



AIRPORT BOARD AGENDA

April 10, 2025 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/81320381493>

Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

**TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962
BY 3:00 PM ON APRIL 9, 2025**

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. Airport Board Minutes for March 13, 2025

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (not to exceed three minutes per person or twenty minutes total)

F. SPECIAL PRESENTATION: Michael Baker International regarding Airport Master Plan Update

G. UNFINISHED BUSINESS

2. **Mendenhall Riverbank Stabilization Bid Award.** Bids are scheduled to be opened April 9, 2025. The bid results will be brought to the Board meeting for bid award concurrence. This is a placeholder for the bid award.

Presentation

Board Questions

Public Comment

Board Discussion/Action

H. NEW BUSINESS

3. **Transfer of Local Match Funds 'Gate 5 Passenger Boarding Bridge' Capital Improvement Project (CIP) to 'Runway Safety Area (RSA) Grading' CIP.** All work and grant for CIP 'Gate 5 Passenger Boarding Bridge' has concluded. There is \$1,354.50 of remaining local match (Airport dedicated Sales Tax) in this project that needs to be transferred to another project before the Gate 5 PBB can close out. This will transfer local funds into the RSA CIP for match.

Presentation

Board Questions

Public Comment

Board Discussion/Action

Motion: "Approve the transfer of \$1,354.50 of local match from 'Gate 5 Passenger Boarding Bridge' to 'Runway Safety Area Grading' CIP."

I. STAFF REPORTS

- 4. **Airport Manager Recruitment Update**
- [5.](#) **Airport Manager's Report**
- [6.](#) **Airport Project Manager Report – Mike Greene**
- [7.](#) **Airport Project Manager Report – Ke Mell**

J. COMMITTEE REPORTS

- 8. Finance Committee
- 9. Operations Committee

K. ASSEMBLY LIAISON

L. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (not to exceed three minutes per person or 20 minutes total time)

M. BOARD MEMBER COMMENTS

N. ANNOUNCEMENTS

O. NEXT MEETING DATE:

Assembly Committee of the Whole - Airport Board Meeting - Postponed until Fall 2025

Regular Monthly Meeting - May 8, 2025 at 6:00 p.m. in the Alaska Room/Zoom

P. ADJOURNMENT

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

MINUTES of
AIRPORT BOARD MEETING
March 13, 2025
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER:** Chair Eve Soutiere called the meeting to order at 6:00 p.m.

B. **ROLL CALL:**

Members Present:

Dennis Bedford	Chris Peloso	Charlie Williams
David Epstein	Angela Rodell	
Jerry Godkin	Eve Soutiere	

Staff/CBJ Present:

Patty Wahto, Airport Manager	Sherri Layne, CBJ Law
Andres Delgado, Airport Sup't.	Nicole Lynch, CBJ Law
Angelica Lopez-Campos, Bus. Mgr.	Brandon Bagwell, CBJ Fire Dept.
Ke Mell, Airport Architect	Mark Fuelle, CBJ Fire Dept.
Mike Greene, Airport Project Mgr.	

Public:

Max Mertz, Alaska Seaplanes	Jodi Garza, Board Tenant Liaison
Mark Sabbatini, Juneau Empire	

C. **APPROVAL OF MINUTES:**

1. *Chris Peloso moved to approve the minutes of February 13, 2025. The motion passed by unanimous consent.*

D. **APPROVAL OF AGENDA:** *David Epstein moved to approve the agenda as presented. The motion passed by unanimous consent.*

E. **AIRPORT BOARD OFFICER ELECTION:** *Chris Peloso nominated Angela Rodell for Secretary. Ms. Rodell was elected by unanimous consent.*

F. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Max Mertz, Alaska Seaplanes, handed out an item (Attachment #7) specific to Robert Barr comments to the Assembly Human Resources Committee (HRC). He said comments were made by Ms. Hughes-Skandijs at the last meeting that were a little jarring, and he did some research to figure out what the source of the comments were. The top of the handout includes verbatim comments from Mr. Barr, Deputy City Manager, at the HRC meeting in February. Mr. Mertz said that over the past 23 years, the Board has increased fuel flow rates for small carriers by 267% and large carriers by 2300%. The actual rate sheet was provided by Ms. Wahto. This includes the rates going back to the '50's. He said the blue box in the middle were the changes between 2012 and 2024 in fuel flow rates. They are exactly the same. Prior that in 2002 to 2012, there was a \$.04 difference in increase

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between the small carrier and large carrier. The large carrier started out pretty low. What was more interesting than that was when it is compared to nearby airports. When Anchorage and Fairbanks are looked at it is less than \$.03 and Ketchikan is \$.23 and \$.12 respectively. Bellingham is \$.10 and \$.04/gallon. The question should be why are our rates so much higher for both? There may be a good reason for this. It is a worthy discussion to have to understand the reason. At the bottom of Mr. Barr's comments, he brought into the mix the conflict-of-interest thing as it relates to both this and the landing fees. That is what troubled Mr. Mertz the most. Somehow, he was trying to tie this back to conflict-of-interest issues that this Board has. The last thing he pointed out was the landing fees. He also said large air carriers are paying landing fees. There is a reason for that. It is because when they land, they cause damage to the runway and small planes don't; a 737 weighs about 142,000 pounds versus a Beaver at 5,000 pounds. You raise the weight at a factor of four to get the impact when these planes land. That is why when you look at the airports, there is no fee for small aircraft. He thought that would be the same all over the country. He said the landing fees are significantly higher than the other airports. He disagreed with the characterization of what this Board has done with landing fee rates.

Ms. Rodell noted that a difference from other airports that he pointed out is Juneau Airport is not supported by the State in anyway and the other airports do have State support, especially Anchorage, Fairbanks and Ketchikan. Mr. Mertz said Ketchikan is run by the Borough; Bellingham is also run by the community and not the state. Ms. Rodell said it might help with keeping fees lower because you have more economies that scale with all sources of funds not having to generate it; whereas this airport can only operate from the funds/revenues it generates. She said the information is very interesting and helpful. Ms. Wahto pointed out that Anchorage and Fairbanks both have cargo fees that are not collected here. The fuel flowage fees were changed out to be in lieu of tax a number of years ago. They were meant to mirror what was collected in lieu of the 5%. Mr. Mertz said his primary comment is the Board has increased rates that he thinks are consistent between the large and small carriers. There has not been an inconsistent increase for at least the last 12 years and before that, it has not been a huge difference.

G. UNFINISHED BUSINESS:

2. Airport Finance Committee Meeting (February 27, 2025): FY25 Projected and FY26 Revised Budgets Redux (Attachments #1, #2, #3, #4 and #5). Ms. Rodell said the Finance Committee met on February 27, 2025. While the Board adopted a proposed budget on February 13 to send to the Assembly, the Committee took the opportunity to walk through the budget and walked through various information and answered questions that had come up to make sure the record was clear. Attachment #1 is Airport Finance 101, which is very helpful as a primer for people to keep track of how money and fees are allocated between the different operations and different type of carriers. Attachment #2 was the revenue and expense summary, along with fund balance projections. This was included to demonstrate the three-month operating reserve as a matter of policy and then

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there is a significant fund balance over and above that operating reserve. At this time, it is the Board's view that the operating reserve should be used as we are going through a time of uncertainty both in the changes in management, to the board, as well as what is happening statewide and nationally. She appreciated the summary of the CARES Grant money (Attachment #4). It was really helpful to see where and how efficiently all of that grant money was used. Finally, Attachment #5 is the Capital Improvement Plan overview of project match requirements. Earlier this week the Airport started working on PFC (Passenger Facility Charge) #10. This is a helpful resource in determining where the money will go. She said there is also good clarification for the 91/9 as labels for the shortfall for the TSA (Transportation Security Administration) Security Fees. This meeting took an opportunity to clear up some of the questions that came about both on February 13 and 27.

