because the runway project scope and funding did not include RSA correction, and a change order would have risked both budget and schedule, an interim fix was implemented by grading humps and ruts with available RAP. The Airport subsequently advanced a stand-alone ACIP project to survey, design, and fully regrade approximately 12,402 linear feet of RSA, with design estimated at \$550,000.

Schedule and Key Milestones

- Execute FAA reimbursable agreement and initiate expanded scope (Completed)
- FAA engineering review and scope refinement (In progress)
- Complete design updates and deliver final bid-ready plans/specs/estimate (Estimated completion Q1 2027)
- Finalize permitting/ALP consistency and secure funding for construction (Concurrent with late design)

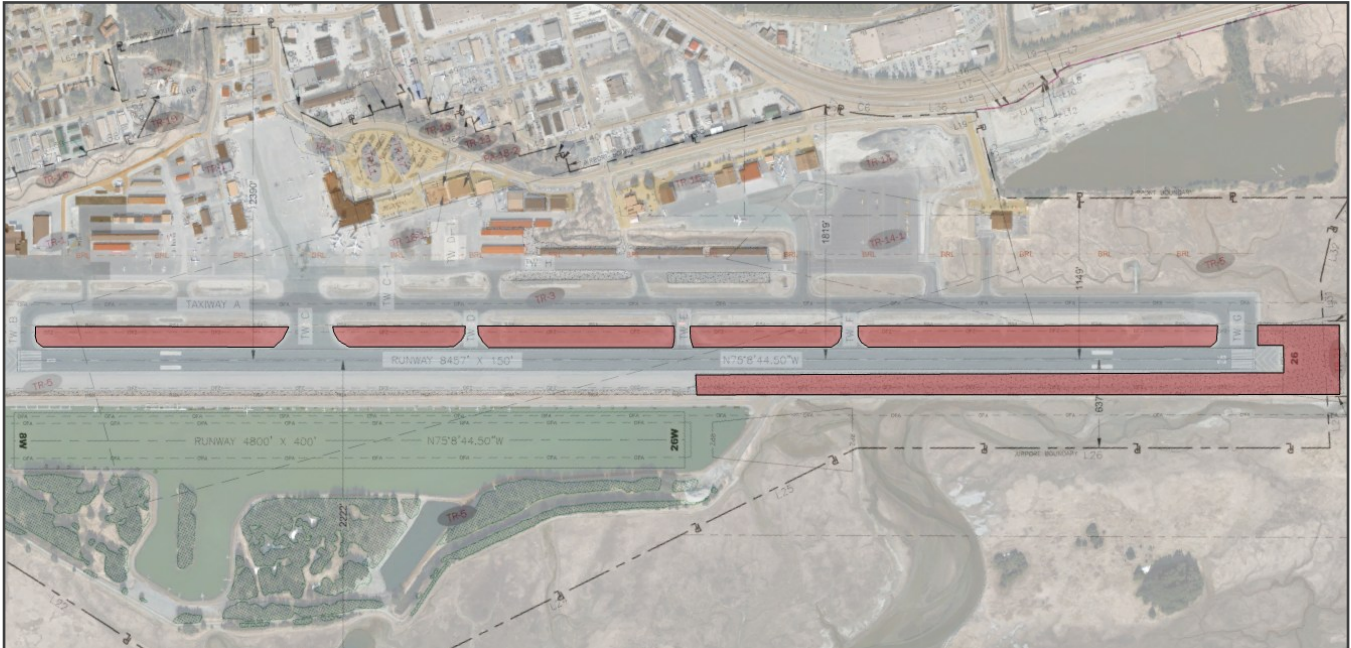
Financial Strategy

Design and the FAA reimbursable agreement are funded through an FAA AIP grant. The reimbursable agreement was initially funded locally to meet schedule needs, with the expectation of reimbursement through AIP as eligible costs are approved. Any required local match or other AIP-ineligible local components are planned for reimbursement through the Airport's upcoming PFC application, subject to air carrier consultation and FAA approval. FAA review is ongoing and expenses may climb higher under subsequent expansion of scope.

Estimated Project Cost: \$552,000

Requested PFC Amount: \$35,000

RUNWAY SAFETY AREA (CONSTRUCT)



Project Description and Justification

Construct runway safety area (RSA) shoulder grading improvements along the north runway shoulder and portions of the south RSA to correct uneven areas and embankment slopes and bring the RSA into compliance with FAA design standards. Work will include earthwork regrading, slope corrections, and restoration of disturbed areas, along with associated adjustments needed to protect, relocate, or re-establish affected NAVAID and visual aid infrastructure. As part of this effort, FAA is also evaluating an upgrade of the existing VASI to a PAPI system, which would improve visual glidepath guidance and align with current standards. This project addresses a documented airfield safety deficiency identified during prior runway rehabilitation, improves the safety margin for aircraft excursions, and reduces reliance on interim maintenance fixes.

Schedule and Key Milestones

- Complete design updates and secure FAA funding/approvals for construction. (Estimated Q4 2026)
- Bid and award construction in coordination with FAA and airport operational windows. (Estimated Q2 2027)
- Construct and commission RSA grading and associated NAVAID/visual aid work, then close out and restore the RSA to full standard. (Estimated completion 2028)

Financial Strategy

Construction is expected to be fully AIP-eligible and funded through an FAA AIP grant at the applicable federal share, with the required local match provided from local airport funds. JNU intends to seek reimbursement of the local match through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost: \$4,000,000

Requested PFC Amount: \$250,000

ACQUIRE SNOW REMOVAL EQUIPMENT (GRADER & VACUUM TRUCK)



Project Description and Justification

- Acquire a motor grader to support JNU’s snow and ice control program by improving precision snow removal, windrow management, and runway/taxiway shoulder maintenance. The grader strengthens fleet readiness, reduces winter surface hazards, and helps keep movement areas open during storms in accordance with the Snow and Ice Control Plan.
- Acquire a vacuum truck to support winter operations by clearing drainage structures and removing slush, standing water, sand, and debris from airfield surfaces. This reduces ponding and refreeze risk, improves post-storm recovery, and supports safe, continuous operations under the Snow and Ice Control Plan.

