# AIRPORT BOARD AGENDA

**July 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. **May 14th, 2026 Airport Board Minutes**

4. **APPROVAL OF AGENDA**

5. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

6. **UNFINISHED BUSINESS** None.

7. **NEW BUSINESS**

   A. **Board Chair and Officer Selections**

   The Board will elect officers for the coming year.

   B. **Tenant Liaison Comments on Draft Master Plan**

   The Airport Tenant Liaison submitted written comments on the Draft Airport Master Plan following outreach to general aviation users. Although the formal public comment period has closed, the Master Plan Update remains under review, and JNU's final staff comments are still outstanding. Staff intend to include the Tenant Liaison letter with JNU's final comment package, so the feedback is preserved in the project record and available for consideration by the Master Plan team.
   No Board action is requested.

   See Attachment A.

   C. **Airports Terminal Program (ATP) Grant Award – ATCT Roof Repair**

   On May 19, 2026, the FAA announced Airport Terminal Program (ATP) grant awards. Of JNU's three ATP applications, one was selected for award: the Air Traffic Control Tower (ATCT) Roof Replacement project. The FAA award amount is $963,247.

   The project will replace the existing tower roof, roof hatch, and access ladder, all of which

date back to the original 1987 tower construction. Staff have issued an RFP for design services and will work to keep the project on schedule for final grant application submittal by October 30, 2026, with construction anticipated in 2027.

The total estimated project cost is $1,013,944. The local match requirement is $50,697, which staff propose to forward fund from the Airport Capital Reserve.

Motion: Approve the forward-funding of up to $50,697 from the Airport Capital Reserve for the local match requirement associated with the FAA Airport Terminal Program grant award for the ATCT Roof Replacement project.

**D. Non-Federally Eligible Project Prioritization Framework**

Staff presented the proposed scoring methodology for reviewing non-federally eligible capital projects on the May 12th, 2026 Operations Committee Meeting.

The framework evaluates projects based on safety, security, capacity/operational reliability, and sustainability/lifecycle cost. The methodology is intended to support consistent discussion of local-funded capital needs, but does not establish a final ranking or funding decision.
Informational only, no Board action is requested.

See Attachment B.

**E. Fund Balance Projections and Capital Reserve**

See Attachment C.

**8. 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**

**9. CORRESPONDENCE**

**10. COMMITTEE REPORTS**

**11. ASSEMBLY LIAISON**

**12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**13. BOARD MEMBER COMMENTS**

**14. ANNOUNCEMENTS**

15. **NEXT MEETING DATE** The next Airport Board Meeting will be held on August 13th, 2026 at 6:00PM in the Alaska Room /Zoom.

16. **EXECUTIVE SESSION**

17. **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

**May 14, 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** Ms. Soutiere called the meeting to order at 6:00 p.m.

**2. ROLL CALL**

Members Present:

| | |
|---|---|
| Eve Soutiere | David Epstein |
| Angela Rodell | Charlie Williams |
| Dennis Bedford | Jeff Redmond |
| Jerry Godkin | |

Staff Present:

Andres Delgado, Airport Manager
Ke Mell, Airport Architect
Nolan Davis, Tenant Liaison
Rich Ross, Airport Superintendent

Brandon Bagwell, CCFR
Mark Fuette, CCFR

Present via Zoom:

Mike Greene, Airport Project Manager
Christine Woll, Assembly Liaison

**3. APPROVAL OF MINUTES**

**A. April 9, 2026 Airport Board Meeting Minutes**

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

**4. APPROVAL OF AGENDA**

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

**5. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

Mr. Davis requested adding a drafted letter from the General Aviation community to the agenda of the next board meeting.

Ms. Soutiere responded that she reviewed the letter, which had some concerns and suggestions for the Airport Master Plan. She hoped people from the General Aviation community could attend the next meeting.

Mr. Godkin gave a reminder that the next meeting is not until July.

**6. UNFINISHED BUSINESS**

**7. NEW BUSINESS**

**A. Approval of Runway 08/26 Localized Repairs**

Mr. Delgado discussed the approval of Runway 08/26 localized repairs, which addresses a line of potholes running lengthwise along the runway. He stated they are requested approximately $118,000 for the repairs and Secon is willing and able to do it in June.

Mike Greene confirmed Secon has it scheduled for the first week of June. He explained the damage is primarily localized to a single pole located on the northside of the center line, as well as some other ancillary pothole areas.

Mr. Epstein asked if the repairs would deal with hot mix asphalt.

Mr. Greene answered yes.

Motion to approve the expenditure of $118,406.80 from the Airport Capital Reserve for localized runway repair work under RFP 025 made by Ms. Rodell.

Mr. Godkin objected for a question on if there was a threshold on how much they can take out of the Capital Reserve Account or a balance they must leave in there.

Mr. Delgado responded the limit is they cannot go into the negative. He shared they usually appropriate money into the Capital Reserve Fund and it usually treated like a revolving account. He said for these repairs, it is not considered a reimbursable amount, as it is local match. He explained the fund balance was not as healthy as they would have liked, which is why it is coming out of the Capital Reserve.

Mr. Godkin inquired if they see any money coming back from any of those listed on there currently.

Mr. Delgado answered there is some reimbursement amount that comes back, as all these projects are all eligible for reimbursement through PFCs.

Ms. Rodell voiced when they were adopting the budget for FY27 and setting the new rates and fees, there was an assumption that a portion would reimburse the Capital Reserve, but she knew they had to reduce that amount due to various other things going on in the budget. She asked for an update on that.

Mr. Delgado responded they initially proposed close to $800,000 in contributions to the Capital Reserve account, but it was whittled down after Alaska Airlines gave their feedback. Therefore, they laid out a $0 contribution to the Capital Reserve, but it will be included in an incremental basis with the next few budget cycles.

The motion passed.

## 8. STAFF REPORTS

### A. Airport Manager's Report - Andres Delgado

Mr. Delgado reported there was an ARFF truck delay again.

Mr. Bagwell, CCFR, explained they was a radiator shortage in regard to the Rosenbauer truck, but as of May 8th, the radiator has shown up and they are back on track. They are planning to go to a final expectation sometime at the end of May or first of June, after which it will be shipped to Seattle and then put on a barge to come up. He added the Oshkosh truck is on track to arrive in mid-July, and the leased truck is now fully in service. He gave a reminder that they are operating without a safety net, so they are doing all they can to keep their trucks in service until the new one arrives.

Mr. Epstein asked if someone from the department would be going down for the final inspection of the Rosenbauer truck.

Mr. Bagwell answered yes, that he and Mr. Ross plan to do that.

Mr. Delgado stated they have their Deputy Airport Manager recruitment in progress, and they have received over two dozen applications. He noted the application window closes May 30th.

Mr. Delgado discussed encampments on airport property. He voiced there was a significant clean-up at the end of April that took several days, where 14 tons of material were removed.

Ms. Soutiere inquired if the airport crew were the ones who cleaned that up.