Tenant Liaison to the Board Jodi Garza said she did not know if looking at the rates and fees needed to be done with a third party. She said the Airport has the model and numbers can be plugged into the model to work backwards to see where the Airport ends up. She suggested to the Board that would be a starting place before doing something that will cost money.

3. Airport Manager Recruitment Update: Jerry Godkin said the committee is standing at the call of the chair. They did meet two weeks ago and picked a company. Three of the members reviewed guidelines that they wanted in the recruitment brochure. There was input from the City Manager and others. It is ready and should be out. He is still waiting for the timeline from Human Resources that he can share so that the Board can have some sense of where the City is at in the process and where they hope to be in certain timeframes. As soon as he gets that information, he will forward it to the Board.

H. NEW BUSINESS:

4. Riverbank Stabilization: On August 5, 2023, a glacial outburst flood from Mendenhall Glacier caused significant flooding and erosion along the Mendenhall River, affecting areas like the Emergency Vehicle Access Road (EVAR)/Airport Dike Trail. Fortunately, Juneau (JNU) experienced no additional damage from this event. JNU plans to seek reimbursement from FEMA and the State of Alaska's Department of Veterans and Military Affairs (DMVA) for the repairs. DMVA has designated the event as the AK-23-296 Juneau Suicide Basin Flooding Disaster.

To address the erosion, the project will involve constructing a riprap revetment to stabilize the streambank and prevent further damage to the EVAR. JNU has spent \$17,245 on design, bidding, and permitting with proHNS LLC. All necessary permits have been secured, except for the CBJ Grading Permit, which was applied for in October 2024.

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The project has not yet been advertised for bids, but the engineer's estimated cost for construction is \$258,405. With a 5% increase in costs, the total construction estimate is \$271,325. ProHNS' proposal for construction administration/inspection is \$17,860, bringing the total project cost to \$289,185. The Airport will need to forward fund this project (to go out for bid) from its Fund Balance, then receive reimbursement from DMVA once the project is completed. *Angela Rodell moved to approve the forward-funding of up to \$290K, from Airport Fund Balance, for the Mendenhall Riverbank Stabilization project; to be reimbursed by a grant from State of Alaska Department of Veterans and Military Affairs upon completion. The motion passed by unanimous consent.*

5. Airport Manager's Report:

- a. Assembly-Airport Committee of the Whole (COW) Meeting. The annual Assembly-Airport Board COW 'check-in' has been scheduled for Wednesday, April 9, 2025, at 5:30 p.m. in the Assembly Chambers. This is the Board's time to go one-on-one with the Assembly. She encouraged Board Members to request information from staff well in advance of this meeting. She suggested coordinating topics through the Chair.
- b. Assembly Finance Committee – Airport Budget Presentation meeting. The Airport Board is scheduled to present the annual budget update to the Assembly Finance Committee on Saturday, April 5, 2025, from 8:30 a.m. to 4:30 p.m. (probably in the afternoon) in the Assembly Chambers.
- c. Airport Triennial Live Emergency Drill (DATE CHANGE). The triennial wheels-rolling emergency exercise has changed to Saturday, July 26, 2025. A lot of volunteers will be needed to help out as victims or help out in general. The next planning meeting is in May, with more and more as the date approaches.
- d. Juneau Aviation Trade Show. Ms. Wahto said Kyle Schweissing approached the Board approximately one year ago. Agreements are in place. He is reaching out to some of the carriers, as well as others, to have a booth or aircraft in the area to open it up to the public to see what Juneau aviation is all about. It is scheduled for Saturday, April 19 from 12pm to 3pm. It is sponsored by the Alaska Airmen's Association. This will be held in the east-end hangars called medivac alley, where Guardian, Airlift Northwest and Air National Guard. This area will be cordoned off.
- e. Union Negotiations. The City is in the middle of negotiations for MEBA (Marine Engineers' Beneficial Association). ARFF (Aircraft Rescue/Fire Fighting) and JPD (Juneau Police Department) union contract negotiations are occurring at the same time. All three negotiations can affect the bottom-line of the Airport's budget.