Schedule and Key Milestones

- Finalize specifications and confirm eligibility; complete procurement (motor grader via State contract; vacuum truck through competitive bid). (Estimated Q2 2026)
- Award purchases, coordinate manufacturing/upfit as needed, and schedule delivery. (Estimated Q3 2026)
- Receive equipment, inspect and accept and place into service for the next winter season. (Estimated Q1 2028)

Financial Strategy

The equipment acquisitions are planned to be funded through an FAA AIP grant at the applicable federal share of 95% during FFY 2026 . The required local match has been provided from local airport funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Total Project Cost (FY26): \$1,097,875

Requested PFC Amount: \$60,000

DEPARTURE LOUNGE ADA ELEVATOR (DESIGN & CONSTRUCT)



Project Description and Justification

Construct an ADA-accessible elevator providing a direct, secure route from the screened Departure Lounge to apron level for ground boarding at Gate 6 and during passenger boarding bridge outages. Today, passengers who cannot use stairs must be escorted out of the sterile area and routed through the main terminal and bagwell to reach the apron, which is circuitous, disruptive, and introduces avoidable safety and accessibility concerns. The elevator would allow screened passengers to reach apron level efficiently under escort, improving accessibility and operational reliability.

Schedule and Key Milestones

- Procure and award the design contract; complete design, TSA/security coordination, and permitting. (Estimated completion Q4 2026)
- Procure and award the construction contract; construct the elevator installation (including long-lead equipment). (Estimated completion Q3 2027)
- Inspect, test, commission, and place the elevator into service (procedures updated as needed). (Estimated completion Q4 2027)

Financial Strategy

The project is expected to be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost: \$2,500,000

Requested PFC Amount: \$156,250

ACQUIRE SNOW REMOVAL EQUIPMENT (VARIOUS)



Project Description and Justification

Acquire multiple pieces of snow removal equipment to maintain safe, reliable winter operations and meet the Airport's Snow and Ice Control Plan requirements. The equipment package includes two front wheel loaders, a dedicated runway broom, two sand trucks, a friction tester, two snow blowers, and a deice truck. Together, these assets improve the Airport's ability to clear snow, control ice, apply sand/deicer, measure runway friction, and restore movement areas quickly during and after storms. Replacing or supplementing aging equipment strengthens fleet readiness, reduces downtime and maintenance risk, and helps ensure consistent airfield condition reporting and operational continuity during severe winter weather.

Schedule and Key Milestones

- Finalize equipment specifications and bid package. (Estimated completion Q2 2026)
- Advertise solicitation, evaluate bids, and award. (Estimated completion Q3 2026)
- Deliver, inspect/accept, train operators, and place equipment into service. (Varied, long lead times for some equipment, up to 500 days.)

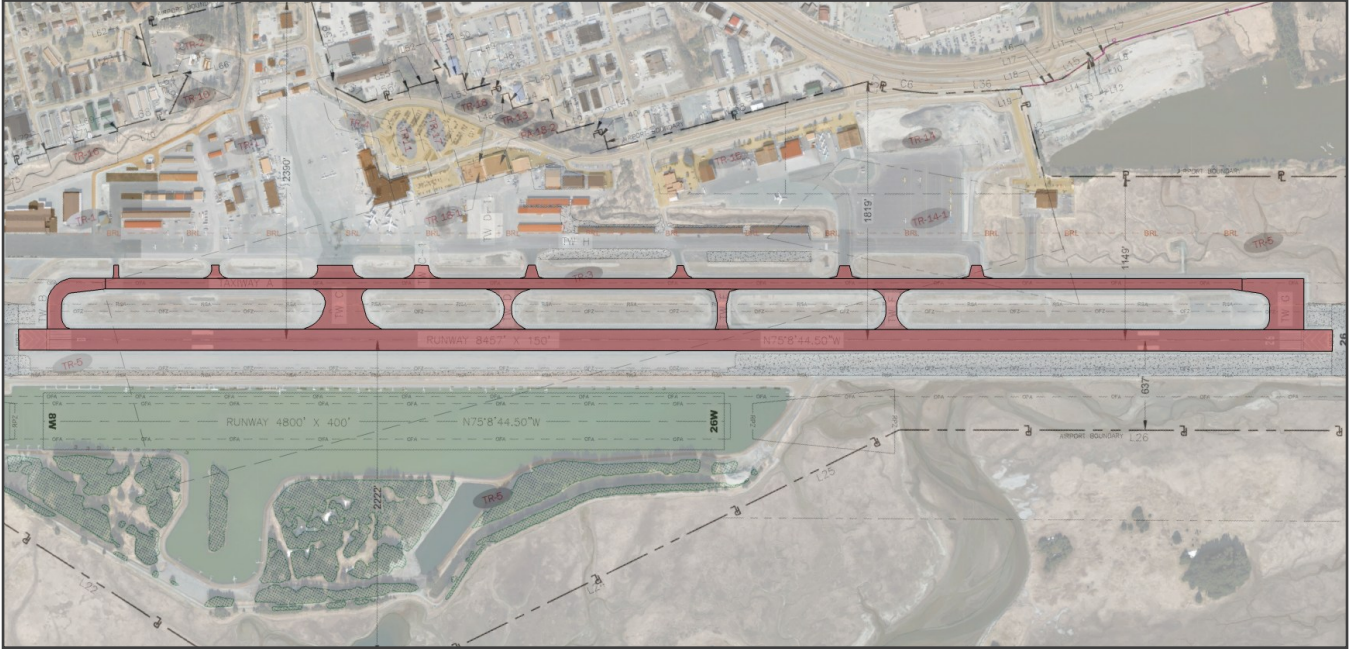
Financial Strategy

The equipment package is planned to be funded through an FAA AIP grant at the applicable federal share of 95% during FFY 2026. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost (FY26): \$4,910,000

Requested PFC Amount: \$245,500

MOVEMENT AREA MARKINGS (FFY26-FFY29)



Project Description and Justification

Repaint JNU's runway, taxiway, and movement-area boundary markings on a recurring cycle to maintain FAA standards and ensure continued visibility for pilots and vehicle operators, coordinated with off-peak closures as needed. Markings must be repainted each year, as Juneau's marine climate and winter operations accelerate wear; this work is newly eligible for federal participation, allowing routine remarking to be supported with grant funding.

Schedule and Key Milestones

- Prepare bid-ready documents and solicit bids for the remarking work. (Estimated completion May 2026)
- Perform annual remarking each summer (May–June, weather permitting) for FFY 2026 through FFY 2029.
- Verify completion each season and close out annual work items as needed.

Financial Strategy

The annual remarking program has historically been paid from local operating funds. This work is now newly eligible for FAA funding under recent reauthorization eligibility updates, and is to now be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost (FY26): \$1,000,000

Requested PFC Amount: \$50,000

ACQUIRE ARFF TRUCK (ENGINE A-3 REPLACEMENT)



Project Description and Justification

Acquire a new Aircraft Rescue and Firefighting (ARFF) vehicle to replace Engine A-3 and restore reliability of JNU's ARFF fleet. Engine A-3 suffered a major failure late last year and is not repairable. Following an incident in January that required a temporary ARFF Index reduction to Index B, with continued risk of further reduction, securing a replacement became urgent and unavoidable to maintain required Part 139 capability. When a manufacturer production slot became available, CBJ and JNU coordinated to secure the unit. The project includes procurement, factory build, delivery, acceptance testing, training, and commissioning into service.