Mr. Delgado answered yes, with the help of the Glory Hall staff.

Mr. Delgado expressed that as of April 30th, the Department of Homeland Security has funding again. He added the TSA equipment has been installed and everything is flowing smoothly; however, the throughput of the two machines are slightly lower than what they had before.

Ms. Soutiere asked if that was due to new equipment and training or what they should expect from now on.

Mr. Delgado responded probably a mix of both things, but he imagined it would get smoother over time.

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

Ms. Mell talked about the contamination at the Channel/Loken site and read the report that was submitted by Cox Environmental to the Department of Environmental Conservation.

Ms. Mell stated they have recruitment in the Projects Office, as they extended a verbal offer to a qualified candidate that did not respond, so they are now scheduling interviews with other candidates.

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

Mr. Greene shared they have some movement on the Runway Shoulder Grading and Navigational Age Project, as the FAA has requested additional survey data to help do the engineering review of the project. He said they are on standby to get an itemized list from them on what they want them to write survey data for, and the designers are standby to proceed with that work. He noted they see this as an opportunity to benefit the FAA with documentation of their facilities and to give the airport an opportunity to document the same facilities on all of their airport airfield records. He added the FAA said they were looking at a summer 2027 construction period, which works within the grant window.

Mr. Green stated they are wrapping up the CSPP on the Airport Movement Area Remarketing Project and will submit that to the FAA as soon as it is finalized and then get the RFP out on the street to get pricing for the project. He expressed the motion was passed to fund RFP 25 for localized runway repairs, which will be the last work component associated with the contract of Secon on the Rehab Part 121/135 Apron & Remain Overnight Parking Area Project. He added they received their updated survey assessment of the culvert condition on the Jordan Creek Culvert under the runway and alpha, which came back the culverts are getting worse. He said they are still saying there is no immediate danger of collapse or failure but are recommending the next step be an in-place repair analysis and cost estimate so they know the extent.

**9. CORRESPONDENCE**

Ms. Soutiere shared the Airport Liaison asked for the General Aviation letter be distributed to the Board and be on the next meeting's agenda as an agenda item to discuss. She reviewed it and said there were some things in there the Board should know about.

Mr. Godkin asked if the lady who sent them email with concerns was taken care of.

Mr. Delgado answered yes, they forward that email to the right company.

**10. COMMITTEE REPORTS**

**A. May 12 - Operations Committee**

Mr. Bedford gave a report on the Operations Committee Meeting, where Mr. Delgado included a roadmap looking at projects to get them prioritized. He said they made a few suggestions and felt it was good to quantify and organize those.

**11. ASSEMBLY LIAISON**

Ms. Woll voiced the priority of the Assembly right now is on the budget, and they verbally moved forward on approving the Airport Budget; however, the final approval will come when they pass the full budget on June 8th. She said they followed up on the request this Board passed on to the Assembly regarding reimbursement of ARFF truck funding, which is sitting at the Finance Committee level to hold onto until they get through the budget. She noted they expect to have it on the agenda in June.

**12. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**13. BOARD MEMBER COMMENTS**

Mr. Godkin expressed he got feedback from members of the rotary club, that they were very impressed with the new airport manager and his ability to speak in front of them.

Ms. Rodell asked if they were able to get any new information on the comprehensive annual financial report they got on March 31st and airport fund balance on an audited level back to June 30th, as they struggled with that when working on the budget and adopting fees.

Mr. Delgado answered he did not have an update yet, but would get one before the next meeting.

Mr. Bedford stated he terms out in June so this may be his last board meeting unless his term gets extended.

**14. ANNOUNCEMENTS**

None.

**15. NEXT MEETING DATE**

The regular Airport Board Meeting for June 11, 2026 is canceled. (Airport Manager Personal Leave)

The next regular Airport Board Meeting is July 9, 2026, at 6:00 p.m., in the Alaska Room and Zoom.

**16. EXECUTIVE SESSION**

**17. ADJOURNMENT** Mr. Bedford moved for adjournment, meeting adjourned at 6:30 p.m.

Nolan Davis
Airport Tenant Liaison
drnolandavis@gmail.com

Thursday, May 14, 2026

Mr. Andres Delgado and Airport Board,

As the Juneau Airport Tenant Liaison, I would like to address some concerns and requests from the general aviation user group. Over 50 General Aviation (GA) users have asked that their names be included with this letter.

I have reviewed the Draft Master Plan and I felt that GA input was lacking so I reached out to many GA users to gather input and feedback.

Most GA users were not aware of the Draft Master Plan, although it is on the Airport website and only a few were aware of the public meeting, even though it was announced. Some GA users have expressed a sentiment that Airport Management lacks interest in general aviation. Personally, I believe that there is a communication void and see it as my role to close that gap.

The following are items that GA Users want addressed in the Master Plan:

**AvGas**

The GA users that have signed this unanimously want an alternate source of AvGas on airport property. The Draft Master Plan Update under 4.3.7 states that "no unmet demand reported" for aircraft fueling and under 4.5.3 "there are no known needs or deficiencies regarding fueling facilities." General Aviation users strongly disagree. As a representative of GA tenants at JNU, I voice support for self-serve fuel farm. At Juneau International Airport, access to competitively priced and reliably available aviation fuel is a critical component of safe and efficient operations. Currently, AvGas is available from a single provider, Aero Services, which limits pricing competition and user flexibility. Fuel prices reported by local users are marked up by approximately 33%. This highlights the vulnerability of relying on a single retail source. In a state where general aviation plays an essential role in transportation, commerce, and emergency services, this lack of redundancy presents both economic and operational challenges.

Introducing a self-serve AvGas fuel farm would provide a practical, proven solution that aligns with common practice across Alaska and other remote aviation environments. Many comparable airports successfully operate self-serve fueling systems that offer 24/7 access, transparent pricing, and reduced overhead costs. These systems are not intended to replace full-service Fixed Base Operators, but rather to complement them by serving pilots who prioritize flexibility, efficiency, and lower-cost fueling options. Full-service providers continue to play a vital role in offering jet fuel, ground handling, maintenance coordination, and other aviation services that self-serve systems do not replace.

The benefits of a self-serve fuel option extend beyond individual pilots. More competitive fuel pricing can increase transient general aviation traffic, encouraging additional stops in Juneau and generating economic activity for local businesses. Based aircraft operators—including flight training, air taxi, and private owners—would benefit from lower and more predictable operating

Nolan Davis
Airport Tenant Liaison
drnolandavis@gmail.com



costs, supporting overall aviation activity and sustainability. In addition, a second fueling option improves airport resilience by providing redundancy in the event of supply disruptions, staffing limitations, or equipment outages.

While the development of a self-serve fuel facility requires upfront investment and careful planning, these systems are widely implemented and can be designed to meet all applicable environmental and safety regulations. Multiple implementation models exist, including airport-owned and operated systems, public-private partnerships, private co-op, or third-party development through a lease structure. Each approach allows flexibility in managing cost, risk, and long-term revenue potential while maintaining fairness and access for airport users. I have spoken to the CEO of Petro Marine, and he said it is very possible with appropriate permitting.