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f. Alaska Seaplanes/Flying Squirrel Coffee Shop Update. The Airport is happy to announce that a lease amendment has been signed, which adds the coffee shop into their lease agreement. The final step is for the FAA (Federal Aviation Administration) to approve the interim Airport Layout Plan to show the Alaska Seaplanes facility and to allow for mixed used (coffee shop concession). This document is in FAA's hands for review. She appreciated everyone's help and noted the Law Department has been great.

g. Passenger Facility Charge (PFC10) Application Process/Meeting. A meeting was held with the airlines earlier this week. It went well, with few questions. There is a 30-day timeframe for response from the airlines. April 14 is the date for all air carrier comments, so that it can be submitted to the FAA. There is a 120-day time for the FAA response. July 21 will be air carrier notification pending what the FAA sends. Then there is a minimum 60 days from then to start collections. The soonest collections could begin would be early October or the end of PFC 9.

h. Airport Fund Balance and Capital Revolving Account Balance. There has been no change to these documents.

6. Airport Projects Report – Ke Mell. Ke Mell, Airport Architect, reported on the *Master Plan Update*. The second Technical Advisory Committee (TAC) meeting took place by videoconference on March 11. The meeting covered Airfield Inventory and Existing Conditions, the Aviation Forecast for JNU, and Airport Capacity and Facility Requirements. Not all members of the TAC were able to attend, so Michael Baker International (MBI) will provide the slide show and recording of the meeting, which will also be available to the public. MBI would appreciate comments on the presentation by March 21, although comments will be accepted later. Aerial photography for the obstruction survey will take place in June 2025.

The *Jordan Creek Greenbelt Lighting* requires a Flood Plain Development Permit, which may also be time consuming, as the Mendenhall River jökulhlaups and resulting flooding have made this a “hot topic” in Juneau. The discussion around flood plain development permits is still evolving and the Airport has not embarked on it. Begenyi Engineering has submitted bid documents (100% drawings), which will be held until the project is ready to be advertised. It cannot be advertised until the variance and flood plain permit are received. The flood plain permit will require a licensed engineer. Staff requested Begenyi Engineering to request a proposal from the subconsultant, PND Engineers. PND declined to provide a proposal. Juneau staff will ask CBJ Contracts to solicit interest from qualified engineering consultants in the term contract.

Channel/Loken/Coastal Contamination: On March 7, 2025, Cox Environmental Services (CES) submitted their Site Characterization Work Plan for additional work requested by

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the Alaska Department of Environmental Conservation (ADEC) to ADEC for their review and approval. CES has prepared a parallel work plan for additional work requested by ADEC on the Coastal/Loken property. The work plans and the drilling for them are on parallel tracks intended to be submitted about the same time.

7. Airport Projects Report – Mike Greene. Mike Greene, Airport Project Manager, reported staff is working with HDR Engineering out of Anchorage on the *Runway Safety Area (RSA) Grading at Runway Shoulder and Navigational Aids (NAVAIDS) project*. The 60% design document submittal is coming up. He has been working with them on the development of a Construction Safety Phasing Plan and going over the amount of material that will be needed to basically adjust grades within the six areas of the RSA. The initial estimate is 45,000 cubic yards, with almost no excavation materials required. It will basically bring in material, spread it, compact it and move on to the next area, which means the project looks much simpler than originally thought. HDR will be on site next week with their electrical designer to verify whether or not the grading work within the RSA will impact the FAA NAVAIDS in any way.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Secon is now back on site. They are working on putting in the new light poles in the 121 apron. That work is supposed to be done on April 10. The project will transition to Alaska Airlines cargo operations moving over to Gate 2 starting on April 15. Alaska Airlines has contracted with Secon to extend their cargo hardstand, which work will take place between April 16 and 30. Then Secon will mill the existing asphalt surfaces in the last area of the original project area. This will be at Taxiway Charlie and the Alaska Airlines cargo area. Once that is done, the milling and paving will be done. Then new pavement markings will be done on May 6. When that is done, Alaska Airlines cargo will transition back to their area.