Schedule and Key Milestones

- Finalize performance specifications and procurement. (Completed)
- Manufacturer build and progress checks. (In-progress, production completion July 2026)
- Delivery to JNU and acceptance testing/documentation. (Not Yet Completed)
- Training, commissioning and placement into service. (Not Yet Completed, estimated October 2026)

Financial Strategy

Replacement of Engine A-3 was determined to be federally ineligible for grant funding until 2031. Following the January ARFF Index reduction and the associated risk to continued air carrier operations, the replacement vehicle was procured using CBJ Fleet Reserve to address an urgent operational need. JNU intends to seek reimbursement through a future Passenger Facility Charge (PFC) application, subject to air carrier consultation and FAA approval.

Total project Cost (FY26): \$1,655,064

Requested PFC Amount: \$1,655,064

TAXIWAY E-1 APRON (RECONSTRUCT)



Project Description and Justification

Reconstruct the E-1 aircraft apron area (about 145,000 sq ft) and rehabilitate a portion of Taxiway E-1 to address aging pavement, drainage deficiencies, and related apron perimeter lighting needs. The apron pavement is approximately 18–34 years old and has reached the point where reconstruction is needed to maintain safe, reliable aircraft parking and movement-area operations. The project will renew pavement structure and repair or replace drainage infrastructure to improve safety, reduce maintenance risk, and extend pavement life in this high-use area.

Schedule and Key Milestones

- Complete condition assessment refinements and develop bid-ready design documents. (Estimated Q1 2027)
- Coordinate FAA review/approvals and secure funding for construction. (Estimated Q1 2027)
- Advertise, bid, and award the construction contract. (Estimated Q2 2027)
- Construct apron reconstruction and taxiway rehabilitation within an approved work window, then commission and close out. (Estimated completion Q3 2028)

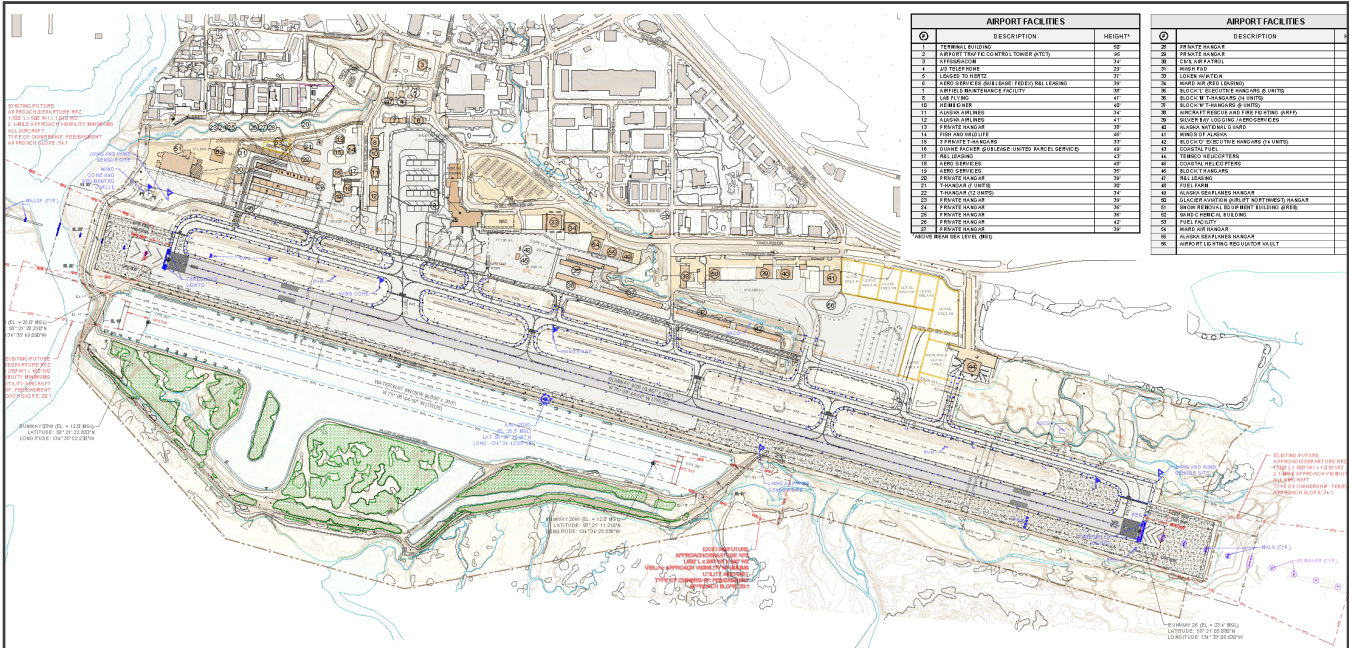
Financial Strategy

The project is expected to be funded through FAA AIP grants at the applicable federal share, likely issued in two phases: one grant for design and a subsequent grant for construction. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost (FY26): \$12,000,000

Requested PFC Amount: \$750,000

MASTER PLAN UPDATE



Project Description and Justification

Update the Airport Master Plan and Airport Layout Plan to refresh outdated forecasts and planning assumptions and ensure JNU’s long-range development program reflects current and projected demand. This effort will update the 2014 TAF projections and incorporate changes in capacity, fleet mix, and operational needs since the 2017 Sustainability Master Plan. The update is needed to preserve and enhance safety, protect approach corridors and navigable airspace, and keep future capital projects eligible and grant-ready by ensuring they are supported by current planning and an up-to-date ALP.