We are not requesting the immediate funding for this project, but we do ask that it be included in the Master Plan. Location of such a structure needs to be well thought out for regulation and logistics.

**Wash Basin**
Many Users are upset that the wash basin is no longer in service. There is a rumor that it was shut down due to the inability to control contaminated runoff, but this seems that this could be easily solved. In the Airport Master Plan Update under 4.3.8, it seems that it is closed because it cannot be monitored, managed, or monetized. A solution needs to be found so planes can be washed and access to water can be restored.

**Grading/Paving**
Many GA Users want areas that are gravel to be paved such as in front of O Block, I Block and beside M Block. I did recently review the Operational Project List and Readiness Review and saw that the O Block paving was listed but no others. When this paving occurs, grade should be of primary importance. Many hangar owners have reported flooding that previously did not happen before the recent regrading and repaving in front of some hangar blocks including M Block, N Block, L Block and between D2 and E1. Significant damage to one block of hangars from wood rot, possibly from flooding, has recently been discovered.

**Unimproved Strip**
Adding a gravel or grass strip at the Juneau International Airport would be a practical improvement that better reflects the realities of flying in Southeast Alaska. Much of the region's general aviation traffic involves aircraft specifically designed for unimproved or semi-prepared surfaces—bush planes that routinely operate on gravel bars, tundra, and short backcountry strips. Providing a dedicated gravel or grass runway would give these aircraft an option that more closely matches their design and operational needs, reducing wear on paved runways while improving safety during takeoffs and landings in variable weather conditions.

Nolan Davis
Airport Tenant Liaison
drnolandavis@gmail.com



Such a strip would also enhance training and proficiency. Many local pilots rely on short-field and soft-field techniques as part of everyday flying, yet they currently have limited opportunity to practice those skills in a controlled airport environment. A designated unimproved strip would allow for safer, more consistent training without requiring pilots to leave the airport area, ultimately improving overall pilot competency in a region where those skills are essential.

Very little investment or preparation would be required. There is already an adequate 3000' gravel strip just south of and parallel to 26 end of the runway. After allowing for appropriate clearance from the PAPIs there will still be plenty of length for an unimproved strip. And there already exists established movement procedures from amphibs exiting the pond and crossing the runway to Taxiway Alpha. There should be a way to allow an LOA with Air Traffic Control to utilize the unimproved area on the south side safety area at pilot's own risk that absolves the airport of liability. Fairbanks airport has a similar layout with a gravel strip next to the paved runway.

Incorporating this unimproved strip would reinforce the airport's role as a hub for both conventional and bush aviation. It signals an understanding of local aviation culture and needs, supporting a broader range of users and potentially attracting more traffic from operators who prefer or require unimproved surfaces. In a region where aviation is not just convenient but essential, this kind of infrastructure would strengthen both safety and accessibility.

This unimproved strip should be considered with planning of the anticipated RSA grading/improvements and the future runway shift extension in the Master Plan.

**GA Pilot's Lounge**

At the Juneau International Airport, the absence of any shared GA facility creates a clear gap in basic infrastructure for pilots and passengers. Unlike the majority of small and large airports that provide at least a central lounge or pilot facility, GA users here have no reliable access to restrooms, shelter, or a place to plan flights and rest. While constructing a single central facility might seem like a logical first step, the restriction against crossing Charlie taxiway makes that approach impractical. Pilots and passengers based on one side of the airfield would effectively be cut off from the facility, forcing them to either violate airport movement rules or go without essential amenities. Given these constraints, two separate GA lounges—one on the east side and one on the west side—are the most realistic and functional solution unless procedures around taxiway access were to change.

The need for proper facilities is further underscored by the current reliance on portable toilets, which fail to meet even minimal standards in Juneau's harsh climate. During the winter months, they frequently freeze and become unusable and are often inaccessible due to piles of snow, while in the summer they are unsanitary and unpleasant. With no alternative because the majority of hangars do not have the basic utilities of water and sewer, many users resort to relieving themselves outside hangar doors, an outcome that reflects poorly on the airport and raises hygiene and environmental concerns. Establishing dedicated GA lounges with heated,

Nolan Davis
Airport Tenant Liaison
drnolandavis@gmail.com



maintained restrooms would directly resolve these issues, providing a basic level of dignity and usability that aligns with the importance of general aviation in Southeast Alaska. Such facilities should be included in a Master Plan.

**Compass Rose**

A few number of Users would like a Compass Rose used to calibrate instruments. Apparently one existed at some point. This is an easy installation, and the location should be addressed on the Master Plan. I did recently see that a Compass Rose is listed in the Operational Project List and Readiness Review.

**Float Pond Corrosion**

Users of the float pond have noticed new corrosion without sacrificial zincs pitting. It is theorized that this could be linked to the new electrical grid that has been installed in the float pond, or a change in salinity levels, or a change in deicing type or protocol or more likely ground current from the runway lights. There is likely a direct relation to the corroded culvert under the runway. Float pond users are now installing different sacrificial anodes even though zincs had been working in the past. This is not an item that likely needs to be considered for the Master Plan but it is a new safety concern that should be studied.

| | | |
|---|---|---|
| Dr. Nolan Davis | Brook Daly | Weston Moore |
| Charlie Williams | Jon Ahlgren | Chris Cunningham |
| Brad Sapp | Boyce Bingham | Doug Blackburn |
| Ed Kiesel | Rich Harris | Brittany McKnight |
| Charlie Gerbi | Dr. Scott Watts | Sean McKnight |
| Joe Johnson | Dr. Dan Harrah | Dr. Rod Eriksen |
| Mark Halsted | Howard Shepherd | Todd Smith |
| Dr. Robert Breffeilh | Joe Pagenkopf | Tristano Caracciolo |
| Paul Kaiser | Brandon Shaw | Jeff DeFreest |
| Rick Fritsch | Dr. Mindy Shaw | Kari DeFreest |
| George Campbell | Jim Erickson | Ellen Yasumiishi |
| Johnson Lewis | Branden Forst | Dr. Brent Tingey |
| Rebecca Cozad | Tom DePaul | Jaquai Harris |
| Mike Cozad | Mike Bristol | Bob Funk |

## CAPITAL PLANNING, COMMITTEE REVIEW, AND PROJECT PRIORITIZATION

Juneau International Airport (JNU) is owned by the City and Borough of Juneau (CBJ) and operates as a CBJ enterprise fund. This document provides general background on JNU capital planning, including how projects are identified, reviewed, prioritized, and considered for funding through Airport committees, the Airport Board, and the CBJ budget process.

Airport capital planning is an ongoing process used to identify facility, infrastructure, safety, security, operational, and maintenance needs before projects are advanced for funding or construction. Projects may be federally eligible, partially federally eligible, or not federally eligible. Because funding eligibility and timing vary by project, JNU uses a combination of federal grants, Passenger Facility Charges (PFCs), airport revenues, airport reserves, local match, and other allowable local funding mechanisms to advance capital needs.