I. **CORRESPONDENCE:** None.

J. **COMMITTEE REPORTS:**

8. **Finance Committee:** None.

9. **Operations Committee:** None.

K. **ASSEMBLY LIAISON COMMENTS:** None.

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

M. **BOARD MEMBER COMMENTS:**

Angela Rodell said she was given a memento from the very first flight of the Pan American Jack Clipper service that came on February 3, 1962, from Joe Geldhof. He had this framed and asked that she give it to the Airport to be displayed somewhere. She said

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it is amazing how far the airport has come, and it is always nice to see a memento in such great condition, even with the stamp and the postmark. Apparently post cards were sent out in advance letting people know the first flight was going to happen. She thanked Mr. Geldhof for contributing that and gave it to Patty Wahto.

Charlie Williams thanked Ms. Wahto for the timely response to the fees so the analysis Max Mertz presented could get done.

N. **ANNOUNCEMENTS:** None.

O. **NEXT MEETING DATE:**

10. Assembly Finance Committee – Airport Budget Presentation Saturday, April 5, 2025, Assembly Chambers/Zoom, 8:30a.m.-4:30p.m.

11. Assembly-Airport Board COW Meeting, April 9, 2025, Assembly Chambers/Zoom, 5:30 p.m.

12. The next Airport Board meeting will be held on April 10, 2025, at 6:00 p.m. in the Alaska Room/Zoom.

P. **EXECUTIVE SESSION:** None.

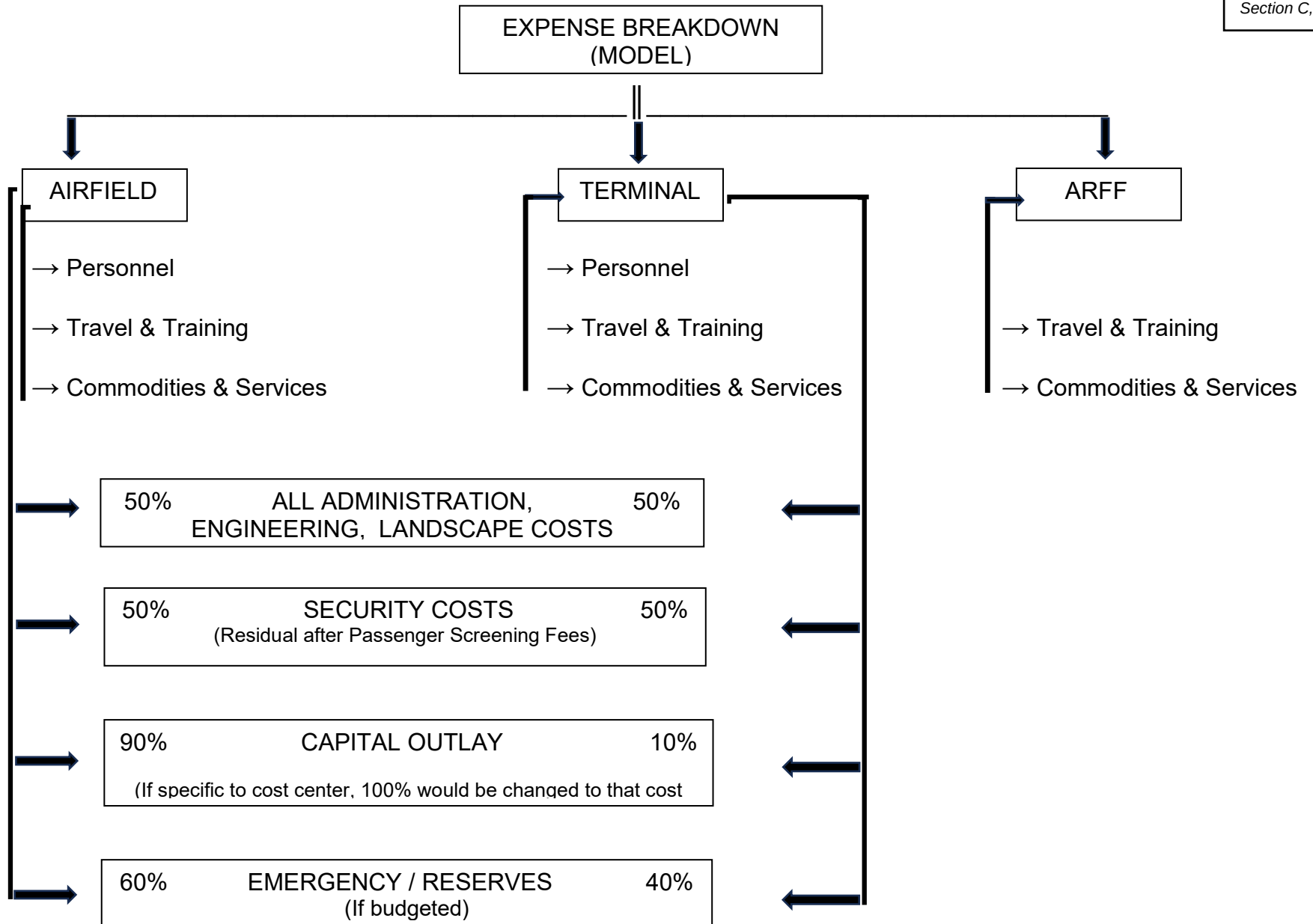
Q. **ADJOURN:** *Charlie Williams moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 6:40 p.m.*