Schedule and Key Milestones

- Procure and award the planning consultant; initiate coordination and baseline information gathering. (Completed)
- Conduct technical advisory meetings and stakeholder engagement; develop chapter outlines and rough drafts. (Completed)
- Publish the draft Master Plan Update for public review, including an open house and public meeting; incorporate comments. (April 2026)
- Finalize the Master Plan Update and present to the Airport Board and Assembly for adoption and integration into the CBJ Comprehensive Plan. (Estimated completion Q2 2026)

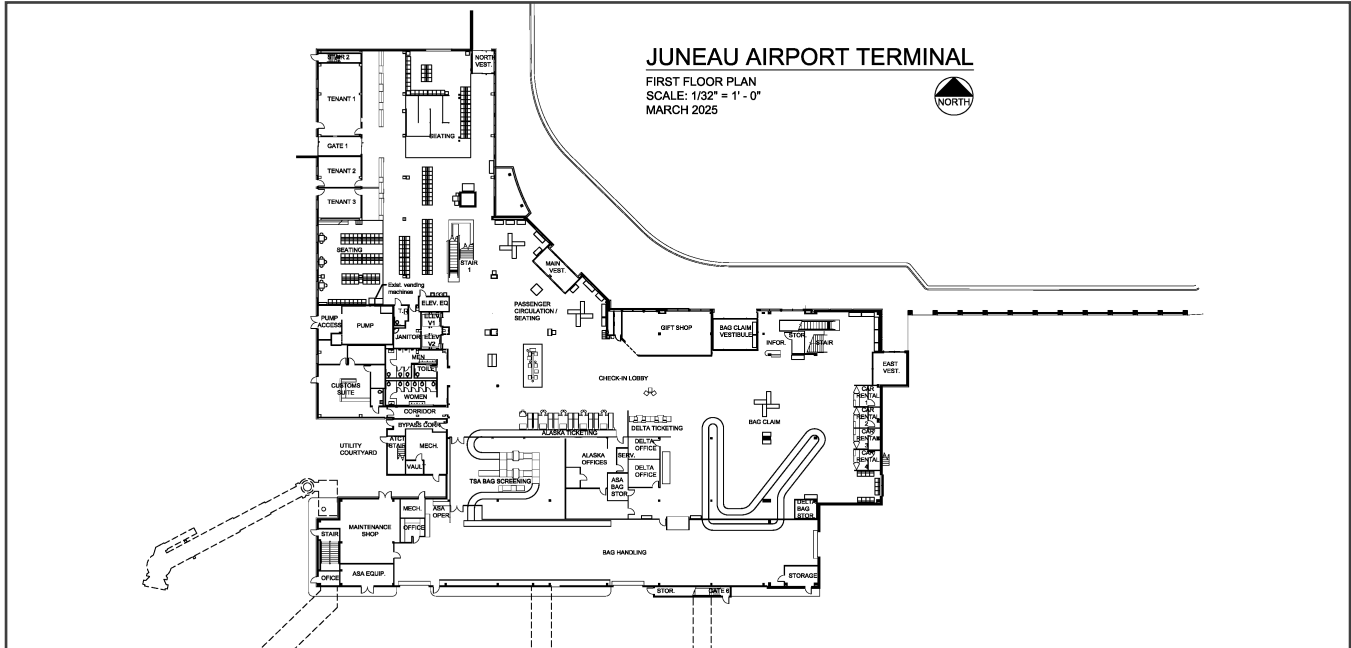
Financial Strategy

The Master Plan Update is expected to be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local airport funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated project Cost (FY26): \$999,691

Requested PFC Amount: \$62,794

TERMINAL AREA PLAN



Project Description and Justification

Develop a Terminal Area Plan (TAP) to define near-, mid-, and long-term improvements to JNU’s terminal, gate/apron complex, and landside access, resulting in a preferred concept, phasing plan, and implementation roadmap coordinated with the ALP and CIP. The TAP is needed because JNU’s terminal and apron/gate system operate within constrained geometry and irregular peak demand, while aging building systems and evolving safety, security, accessibility, and passenger service expectations place increasing pressure on check-in, screening, gates/holdrooms, baggage, circulation, curb/parking, and apron operations. The study will evaluate alternatives and align priorities with funding eligibility and financial capacity to support a staged, operationally feasible investment plan.

Schedule and Key Milestones

- Procure and award planning consultant; initiate stakeholder coordination and data collection. (Q4 2026)
- Develop and evaluate terminal area alternatives; identify preferred concept and phasing plan. (Q3 2027)
- Finalize Terminal Area Plan and integrate priorities into the ALP/CIP for future design and construction programming. (Q4 2027)

Financial Strategy

The Terminal Area Plan is expected to be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local airport funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Total project Cost (FY26): \$800,000

Requested PFC Amount: \$40,000

PFC APPLICATION PREPARATION



Project Description and Justification

Prepare and submit JNU's Passenger Facility Charge (PFC) application to secure FAA approval for continued collection and use of PFC revenues to fund eligible airport capital projects. This effort includes project definition and eligibility documentation, airline consultation, financial and cost documentation, environmental and planning consistency review, and preparation of the FAA application package through approval. The PFC program provides a critical funding tool to reimburse local match and advance safety, capacity, and state-of-good-repair projects without placing the full burden on local funds.

Schedule and Key Milestones

- Consultation kickoff: Issue air carrier consultation notice, hold the consultation meeting within 30–45 days, and receive carrier certifications within 30 days after the meeting.
- Public notice completion: Publish/post public notice and complete a 30–45 day comment period, then finalize responses and assemble the application package.
- FAA decision: Submit to FAA for substantial completeness determination within 30 days of receipt and a final FAA decision within 120 days for a substantially complete application.

Financial Strategy

PFC Application Preparation represents approximately 400 hours of eligible administrative support at a blended, fully burdened labor rate of about \$100 per hour. This level of effort covers development and assembly of the PFC application package, including air carrier consultation, public notice and comment documentation, preparation of required exhibits and supporting cost information, and response to FAA requests during review.

Requested PFC Amount: \$40,000

OTHER PROJECTS

The projects listed below are completed or nearing completion and are included in the PFC application to reimburse the local match paid on FAA-eligible work, including applicable sales tax. This approach “unspends” the sales tax used as match by replacing it with PFC revenues after project delivery, reducing the local cost burden while keeping the underlying projects fully funded and compliant.

121/135 RON APRON REHABILITATION

Reconstruct the Terminal 121 apron and designated RON parking areas by repairing subbase failures, upgrading drainage and catch basins, repaving to support Part 121 aircraft loads, and restoring striping/lead-ins, lighting, and fencing as needed. The pavement is beyond its useful life and is producing FOD and recurring failures; stopgap crack sealing and repairs are no longer sufficient. Grant year 2022/2023.

TAXIWAY A, E & D-1—DESIGN AND REHABILITATION

Rehabilitate Taxiway A and reconstruct shoulders to address age-related deterioration and increased loading from serving as a temporary runway during the 2015 runway rehabilitation, while implementing runway incursion mitigation by correcting Taxiway E geometry. The project removed excess Taxiway E pavement and re-mark/realign the taxiway to improve alignment with Runway 8–26 and Taxiway A, reducing confusion and incursion risk. Work will be phased to minimize operational impacts and coordinated with associated airfield improvements. Grant year 2017.