### Federal Funding and Eligibility Context

Federally eligible projects are generally advanced through the Airport Improvement Program (AIP), Airport Infrastructure Grant (AIG) funding, PFCs, or other grant programs when available. Federal participation is limited to eligible project scopes and is subject to FAA programming, project justification, planning and environmental requirements, Airport Layout Plan consistency, grant availability, and other federal requirements.

The FAA Airport Capital Improvement Plan (ACIP) process is used to identify and prioritize federally eligible airport development needs. FAA Order 5100.38D, Change 1, the AIP Handbook, provides the policy framework for administering AIP funding. Projects outside that eligibility framework, or portions of projects that are not eligible, must be addressed through local funding strategies.

The FAA Reauthorization Act of 2024 includes a time-limited increase in the federal share for AIP Airport Infrastructure Grants 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, improving grant leverage for eligible work and reducing the local match required for qualifying projects.

### Passenger Facility Charge (PFC) Process

JNU's PFC program is intended to provide a transparent, well-documented funding tool for eligible capital improvements and eligible local match reimbursement. The PFC package is built from the Airport's CIP and project profiles, supported by planning, environmental, cost, schedule, and Airport Layout Plan documentation as applicable.

Each proposed PFC project is evaluated for eligibility, use category, cost, schedule, and funding source. The PFC process runs in parallel with federal grant programming and requires formal coordination and consultation with Part 121 air carriers before the application is submitted to FAA for review and approval. Once approved, PFC collections and uses are tracked and reported to ensure compliance.

PFCs may also be used to reimburse eligible local match components for completed or near-complete projects, including eligible sales tax or other allowable costs where applicable. This reimbursement approach can help preserve local funding capacity for projects that cannot be reimbursed through federal grants or PFCs.

**Non-Federally Eligible Capital Needs**

Some capital projects needed to operate, maintain, and improve JNU are not eligible for federal participation or are only partially eligible. These projects may include some building systems, passenger amenities, landside facilities, tenant access improvements, utilities, local pavement needs, security improvements, maintenance facilities, or other work that falls outside traditional federal grant eligibility.

Because these projects rely primarily on local funding, they directly affect airport financial capacity, project timing, and future budget decisions. A separate local prioritization process helps distinguish which projects are urgent, ready for advancement, longer-range, or dependent on a broader funding strategy.

The non-federally eligible project list should be treated as a working inventory of local capital needs, not a final funding plan. Projects may be added, removed, refined, phased, bundled, or deferred as scopes are developed, costs are updated, eligibility is clarified, funding sources are identified, and public and Board input is received.

**Prioritization Criteria and Scoring Framework**

JNU may use a weighted scoring framework to support consistent discussion of non-federally eligible projects. The framework is intended to help compare different types of projects across Terminal, Landside, and Airfield categories while recognizing that project readiness and funding pathway must be evaluated separately from project importance.

Projects may be evaluated using four primary criteria: Safety, Security, Capacity, and Sustainability. Each criterion may be scored from 1 to 5, with higher scores reflecting a stronger need, greater risk reduction, or greater operational benefit. The weighted score is intended to support discussion and comparison, but it should not be treated as an automatic ranking or funding decision.

| Criterion | Weight | Max Weighted Points |
|---|---|---|
| Safety | 30% | 1.50 |
| Security | 25% | 1.25 |
| Capacity | 25% | 1.25 |
| Sustainability | 20% | 1.00 |
| **Total** | **100%** | **5.00** |

**Weighted Score Formula**

(Safety x 0.30) + (Security x 0.25) + (Capacity x 0.25) + (Sustainability x 0.20) = Total Weighted Score

Because this is a 5-point weighted scale rather than a 100-point scale, each category's maximum contribution is calculated by multiplying the maximum score of 5 by the category weight. The maximum possible weighted score is 5.00.

| Score | Meaning | Description |
|---|---|---|
| 1 | Minimal benefit | Project has limited relationship to the criterion or is primarily cosmetic, convenience-based, or discretionary. |
| 2 | Low benefit | Project provides some benefit, but does not address an urgent need, known deficiency, or significant operational issue. |
| 3 | Moderate need | Project addresses a known issue, recurring maintenance concern, moderate operational limitation, or useful service improvement. |
| 4 | High need | Project addresses a significant deficiency, recurring disruption, security concern, service limitation, or near-term operational risk. |
| 5 | Critical need | Project addresses an immediate or serious safety, security, capacity, regulatory, asset failure, or operational continuity risk. |

**Safety**

Projects should receive higher priority when they directly reduce risk to passengers, employees, tenants, contractors, aircraft operations, vehicles, or the public. Consider whether the project:

- Addresses a known safety hazard or recurring operational risk.
- Reduces the likelihood of injury, accident, property damage, or service disruption.
- Improves emergency response, access, evacuation, lighting, visibility, or life-safety systems.
- Replaces or repairs deteriorated infrastructure that could create unsafe conditions.
- Supports compliance with applicable safety codes, airport standards, or operational requirements.

**Security**

Projects should receive higher priority when they strengthen airport security, access control, surveillance, perimeter integrity, or separation between public, tenant, secured, and operational areas. Consider whether the project:

- Improves control of access to restricted, secured, or operational areas.
- Addresses known vulnerabilities in fencing, gates, cameras, doors, locks, or access systems.
- Reduces unauthorized access risk or improves monitoring capability.
- Supports the Airport Security Program, TSA coordination, or law enforcement response.

- Improves reliability of security infrastructure that is aging, failing, or difficult to maintain.

**Capacity**

Projects should receive higher priority when they preserve or improve the Airport's ability to serve passengers, tenants, airlines, cargo, general aviation, and airport operations. Consider whether the project:

- Relieves a current capacity constraint or operational bottleneck.
- Improves passenger flow, aircraft movement, tenant access, vehicle circulation, parking, or equipment staging.
- Reduces recurring maintenance burden or operational inefficiency.
- Prevents facility or system failures that could disrupt airport operations.
- Supports continued use of critical airport infrastructure.
- Improves the Airport's ability to support existing demand, seasonal peaks, or foreseeable near-term growth.

**Sustainability**

Projects should receive higher priority when they reduce long-term operating costs, improve energy performance, extend asset life, or avoid more expensive repairs later. Consider whether the project:

- Reduces energy consumption, fuel use, emissions, or utility costs.
- Replaces aging systems with more efficient or reliable infrastructure.
- Extends the useful life of airport assets.
- Avoids escalating repair costs or emergency replacement costs.
- Improves resilience to weather, climate, flooding, snow load, drainage, or long-term environmental conditions.
- Supports responsible stewardship of airport-owned facilities and infrastructure.