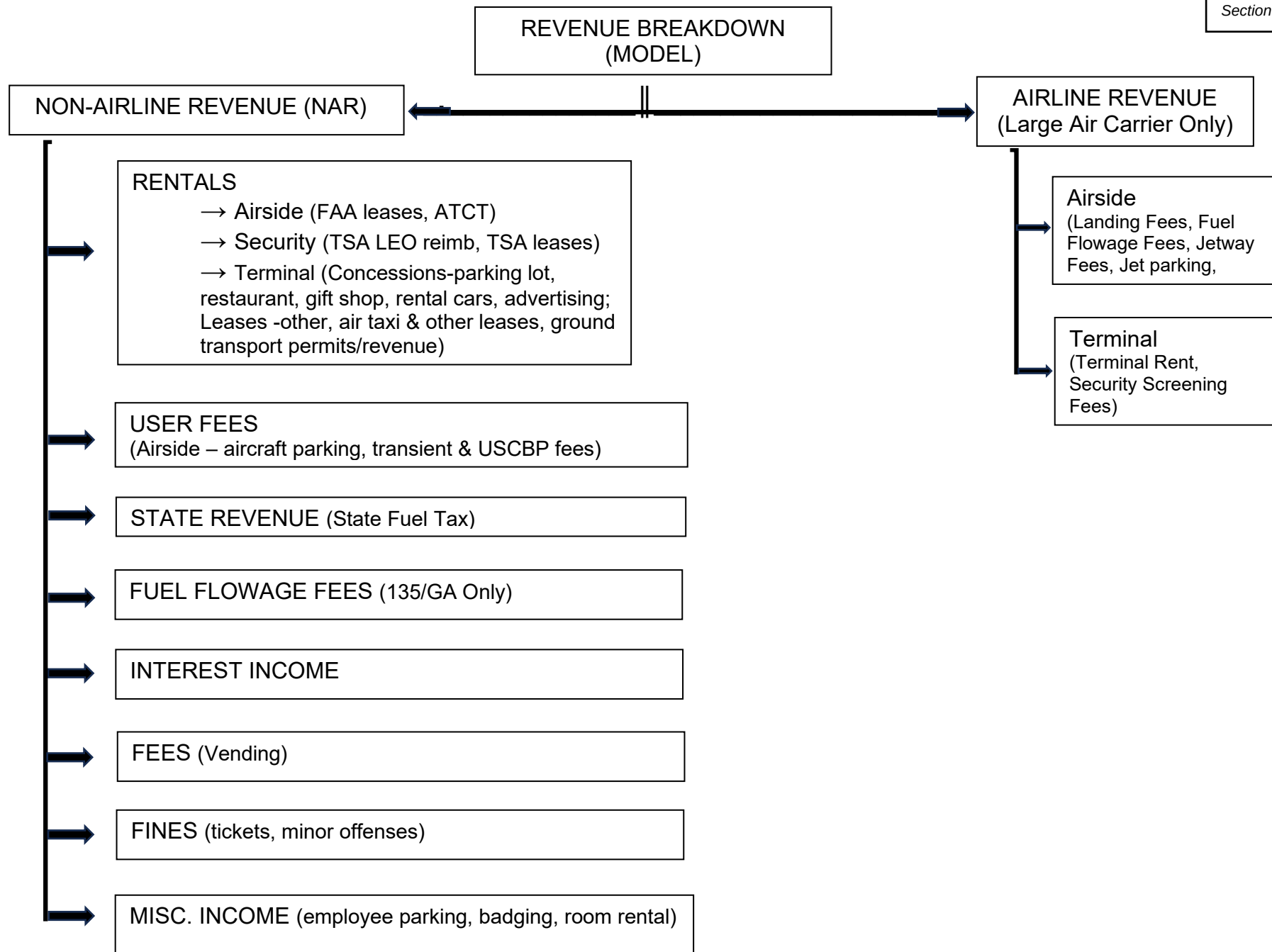
KEY BUDGET POINTS

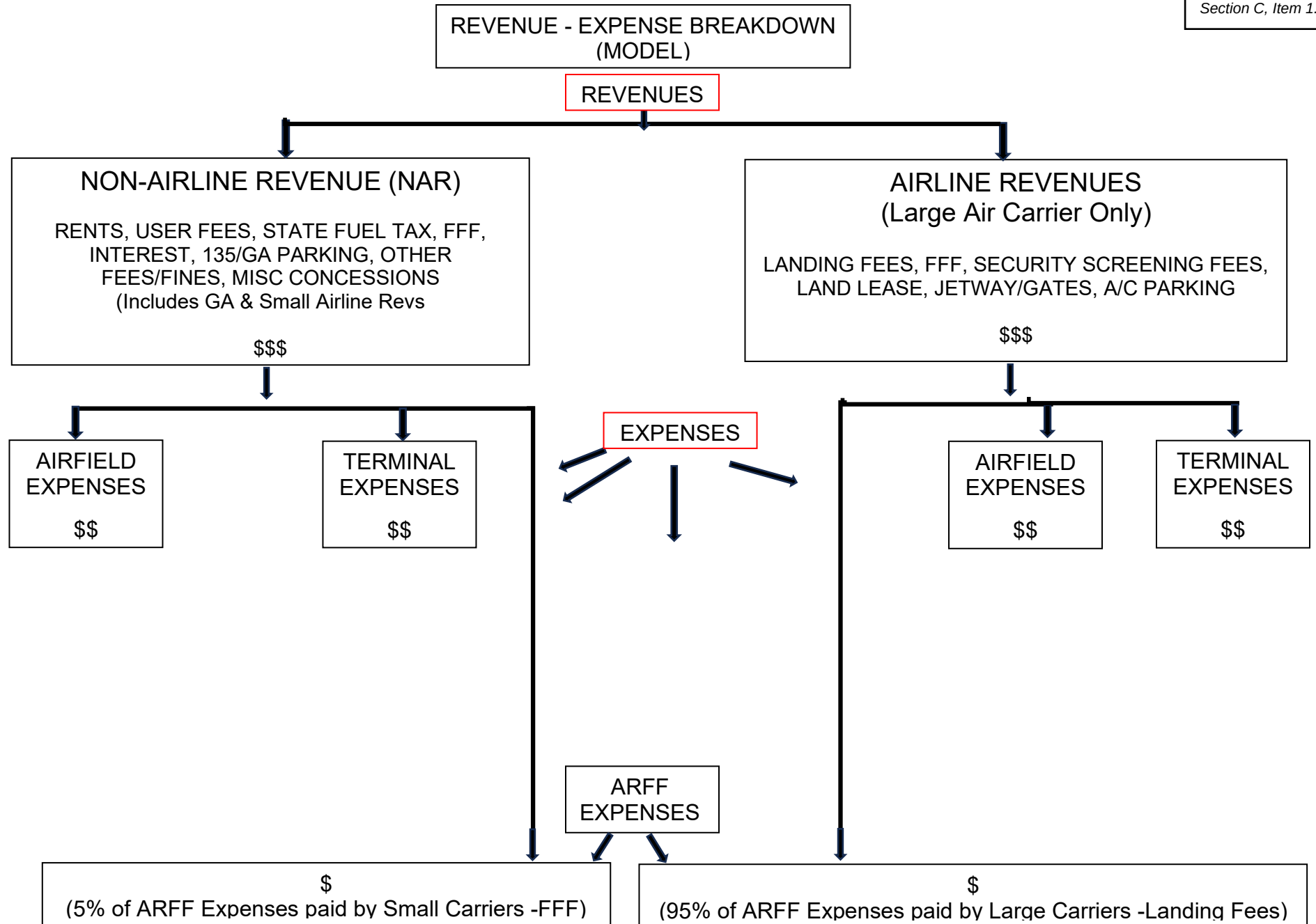
- JNU Airport is a CBJ Enterprise Fund
- Airport Financial Model assists in balancing Revenues and Expenses
- Expenses and Revenues are allocated to cost centers through negotiations
- Airport Rates & Fees are continuously compared against industry standards (other airports)
- Airport must consider equitable balance between Airport and tenants/user; *'fair and not unjustly biased'*
- Establishing Rates/Fees is a public process and set by Regulation