RUNWAY SAFETY AREA PHASE IIC, NW APRON

Develop additional aircraft parking and access in the Northwest and Northeast Development Areas to address a current shortage of tie-downs and near-term demand for commercial and GA parking, particularly for larger transient aircraft. Summer peak activity routinely exceeds existing capacity, forcing ad hoc parking in constrained areas and spillover onto other ramps. The project completed grading, drainage, apron, and circulation improvements to create usable tie-down/apron areas, improve aircraft and vehicle routing, and make minor perimeter fence and access gate upgrades, including replacement of Gate E and an additional access gate near Maplesden Way. Grant year 2017.

FLOAT POND ACCESS ROAD

Complete Float Pond Improvements project (South Roadway and Bank Stabilization) to repair and protect the float pond access road and shoreline. The work will raise approximately 1,800 linear feet of existing roadbed, add a drainage ditch along the south side, armor the pond bank with rock, and reconstruct 14 float dock headwalls undermined by wave action; paving of the raised roadway is included as an additive alternate. Grant year 2022.

GATE 2 PASSENGER BOARDING BRIDGE

Purchase and install a new passenger boarding bridge (PBB) at Gate 2 and complete associated terminal modifications needed to support the installation. The project improves safe, secure, and accessible passenger loading in all weather, reduces reliance on ground boarding, and increases operational efficiency and reliability for airline gate operations. Grant year 2018.

OTHER PROJECTS

GATE 5 PASSENGER BOARDING BRIDGE

Construct a new passenger boarding bridge (PBB) at Gate 5 to replace the existing used unit, improving safety and operational reliability. The current PBB (installed in 2014 as a time-critical used replacement) and the 1984-era gangway are beyond useful life and experience recurring mechanical, electrical, and auto-leveling failures, along with leaks and winter icing that create safety and service disruptions. A new PBB will reduce outages, improve passenger comfort in harsh weather, and can incorporate fixed ground power to reduce reliance on mobile equipment. Grant year 2022/2023.

MASTER PLAN UPDATE

Update JNU's Airport Master Plan to refresh forecasts, planning assumptions, and the Airport Layout Plan so future development reflects current and projected demand. The update includes stakeholder coordination, technical analysis, and public review to produce an adopted plan that guides capital priorities and supports long-term safety, capacity, and airspace protection. Grant year 2024.



TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: April 3, 2026
RE: Airport Manager's Report

A. UPDATE – ARFF Truck Delivery Delay & Engine A-1 Issue

The leased ARFF truck is now in Juneau and is expected to enter service within the next couple of weeks following commissioning. Per the MOU, the Gustavus loaner rig is scheduled to ship back on April 23 in time for the May 1st service date. Engine A-2 remains out of service despite repair efforts, and early discussions are underway regarding its return to the City of Palmer.

Older Update: The new 1,500-gallon ARFF truck remains scheduled to complete production in early May, with arrival in Juneau projected for mid to late May and commissioning and entry into service by mid to late June. Engine A-1 has been repaired and returned to service, and staff continue to coordinate fleet coverage and contingency planning during this transition period.

Separately, the Rosenbauer Panther 6x6 ordered on February 27 remains on schedule, with production completion anticipated in July and entry into service projected for October 2026. Once the new 1,500-gallon truck and the Panther are both in service, JNU expects to have two brand-new primary ARFF vehicles in the fleet, with Engine A-1 transitioned to reserve status to improve overall resiliency.

B. Deputy Airport Manager Recruitment

Recruitment for the Deputy Airport Manager position is expected to open in April for approximately one month. Staff anticipate conducting interviews in mid to late May, with a tentative start date in early July. This recruitment is intended to strengthen management capacity and operational continuity, and staff will continue coordinating with CBJ Human Resources through the hiring and onboarding process.

C. Seasonal Operations Transition

Winter operations concluded on April 4. Airfield crews have now transitioned to spring and summer operations and are focused on seasonal cleanup following this winter's 208.6 inches of snowfall.

Current work includes continued cleanup around the terminal, air carrier ramps, and areas in front of the terminal, as well as work around lights, signs, pavement edges, and remaining snow piles across airport property. Staff are maintaining awareness of ongoing cleanup needs throughout airport areas as conditions continue to improve and snow storage areas are reduced.

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

D. NO CHANGE – Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas persist. JNU staff continue to monitor for airport safety and security and conduct cleanouts as required in coordination with partner departments. This remains a continuing challenge for the Airport.

E. NO CHANGE – Egan/Yandukin Intersection Improvements Project

AKDOT&PF has advanced the Egan/Yandukin concept to a partial signalized access intersection with an at-grade protected pedestrian crossing, consistent with findings from the Planning and Environmental Linkages study. JNU received an agency coordination letter requesting comments on potential impacts to resources under our jurisdiction. Comments were requested by March 4, 2026. JNU did not submit comments. No Board action is requested. Please visit the ADOT project website for additional information: <http://dot.alaska.gov/eganyandukin>.

F. NO CHANGE – Aviation Worker Screening (AWS)

On Dec 24, 2025, the D.C. Circuit issued its mandate making the prior vacatur of TSA's AWS National Amendment effective; on Dec 29, 2025, the court recalled the mandate as inadvertently issued; on Dec 31, 2025, ACI-NA and airport petitioners asked the court to re-issue the mandate. Pending further court action, airports are to maintain the worker-screening measures now in place.

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.

G. 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.



MEMORANDUM

TO: Andrés Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: April 1, 2026

RE: Airport Architect's Report

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

Mendenhall Riverbank Stabilization: *On April 1 staff inquired of the State of Alaska Department of Military & Veterans' Affairs (DMVA) as to the status of our reimbursement request, following up on an inquiry of February 26. Our point of contact at DMVA is out of the office until April 6; JNU staff will check back on his return.* There are a number of administrative steps on the DMVA end, and due to their workload and staff turnover, it is unclear how long it will take. JNU anticipates being reimbursed in the amount of \$303,013, including direct costs (engineering and construction contractors) totaling \$294,180 and JNU staff costs totaling \$8,833 (5% of \$294,180). Staff hope to receive reimbursement in the current fiscal year and continue to monitor the reimbursement process, which is the only outstanding item for the project.

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 of 2025 and staff sent the final engineer's report, with extensive photographic documentation of the completed rock armor, to DMVA.