**Project Readiness**

Project readiness should be considered separately from the weighted score. A project may be high priority but not ready for funding or construction, while a lower-scoring project may be ready to proceed if funding becomes available. Separating priority from readiness helps avoid confusing operational need with project deliverability.

| Readiness Category | Description | Typical Next Step |
|---|---|---|
| Ready / Near-Term Candidate | Scope and cost are reasonably defined, and the project could be considered if funding becomes available. | Identify funding source, confirm estimate, and determine procurement or delivery path. |
| Needs Refinement | Project appears valid, but scope, cost, phasing, eligibility, constructability, or timing requires additional review. | Refine scope, update cost estimate, evaluate phasing, and clarify funding strategy. |
| Long-Range / Major Funding Need | Project is significant in cost, complexity, or funding need and is unlikely to advance without a broader funding strategy. | Preserve in capital planning and evaluate long-term funding options. |
| Monitor / Defer | Project remains on the list, but does not appear ready or urgent compared to other needs. | Revisit during future capital planning updates. |

**Local Funding Strategy**

Potential local funding sources may include airport-generated revenues, airport reserves, capital reserve funds, CBJ appropriations, or other allowable local funding mechanisms. The appropriate source will depend on project type, timing, cost, public purpose, reserve availability, Airport Board direction, and the CBJ budget process.

JNU has previously used local match, PFC, and reimbursement strategies to manage capital project timing and preserve local funding capacity. This approach remains relevant because local funds are limited and should be strategically reserved for projects that cannot be reimbursed through federal grants or PFCs.

CBJ also uses a variety of local funding tools for public infrastructure, including general funds, sales tax initiatives, fund balance, revenue bond proceeds, and grant match appropriations. This does not determine the funding path for airport projects, but it illustrates that local capital projects may involve multiple funding sources depending on public purpose, eligibility, and policy direction.

| Category | Description | Typical Next Step |
|---|---|---|
| Near-Term Local Funding Candidate | Project has a clear scope, defined operational need, and could proceed if funding is identified. | Refine estimate and identify possible local funding source. |
| Needs Further Development | Project may be important but requires additional scoping, cost estimating, design, eligibility review, or phasing analysis. | Refine scope, cost, and delivery assumptions as part of ongoing capital planning. |
| Long-Range Local Capital Need | Project is significant but not ready for near-term funding or requires a major funding strategy. | Preserve in the capital plan and evaluate future funding options. |
| Potential Board or Finance Committee Referral | Project raises policy, funding, or reserve-use questions requiring broader review. | Refer for additional policy or financial discussion when appropriate. |
| Monitor / Defer | Project remains valid but does not appear urgent compared to other local capital needs. | Revisit during future CIP updates. |

**Committee Review, Board Direction, and Public Input**

The Operations Committee provides an initial forum to review operational needs, discuss project purpose and priority, and receive tenant, user, and public input. This helps identify which projects may require additional scoping, cost estimating, phasing, or funding strategy before moving forward.

The Finance Committee may review the financial impacts of proposed projects, including available funding sources, reserve use, budget timing, rate impacts, and long-term affordability. The Airport Board provides policy-level review and direction, including whether projects should be advanced, referred for budget consideration, or incorporated into future capital planning.

Public input is an important part of the process. Airport projects can affect passengers, tenants, businesses, general aviation users, air carriers, employees, and the broader community. Committee and Board meetings provide opportunities for stakeholders to understand proposed needs, comment on operational impacts, identify concerns, and help inform future decisions.

This process does not necessarily approve or fund a project at any single meeting. Instead, it supports transparency, improves project development, and helps ensure that limited local resources are directed toward the Airport's highest-priority needs.

**Recommended Use of the Framework**

The prioritization criteria, readiness categories, and funding strategy categories are intended to be used as discussion tools. They may help compare projects across different categories, but they should not replace Committee judgment, public input, project readiness, funding availability, timing, procurement constraints, or Airport Board direction.

A full project ranking is not required for the framework to be useful. The framework can be used to support individual project discussions, compare similar projects, identify near-term local funding candidates, or explain why certain projects require additional development before a funding recommendation can be made.

As part of ongoing capital planning, staff may use Committee discussion and public input to refine project scopes, update cost estimates, evaluate readiness, clarify potential funding pathways, and identify items that may warrant future Airport Board, Finance Committee, or CBJ budget consideration.

**Airport Fund/Department**

7/2/2026

| | FY24 Actuals | FY25 Amended Budget | FY25 Actuals | FY26 Amended Budget | FY26 Projected Actuals | FY27 Requested |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| **Total Expenditures** | **15,085,123** | **13,745,800** | **13,657,500** | **15,845,872** | **16,082,512** | **14,911,361** |
| | | | | | | |
| **FUNDING SOURCES** | | | | | | |
| ALL Summarized | 11,623,223 | 11,217,088 | 13,937,800 | 11,032,415 | 10,966,811 | 13,107,591 |
| **Total Funding Sources** | **11,623,223** | **11,217,088** | **13,937,800** | **11,032,415** | **10,966,811** | **13,107,591** |
| | | | | | | |
| **FUND BALANCE** | | | | | | |
| **Debt Reserve** | | | | | | |
| Beginning Reserve Balance | 9,213,900 | 6,928,900 | 6,928,900 | 6,582,800 | 6,582,800 | 2,640,000 |
| Increase (Decrease) in Reserve | (2,285,000) | (2,395,000) | (346,100) | (3,942,800) | (3,942,800) | (2,640,000) |
| **End of Period Reserve** | **6,928,900** | **4,533,900** | **6,582,800** | **2,640,000** | **2,640,000** | **-** |
| | | | | | | |
| **Capital Reserve** | | | | | | |
| Beginning Reserve Balance | - | - | - | 201,361 | 201,361 | 109,876 |
| Increase (Decrease) in Reserve | - | 201,361 | 201,361 | (91,485) | (91,485) | |
| **End of Period Reserve** | **-** | **201,361** | **201,361** | **109,876** | **109,876** | **109,876** |
| | | | | | | |
| **Available Fund Balance** | | | | | | |
| Beginning of Period | 3,783,400 | 1,937,000 | 1,937,000 | 2,362,039 | 2,362,039 | 2,708,423 |
| Increase (Decrease) in Fund Balance | (1,176,900) | (335,073) | 425,039 | 648,628 | 346,384 | 836,230 |
| **End of Period Available Fund Balance** | **2,606,500** | **1,601,927** | **2,362,039** | **3,010,667** | **2,708,423** | **3,544,653** |
| | | | | | | |
| Less 3 Mo. Operating Reserve | (2,742,506) | (2,635,075) | (2,609,800) | (2,811,969) | (2,871,129) | (3,062,012) |
| **Ending Available FB (AFTER 3 Mo. RESERVE)** | **(136,006)** | **(1,033,148)** | **(247,761)** | **198,697** | **(162,707)** | **482,641** |
| **(Finance discovered $670K error in ending FB FY24 on NOV 2025)** | | | | | | |
| **STAFFING** | 35.40 | 37.20 | 39.20 | 39.82 | 39.82 | 40.82 |