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): *The draft MPU is now available on the JNU website. Michael Baker International (MBI) will be in Juneau for the following in person meetings:*

8 April 2026, 530p-730p, Juneau Valley Library, Large Meeting Room: *Public meeting to present and receive comments on the draft master plan update.*

9 April 2026, 1030a-12n, JNU Alaska Room: *Technical Advisory Committee (TAC) meeting to review the draft master plan update.*

9 April 2026, 6p, JNU Alaska Room: *JNU Board meeting to present and receive comments on the draft master plan update.*

MBI will revise the MPU in response to comments before the next milestone:

12 June 2026 *Submit Final MPU and ALP to JNU and FAA*

The Final MPU and ALP will be accepted by the JNU Board and the City and Borough of Juneau (CBJ) Assembly before being included in the CBJ Comprehensive Plan. These milestones have not been scheduled.

For those interested in another Alaska airport's master plan update, Anchorage International Airport (ANC) just finished their 2026 update. It is available from the ANC website.

31 March 2026 *Draft Airport Layout Plan (ALP) to FAA*
Assume 6 weeks for FAA review of ALP.

On February 13, MBI delivered the Draft MPU delivered to JNU and Federal Aviation Administration (FAA).

On January 5 JNU received a letter from the Federal Aviation Administration (FAA) stating: "The Federal Aviation Administration (FAA) approves the baseline scenario through year ten in the Juneau International Airport Master Plan Update submitted on December 16, 2025 for use in the Master Plan. We found the forecast to be generally consistent with the 2024 TAF. It uses current data and is supported by generally accepted forecasting methodologies. ... The existing and future critical aircraft for Runway 8/26 is determined to be the Boeing 737-900 or RDC D-III. ... The existing and future critical aircraft for Runway 8W/26W is determined to be the DHC-2 DeHavilland Beaver aircraft or RDC A-I."

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: On March 3, Cox Environmental submitted their work plan for the sampling to the State of Alaska, Department of Environmental Conservation (ADEC). *On April 1 DEC commented on the work plan, and on April 2 Cox Environmental responded to DEC's comments.* On acceptance of the work plan by ADEC, sampling will be scheduled.

On February 13 JNU received a letter from the State of Alaska, Department of Environmental Conservation (ADEC), reviewing Cox Environmental's responses to DEC review comments on Cox Environmental's Site Characterization Report for field work conducted in April 2025. DEC requested additional groundwater testing, which Cox Environmental will do this spring. The testing is required by DEC to declare the Cleanup Complete with Institutional Controls.

On June 30, 2025 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.

At the January 2025 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, 2024 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."

New Guardian Hangar by DoudBTS: *(Alaska NNN, LLC's designers are finalizing the design and the contractor is preparing to break ground as soon as it thaws.)* The lease was executed by JNU and Alaska NNN, LLC (DoudBTS) on January 23, 2026.

JNU does not currently have wastewater (sewer) capacity at the north side of the North East Development Area (NEDA), but partial provision of wastewater service was made in 2012, when a wastewater pump vault with forcemain line were installed a hundred feet or so east of the northeast corner of Lot 5. The pumps, valves, and electrical service were never installed because at the time there were no prospective tenants, and such infrastructure does not age well sitting unused.

Alan Steffert, water & wastewater engineer for CBJ Engineering is taking point on coordinating w/CBJ Wastewater personnel as to the particular infrastructure they will need in the empty vault that DoudBTS will be equipping for us. JNU and CBJ Engineering will jointly oversee design and construction to ensure quality and documentation. DoudBTS will have their engineer (PND) design and their contractor (ACC) install the work per CBJ Wastewater's requirements, which facilitates JNU's intent that CBJ Wastewater to take on maintenance (and future ownership) of the wastewater infrastructure. DoudBTS has not yet provided a cost for the work.

DoudBTS has engaged Alaska Commercial Contractors (ACC) for the project. ACC has constructed a temporary airfield security fence so construction can take place entirely on the unsecured (landside) of the airport. The Transportation Security Administration (TSA) has had the location of the temporary construction fence under review since November 20. At completion of construction, the permanent security fence will be installed.

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.

In April 2025 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.

Transportation Security Administration (TSA) Passenger Carry-on Screening Equipment Replacement *Staff have received the schedule for the work. On Monday, April 20, TSA's contractor will remove one of the existing carry-on screening machines and replace it. It will take approximately an additional day to complete installation and setup. When the first new machine is accepted by TSA, the second one will be removed and replaced. Replacement of the second machine is tentatively scheduled for Wednesday, April 22. TSA requires that one screening machine will always be operational. If all goes per the schedule, the second machine should be accepted by TSA on Thursday, April 23. Work will generally take place between 6:00 p.m. and 6:00 a.m., with exact timing depending on the nature of the work. TSA and/or its subcontractors will handle coordination with the airlines and TSA local staff.*

Departure Lounge Carpet Replacement: This project has been re-scoped into two parts:

Part A: TSA Passenger Screening Area Carpet Replacement: *The new carpet tile has arrived in Juneau.* Due to much more concentrated use, the carpet in the passenger screening area is in much worse shape than that in the Departure Lounge. This spring (April 20-24) TSA plans to replace the carry-on screening equipment. JNU will take this opportunity to coordinate with TSA's contractor for replacement of the carpet tile under the equipment when the equipment is replaced. JNU will replace the carpet tile in the rest of the passenger screening area as staff time allows. We will not have a good opportunity to replace the tile again until the next time TSA's equipment is moved.

Part B: Departure Lounge Carpet Replacement

As this carpet is in significantly better shape than that in the TSA screening area, this work has been deferred to a future project. The FAA will not pay for this work.