# AIRPORT CAPITAL RESERVE

| Date | Capital Reserve Balance | Reimb Amount (+) | Forward Fund Amount (-) anticipate reimb | Encumbered Amount (-) permanent/no reimb | Description |
|---|---|---|---|---|---|
| | **$819,788** | - | - | - | |
| FY19 | | $241,162 | ($477,000) | | Terminal Project |
| FY21 | | | ($50,000) | | Property Acquisition Specialist Forward Fund |
| FY25 | | | ($5,000) | | ARFF Truck |
| FY25 | | | ($26,427) | | Master Plan Update |
| FY25 | | | ($50,000) | | SIDA ADA Elevator |
| FY25 | | | ($10,000) | | ARFF Truck |
| FY26 | | | ($15,000) | | ADA/SIDA Elevator |
| FY26 | | | ($25,000) | | ATCT repairs |
| FY26 | | | ($20,000) | | Wetland Rescue Vehicle |
| FY26 | | | ($60,000) | | SRE Motor Grader and Vacuum Truck |
| FY26 | | | ($14,240) | | Ramp Improv & RON 121/135 |
| FY26 | | | ($80,000) | | Ramp Improv & RON 121/135 |
| FY26 | | | ($118,407) | | Ramp Improv & RON 121/135 |
| | | | | | |
| | | | | | |
| | **$109,876** | **AVAILABLE FUNDS** | | | |

TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: July 2, 2026
RE: Airport Manager's Report

**A. Deputy Airport Manager Recruitment**

Recruitment for the Deputy Airport Manager position attracted strong interest, with 33 applications received. Interviews are now complete, and an offer has been extended. Staff are awaiting the candidate's response and will continue coordinating with CBJ Human Resources through final selection and onboarding, with a formal announcement expected at the next Board meeting.

**B. UPDATE – ARFF Truck Delivery**

The new Rosenbauer 4x4 ARFF apparatus is now complete and is scheduled to ship on July 6. The leased ARFF truck remains in service, and the Gustavus loaner rig shipped back on April 23 per the MOU.

The Oshkosh Striker 6x6, ordered on February 27, has begun production and is slated for completion at the end of July, delivery in mid-August, and entry into service by October 2026. Once both new trucks are in service, JNU expects to have two new primary ARFF vehicles in the fleet, with Engine A-1 shifted to reserve status.

**C. Community Outreach: July 4th Parade and Trucks N' Stuff**

JNU airfield staff participated in Juneau's July 4th parade, representing the Airport and sharing some of the equipment used to keep JNU safe and operational year-round. JNU will also participate in Trucks N' Stuff on July 18, an annual community event that brings together specialized equipment from local agencies and organizations. These events provide a positive opportunity to recognize the airfield team's work and connect with the community outside of day-to-day airport operations.

**D. TSA Passenger Throughput Trends**

TSA passenger throughput data for Year-to-Date, provided by TSA regional management, offers a useful measure of passenger activity at JNU. These numbers help show screening volumes, seasonal peaks, and terminal demand alongside regular enplanement reporting. The current trend remains positive, with consistent year-over-year growth indicating continued strength in passenger activity.

| JNU Monthly YoY (7 Year) | | | | | | | | 2025 to 2026 |
|---|---|---|---|---|---|---|---|---|
| Month | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | % Inc/Dec |
| January | 19,623 | 8,584 | 15,769 | 17,685 | 18,820 | 19,494 | 19,574 | 0.41% |
| February | 20,451 | 9,027 | 15,299 | 18,705 | 20,322 | 19,547 | 19,832 | 1.46% |
| March | 12,921 | 13,977 | 21,140 | 22,969 | 23,008 | 22,982 | 24,331 | 5.87% |
| April | 1,669 | 15,031 | 19,969 | 22,025 | 23,353 | 22,562 | 23,456 | 3.96% |
| May | 4,409 | 21,158 | 26,212 | 28,671 | 29,877 | 28,601 | 31,493 | 10.11% |
| June | 9,426 | 30,273 | 35,845 | 37,732 | 38,206 | 37,138 | 41,253 | 11.08% |
| July | 13,992 | 37,361 | 44,529 | 44,978 | 44,556 | 45,861 | 0 | -100.00% |
| August | 15,112 | 35,641 | 43,070 | 43,258 | 44,736 | 47,398 | 0 | -100.00% |
| September | 11,803 | 24,891 | 32,460 | 31,221 | 32,289 | 33,080 | 0 | -100.00% |
| October | 10,048 | 18,666 | 25,967 | 24,778 | 26,048 | 25,647 | 0 | -100.00% |
| November | 8,800 | 16,933 | 20,622 | 20,794 | 20,291 | 20,116 | 0 | -100.00% |
| December | 9,373 | 18,386 | 19,934 | 20,516 | 22,001 | 21,035 | 0 | -100.00% |
| Total | 137,627 | 249,928 | 320,816 | 333,332 | 343,507 | 343,461 | 19,574 | |
| Growth | | 81.60% | 28.36% | 3.90% | 3.05% | -0.01% | -94.30% | |

**HOT TOPICS** – The following items highlight ongoing issues staff is addressing in addition to regular Airport Project Reports.

**E.** NO CHANGE - Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas remain an ongoing challenge. Conditions have been relatively stable and manageable. JNU staff continue to monitor airport property for safety and security concerns and coordinate cleanups with partner departments as needed.

**F.** 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.

**G.** 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.

**H.** NO CHANGE – Juneau–Douglas North Crossing

The PEL Study continues to advance. Level 2 Screening results were released in February 2025, followed by a Draft Final PEL in May, with the final study due after the June 9 comment deadline. The July 2025 report confirmed all five alternatives remain viable for NEPA review, with Salmon Creek scoring highest. DOT&PF and DOWL continue to assert that any alternative conflicting with approach surfaces or the ALP will be modified or removed. Additional information and documents are available at www.jdnorthcrossing.com, and comments may be directed to JDNorthCrossing@dowl.com.

# MEMORANDUM

TO: Andrés Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: July 1, 2026

RE: Airport Architect's Report

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

**JNU SWPPP Update:** *In mid-June JNU staff were advised of the State of Alaska, Department of Environmental Conservation's revisions effective June 1, 2026 to Multi-Sector General Permits (MSGPs). These revisions require revised Storm Water Pollution Prevention Plans (SWPPPs) from JNU and major tenants, specifically Alaska Airlines and Delta. Alaska Airlines and Delta are aware of their obligations under their MSGPs, and JNU will be contracting with a consultant to revise our SWPPP. Entities have 120 days from June 1 to revise their SWPPPs.*

**Projects Office Staff Recruitment:** *A qualified candidate has accepted our full-time position and is anticipated to start in late July. Our new Architectural Assistant II will be introduced at the August Board meeting.* On behalf of JNU, the City and Borough of Juneau Human Resources (CBJ/HR) staff are also advertising for one part-time position (15 hours/week) to support the Projects Office. To date there has been no interest in the part-time position, which has been advertised since mid-March.

**Honsinger Hotel:**
*In late May JNU staff were contacted by an Anchorage architect with regard to a 4-story hotel being proposed for the east end of the Honsinger Pond subdivision, which is adjacent to JNU but is not airport land. The hotel would be approximately 56' tall to the top of the elevator penthouse, which Michael Baker International has confirmed would not intersect the FAA Part 77-defined transitional surface at that location for Runway 8-26. JNU staff will monitor the proposed hotel as it moves through the City and Borough of Juneau (CBJ) Conditional Use Permit process.*

**Aerial Images Exhibit:** In early February Bob LaFavour, University of Alaska Anchorage student and DOWL employee with years of experience on JNU projects, approached staff inquiring whether JNU would be willing to host his senior project, an exhibit of JNU aerial images from 1948 to 2025. *The exhibit was hung on June 1 on the wall of the 2$^{nd}$ floor corridor that serves the FAA air traffic control tower, weather, and police offices. The exhibit will remain up indefinitely, and will be available on the JNU website. The previous exhibit, of historic images of airplanes, was taken down as several are in need of professional attention.*

**Master Plan Update (MPU):** *Michael Baker International* **(***MBI) is awaiting final comments from JNU and will revise the MPU as appropriate. MBI submitted the draft Airport Layout Plan (APL) on May 18 to JNU and the Federal Aviation Administration (FAA).* The FAA may require six weeks for their review. 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.

On April 9 and 10, MBI visited Juneau to conduct a public open house for the final master plan update, a final Technical Advisory Committee (TAC) meeting, and to provide an update to the JNU Board.

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

On January 5, 2026 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.

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

**New Guardian Hangar by Alaska NNN, LLC:** *The structural steel is up.* In April 2025 JNU was approached by Alaska NNN, LLC(DoudBTS) requesting to lease an airfield lot on which to construct a hangar for Guardian Flight. The lease was executed on January 23, 2026. 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 on Lot 5A of Block P, just east of the Wings hangar. 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. At completion of construction, the permanent security fence will be installed.

**Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:** On February 14, 2025 JNU received proposals from two design consultants. On March 24 Northwind Architects was selected and submitted their fee proposal on May 8, 2025. JNU staff are reviewing the proposal.

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 had reviewed and approved this at the December 12, 2024, meeting.

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 funding.

**Mendenhall Riverbank Stabilization:** *On June 17 JNU's staff contact at the State of Alaska Department of Military & Veterans' Affairs (DMVA) reported, "I was told by our Deputy Director that I can move forward on (closing out) 23-296. …. It's been a long wait …. Thank you for your patience," This means that JNU will be reimbursed in the amount of $303,013, including direct costs (engineering and construction contractors) totaling $294,180 and JNU staff time totaling $8,833 (5% of $294,180). JNU staff anticipatereceipt of reimbursement this fiscal year (FY27), although the exact timeline is unclear. Reimbursement 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.

**Channel/Loken/Coastal Contamination:** During the summers of 2014 and 2015, petroleum-contaminated soil was discovered during activities for an airport ramp paving project in front of a 20-foot shipping container that housed a used oil heat recovery burner and tank at the Channel Flying/Loken/Coastal hangar. The shipping container and underlying property was located immediately adjacent to, and the contamination spread from, the privately-owned source property onto property owned by JNU. Cleanup of the airport property was pursued but groundwater was found to be impacted, and confirmation samples were at levels above DEC cleanup. Cleanup was pursued, and the Alaska Department of Environmental Conservation (ADEC) maintains a contaminated site listing (Channel Flying Juneau Airport, ADEC File #: 1513.38.095) for the site. Coastal Helicopters purchased the property from Channel Flying in August 2024.

In 2024 and 2025 Cox Environmental Services (CES) was contracted by Juneau International Airport (JIA) to conduct a continued investigation of groundwater contamination on the JIA property to the south of Coastal Helicopter property (8995 Yandukin Road) which is associated with the ADEC contaminated site listing. CES was also contracted by Coastal Helicopters in both of the same two years to prepare a separate Site Characterization Report for the property owned by Coastal Helicopters associated with this site listing. The scope of work on each property included installation of twelve (12) on-site soil borings to delineate impacts to on-site soil, and installation of three (3) on-site groundwater monitoring wells to delineate impacts to on-site groundwater. In 2025 CES again monitored the sites under direction from ADEC, and on May 11, 2026 CES recommended that the site be evaluated by ADEC for Site Closure with a determination of "Cleanup Complete with Institutional Controls". Per past JNU staff experience with ADEC responses re test well monitoring, JNU staff does not expect a response from ADEC for six months or more. Moving to Institutional Controls on the part of both JNU and Coastal will enable both parties to close this environmental chapter.

# MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: June 30, 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:** 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. 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. Of the three grant applications submitted by JNU to the FAA, only the following grant was awarded:

**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.

The FAA informally announced this grant award in mid-May and then informed JNU at the end of May that the FAA would need a final grant application (based on construction bid results) by October 1, 2026. Concerned with such a tight timeframe to obtain a consultant, complete the design and obtain construction bids by the October 1 deadline, JNU requested and received an extension to this grant application deadline, which is now October 30, 2026.

JNU staff, working with the CBJ Finance & Contracts office, prepared a Request for Proposal document to obtain the professional services of a design consultant to provide the necessary design, bidding and construction documents. For the sake of time, this RFP had an abbreviated solicitation period which asked that proposals be submitted no later than July 10, 2026.

Following the selection process and the award of the consultant contract, JNU staff will coordinate with JNU Air Traffic Control (ATC) and the design team to establish how the roof work can best be accomplished without disrupting ATC operations. JNU will work with the design team to fast-track the design process with

the goal of getting the project to a bid-ready status by mid-September. The construction phase of the roof replacement project will be given a 90-day completion window which is to begin on May 1, 2027.

The Board is advised that the ATC tower repair and replacement work tasks that had been identified within the NOFO / ATP grant applications 1 and 3 (which were not awarded) will be addressed in the future 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.

At the end of May 2026, the FAA provided a list of "additional" survey data that they needed in order to facilitate their engineering review. JNU furnished this list to HDR Engineering (JNU's project design consultant) and was advised that the "additional" survey data had already been captured as part of the project field survey work and had been incorporated into the CAD survey drawing files that had previously been submitted to the FAA. JNU continues to work with the FAA to determine what additional survey information is actually going to be needed.

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.

**Airport Movement Area Remarking**: JNU staff, working with the JNU Business Office and CBJ Finance & Contracts office has completed a Request for Bid (RFB) package that has been released for competitive bid. This solicitation will provide a four-year term contract for the annual paint-over-paint remarking of the aircraft movement area markings on the runway, primary taxiways and secondary taxiways. Unliked past

remarking projects, the work under the proposed term contract will be eligible for participation under the FAA's Airports Improvement Program (AIP).

JNU staff has prepared and submitted two DRAFTs of the project Construction Safety Phasing Plan (CSPP) to the FAA for review. JNU continues to work with the FAA on this CSPP review and revision process.