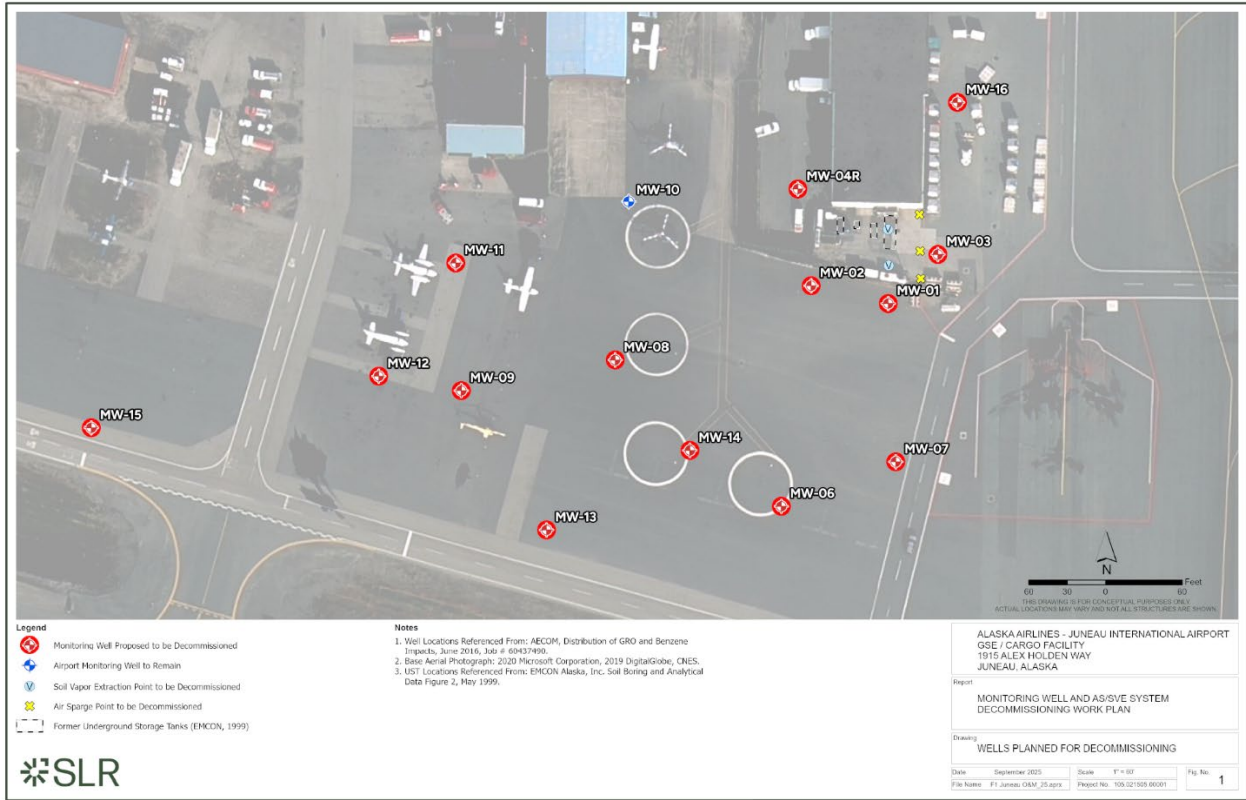
Projects Office Staff Recruitment *On behalf of JNU, the City and Borough of Juneau has advertised for two positions—one full-time and one part-time--to assist Projects Office staff. Both positions were advertised on March 19 and the advertisements closed on April 1.*

Due to JNU staff retirements in the spring of 2025 and resulting extreme short-staffing, staff have been working with CBJ Human Resources (HR) to fill two positions in support of the Projects Office. Staff will continue to do so until the position is filled and on-boarded.

Alaska Airlines Cargo Contaminated Site Closeout: *Quoting from a February 24, 2022 letter emailed to Alaska Airlines by the State of Alaska Department of Environmental Services:*

“The Alaska Airlines – Juneau Cargo Facility contaminated site is located within the Juneau International Airport. In 1978 a 500-gallon used oil underground storage tank (UST), a 3,000-gallon heating oil UST, a 3,000-gallon gasoline UST, and a 10,000-gallon ethylene glycol UST were installed south of the facility building. In 1993, the 500-gallon waste oil tank was removed. The three other USTS were removed in 1998. Petroleum contamination in the subsurface soil was observed during the UST removal. The exact cause of contamination is unknown as there were no documented releases. Multiple site characterization investigations have been performed since 1993. Corrective actions have included contaminated soil removal and the installation and operation of an ozone injection system from 2004 to 2011. From 2013 to 2019 an air sparge/soil vapor extraction system (AS/SVE) was installed and operated. Groundwater monitoring has occurred annually and/or biannually from 2001 to 2009, in 2011, and from 2014 to present.

On March 23, 2026 staff were contacted by SLR, an environmental engineering firm who has been monitoring the wells for Alaska Airlines. DEC has approved SLR's work plan to decommission 14--all but one--of the wells. As shown below, the wells are generally south and west of the south end of the Alaska Airlines Cargo Building, following the general direction of subsurface drainage.



Per the work plan approved September 10, 2025, “ADEC has requested that MW-10 remain in place and not to be decommissioned. Alaska Airlines has no objections to JNU assuming ownership and continued use of MW-10.” Wells to be decommissioned “are either 1 or 2 inches in diameter and are constructed from either polyvinyl chloride (PVC) or metal. ... The depths of each well vary but typically extend from 10 to 15 feet below the ground surface (bgs).” The plan is to “Remove the well casing and screen until the screened interval is above the groundwater interface, allowing the aquifer material to collapse into the borehole. ... Once the casing has been withdrawn to above the groundwater interface, bentonite chips will be added to the well until the materials are near the ground surface.”

From SLR’s March 23 email to JNU, “MW-10, which was a part of the Alaska Airlines well network, will not be decommissioned but will remain a part of JNU’s groundwater monitoring for PFAS (unrelated to the AS GSE/ Cargo Facility). ... “Tentatively, we are looking to complete this work at the end of May when Discovery Drilling will be in Juneau for another project.”

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.



MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: April 1, 2026

RE: Project Office Monthly Report

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

FAA Notice of Funding Opportunity (NOFO) Grant Applications: No change since last report. On December 8, 2025 the Department of Transportation (DOT), Federal Aviation Administration (FAA) announced the opportunity to apply for approximately \$1 billion in Fiscal Year (FY) 2026 competitive funds for the Airport Terminal Program (ATP), made available under the Infrastructure Investment and Jobs Act of 2021 (IIJA), Pub. L. 117-58. In this announcement, the FAA clarified that the FY 2026 ATP announcement would be the final announcement for this program. The purpose of the ATP was to make annual grants available to eligible airports for airport terminal and airport-owned Airport Traffic Control Tower (ATCT) development projects that address the aging infrastructure of our nation's airports. On January 15, 2026, JNU submitted the following grant applications to the FAA:

Grant Application 1: ATCT REPAIRS / UPGRADES:

Estimated total project cost: \$1,643,164

If awarded, the work would include the following:

- A complete upgrade to the existing ATCT fire detection and alarm system with an interconnection into the new terminal fire alarm panel.
- The introduction of a UPS-battery back-up system for the ATCT primary power distribution system.
- The replacement of the FAA owned primary power disconnect switch.
- The introduction of surge protection / arrestor devices on the four (4) tower electrical service panels. (X-Room Panel A, Panel THP, Panel TB and Panel TA)
- The installation of additional convenience outlets within the ATCT cab.
- The replacement of air-handler VU-5 which provides outside (make-up) air to the tower.

The tower was constructed in 1987. The fire detection and alarm system, the primary power disconnect switch, the convenience outlets within the tower cab and air-handler VU-5 were all installed as part of the original tower construction project.

The UPS battery back-up system and surge protection devices are needed to address fluctuations in the electrical service as provided by the local electrical utility.