JNU staff has reviewed the RFB documents for compliance with the FAA's March 17, 2026 "Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects and has coordinated the RFB with the CSPP.

**Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron**: JNU staff continues to work with DOWL to move this project into its close-out phase. JNU has accepted SECON's fee proposal, in the amount of $118,400, for RFP 025 Localized Runway Repairs. The work to be completed includes milling, re-paving and surface grooving at seven repair locations on Runway 8-26. This additional cost has been incorporated into the final project Change Order (No. 13). SECON has advised that they will address the milling and re-paving work on the night of July 11, 2026. The grooving work will follow over the next few nights. All work will be completed under continuous escort on a pull-back basis. This work will require the temporary closure of Runway 8-26 on the night of July 11, and an alternative procedure for emergency med-flight operations will be put into place at that time.

**Reconstruction of the E-1 Apron, E-1 Taxiway and F Taxiway**: JNU staff continues to work on the development of the scope of work for this project. It was recently decided to include the reconstruction of Taxiway F as part of the project based upon its low Pavement Condition Index (PCI). Staff continue to work on updating the grant application accordingly. The current plan is to obtain a design grant in FY27 and the construction grant in FY28.

**Culvert Condition Survey – Jordan Creek @ Runway 8-26**: **No change since last report**. proHNS Engineering has completed the field work needed 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. JNU has not yet received this updated condition survey. It remains 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.

**Airfield Electrical Term Contract: No change since last report.** JNU staff continue to work with CBJ Finance & Contracts to develop an on-call term contract with a local electrical contractor to help to trouble-shoot and repair the various components associated with the airfield lighting systems. This effort follows a recent change in which CBJ Finance & Contracts now agrees that this work is specialized enough to merit its own term contract. JNU staff has developed a scope of work description, work experience qualifications and

has identified the current FAA contract provisions that will need to be included within the solicitation and within the term contract.

**Runway Edge Lighting Replacement:** In April of 2024, JNU was advised that the manufacturer of the medium intensity halogen runway edge lighting used on Runway 8-26 would be discontinuing support (replacements and spare parts) for these fixtures in approximately two years. Based on this information, and on an initial determination by the FAA that this work would be AIP eligible, JNU started looking into the replacement of the halogen fixtures with new LED fixtures. Through discussions with ADB Safegate and Airside Solutions, it was determined at that time that the estimated materials cost for the new LED edge light fixtures and transformers would be in the $100K range.

As part of this initial project scoping effort, JNU staff confirmed with Airside Solutions that the existing constant current regulators (CCR's) would be able to power both of JNU's runway lighting circuits in any mixed configuration of the old halogen edge lights and new LED edge lights. With the understanding that AC 150/5340-30J prohibits the use of mixed lighting types/technologies on a permanent basis, JNU reached out to the FAA to verify whether this AC would allow the mixing of edge light types/technologies on a temporary basis. The FAA's responses were as follows:

"Because this is **not** being funded by AIP, this becomes an issue that rests with Rachel.."
**Lawson Bordley – Project Manager Alaska Region Office of Airports**

"The work will need to adhere to the Airport Certification Manual and Part 139. Nonstandard lighting NOTAMs will also need to be sent, along with WIP NOTAMs."
**Rachel Webb - Airport Certification Safety Inspector Alaska Region Airports Division**

Following the FAA's determination that the replacement of the edge lighting would not be eligible for AIP participation, JNU switched focus to obtaining replacements for the existing halogen lights. In an April 24, 2026, meeting with Airside Solutions, JNU was advised that replacement fixtures and spare parts were still available from Multi-Electric and from Airside Solutions for JNU's halogen edge lights.

In April 2026, Jacksonville International Airport (JAX) announced that they were removing their airfield's halogen edge lighting fixtures and in-ground lighting fixtures and were offering these old fixtures to anyone interested. JNU staff determined that the available fixture types were similar to the halogen fixtures in use at JNU, and JNU Airfield Maintenance has responded to JAX with a request for sixty (60) L-862 Elevated Edge # 44C1201/1111 fixtures and ten (10) L850C In-ground Edge # 44A6009/ 0021 fixtures.

Based on the above, the work to replace JNU's existing edge lighting has been tabled for now. This work will be incorporated into the next AIP eligible runway rehabilitation project with the following scope of work:

- Remove the existing halogen edge light fixtures, base plates and transformers and replace with new LED edge light fixtures, base plates and transformers. The existing base cans and all below-grade conduit will remain in place and be re-used.
- Remove and replace the conductors that feed the edge lighting. By the time of this work, these conductors will have reached the end of their useful life.
- Reconfigure the edge lighting circuits. The current configuration has split all of the edge lights into two circuit groups, with one group of fixtures located on the west half of the runway, and one group of fixtures located on the east half of the runway. The re-circuiting will split the circuits to interleave the edge lighting so that each adjacent fixture is on a separate circuit. This will ensure that every other edge light will remain illuminated on both sides of the runway, along the full length of the runway, in the event of a lighting circuit failure.

**Runway Edge Lighting Transformer Testing & Replacement: No change since last report.** In an April 24, 2026, meeting with Airside Solutions, the issue of stray electrical current from the airfield lighting system was discussed. In this meeting, Rick Lafferty w/ Airside Solution explained that the lighting transformers could be a possible source of current loss as well as the cause of poor system performance (uneven lighting levels). Rick explained that the system utilizes a transformer for each light fixture, and it is not readily apparent if a transformer has failed since the associated light will still illuminate.

Bad transformers equate to system inefficiency, excess power consumption, potential power loss and uneven lighting levels. Rick suggested that JNU start inspecting and testing these transformers and implementing a replacement process as needed.

**Airport Solicitations and Contracts**: JNU staff continue to work with the CBJ Finance & Contracts office to integrate the applicable FAA Contract Provisions into all contract solicitations, professional services contracts, construction contracts, equipment acquisition contracts and property / leasing contracts. While most of these provisions / clauses apply to AIP funded contracts, there are some which must be included regardless of funding source and/or contract dollar amount. From a review of these guidelines, JNU determined that none of the contracts currently used by JNU fully comply with the most recent FAA contract provisions.

JNU staff's initial focus has been to work with CBJ Finance & Contracts to bring CBJ's current term consultant (design) contracts and the current term contractor (construction) contracts into compliance. It was first suggested by CBJ Contracts that separate term contracts be developed for use by the airport, since the FAA contract provisions would not apply to all CBJ entities that utilized these contracts. The current plan is for the airport to continue to use the current term contracts, and for the applicable FAA contract provisions to be introduced into these contracts within each Project Authorization issued.

JNU staff also continues to work with CBJ Finance & Contracts to bring the bidding forms, contract forms, contract general conditions and contract supplementary general conditions requirements for large-scale bid projects into compliance with the FAA contract provisions. CBJ Contracts has not yet developed an FAA compliance version of this contract.

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

End of Report