Grant Application 2: ATCT ROOF REPLACEMENT:

Estimated total project cost: \$1,013,944

If awarded, the work would include the following:

- The replacement of the existing IRMA roof assembly with a new insulated heat welded TPO / PVC exposed membrane roof assembly.
- The replacement of the existing roof curb / hatch with a new insulated curb / hatch.
- The replacement of the existing interior fold-down roof access ladder.

- Modifications to the ATCT cab ceiling as necessary to trim out to the new access ladder housing. The roof assembly, roof curb / hatch assembly and access ladder assembly were installed as part of the original 1987 tower construction project.

Grant Application 3: TERMINAL MECHANICAL & ELECTRICAL REPAIRS / UPGRADES:

Estimated total project cost: \$2,193,088

If awarded, the work would include the following:

- The introduction of surge protection / arrestor devices on the primary service circuit breaker, the emergency generator load center, motor control center and thirty-nine (39) electrical service panels.
- The replacement of 36 air-water heat pumps within the older portion of the terminal.
- The replacement of the Dedicated Outside Air Supply (DOAS) air-handler in the east mechanical penthouse.

The surge protection devices are needed to address fluctuations in the electrical service as provided by the local electrical utility. The heat pumps and DOAS air-handler were installed in 2010 as part of the Terminal Renovation project.

The Board is advised that the work tasks within these NOFO grant applications have been re-assigned from other current projects and have been assembled within application packages best suited to meet the purpose of the ATP announcement. These work tasks were formerly included within the following projects:

- **JIA Surge Protection:** JNU has the 95% design documents as prepared by RESPEC for this project. The work 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. 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. JNU has instructed RESPEC to suspend their design effort on this project until it is known whether or not JNU has been awarded any of the NOFO grants.
- **Air Traffic Control Tower – Temporary Fixes:** JNU has fee proposals in-hand from RESPEC to complete the mechanical and electrical engineering design work needed to address the following:
A complete upgrade to the existing tower fire detection and alarm system.
 - o 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.
 - o The entire system installation needs to be reviewed for code-compliance.
 - o 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.

- o The VU-5 replacement would be a compact high-efficiency air-handler with heating coil(s) and a filter bank.
- o The new air-handler would primarily be controlled by the existing building automation system with some occupant control.
- o The new air-handler would be capable of providing heating to supplement the heat provided by the ceiling mounted cassettes up in the cab.
- o The new air-handler would be equipped with Variable Frequency Drives to control fan speeds and supply (make-up) air rates.
- o The new air-handler would provide positive air-pressure within the tower.
- o 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”

Following the FAA’s issuance of the FY 2026 ATP announcement, JNU suspended work on these projects out of concern that Sponsor funded design contracts may not be needed if JNU is awarded one or more of the NOFO grants. In the event that JNU’s application 1 and 3 are not awarded, JNU will proceed with the projects as funding allows.

Runway Shoulder Grading and Navigational Aids (NAVAIDS): The Federal Aviation Administration’s Air Traffic Organization (FAA-ATO) continues to work on their preliminary planning and in-house engineering 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. JNU has not been advised as to when the FAA’s review will be completed.

It remains the position of FAA-ATO that should the FAA engineering review determine that the grading work adversely impact the VASI installation, the FAA will 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 Board is reminded that the overall project schedule continues to be impacted – based on the preceding and on the following:

- It is anticipated that the current approved project CATEX (Categorical Exclusion) will need to be revised and re-submitted to the FAA to reflect any changes initiated by the FAA into the project scope of work.
- It is anticipated that the FAA review will introduce additional modifications to the current set of design documents.
- Should the FAA determine that the grading work will “adversely impact” the existing VASI, they will be looking to utilize the JNU RSA Shoulder Grading project as the mechanism to install the new PAPI equipment. This will require additional modification to the current set of design documents. It will also be necessary for JNU’s design consultant (HDR Engineers) to expand their scope of services to include the necessary electrical engineering.
- It is also anticipated that the JNU’s Floodplain Development Permit application will need to be revised and re-submitted to CBJ Community Development to address any changes to the project scope of work.
- The US Army Corps of Engineering permit that had been obtained for the project was set to expire on March 14, 2026. A permit extension has been received.

The Board is also reminded that the FAA has advised that they are going to require a second construction phase RA which will address the costs associated with the FAA’s involvement during the project’s

construction phase. At this time, the extent of the FAA’s involvement during construction, and the associated costs to JNU remains unclear.

Movement Area Markings: JNU staff continues to assist the JNU Business Office and CBJ Contracts on the preparation of a Request For Quote package that is being readied for release for competitive bid. This will be a four-year term contract to obtain the services of a Contractor to provide all materials and labor needed for the repainting of aircraft movement area markings on the runway, taxiways and aprons.

JNU Staff has reviewed the RFQ documents for compliance with the FAA’s March 27, 2026 “Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects and has submitted a DRAFT copy of the project Construction Safety Phasing Plan (CSPP) to the FAA for review.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: JNU staff continues to move this project into its close-out phase. JNU, working with DOWL and with SECON has recently completed the following:

- **Change Order 11:** This change order ADDED \$7,037.00 to the BE23-243 contract to address RFP 024 Motion Sensor Removal.
- **Change Order 12:** This change order DEDUCTED \$413,510.00 from the BE23-243 contract to finalize the project materials quantity adjustments.
- **RFP 025 Localized Runway Repairs:** This RFP is asking SECON for a proposal to complete milling, re-paving and surface grooving at seven locations on Runway 8-26. JNU has not yet received SECON’s fee proposal. If accepted, these additional costs will be addressed in what is expected to be the final project Change Order (No. 13). SECON has advised that they would be able to address these repairs during the first week of July, 2026.

The project was determined to be substantially complete on March 9, 2026, which was the last day that SECON / Chatham was working on site.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: JNU has requested a fee proposal from proHNS engineering to provide an updated condition survey for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway H, Taxiway A and Runway 8-26. It is JNU’s intent to use the updated condition survey to determine the extent and timing of necessary culvert repairs.

In the previous report, dated April 4, 2024, 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. In the previous report, proHNS had 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. Upon completion of the updated condition survey, it is JNU’s intent to obtain a fee proposal from proHNS Engineering to identify the design and construction costs for each of the preferred in-place 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.

Airport Contract Reviews: JNU Staff continues to review the FAA’s March 27, 2026 “Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects.” These Contract Provisions introduce required and mandatory language that needs to be incorporated – to some extent - into all contracts used by JNU. The initial focus has been to identify the necessary revisions within the large project

construction contracts and consultant professional service design contract. This review is being coordinated with CBJ Law, CBJ Finance and CBJ Contracts.

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

End of Report