ATTACHMENT #1

Section C, Item 1.







NON-AIRLINE REVENUE BREAKDOWN

does not include Airline Revenue (Air Carrier)

		Industry Standard Allocations	
		Terminal	Airfield
RENTALS			
Concessions			
	Parking Lot	100%	
	Restaurant	100%	
	Rental Car	100%	
	Rental Car Storage		100%
	Gift Shop	100%	
	Taxi/Access Fees	100%	
	Advertising	100%	
Terminal Leases			
	TSA-LEO Lease/reimb	100%	
	FAA Leases	100%	
	Other Terminal Leases	100%	
Airfield Leases			
	Airfield Ground Leases		100%
USER FEES			
	Terminal Jetway		100%
	Airfield A/C pkg		100%
STATE REVENUE	(State fuel tax)		100%
FUEL FLOWAGE FEES	(non air carrier)		100%
INTEREST INCOME		50%	50%
FEES (vending)		100%	
FINES (tickets, minor offenses)		100%	
MISC. INCOME			
	Phone,	100%	
	Fire Dept fuel reimburse		100%
	Employee parking,	50%	50%
	Badging	50%	50%
	Water/sewer utilities		100%
	Other Misc.	50%	50%

ATTACHMENT #2

EXPENSE - REVENUE SUMMARY FY26 Revised Budget

	FY2023 Actuals	FY2024 Actuals	FY2025 Amended	FY2025 Projected	FY2026 Approved	FY2026 Revised
OPERATING:						
EXPENSES	10,160,142	11,210,659	10,549,300	10,583,959	10,755,800	10,965,577
REVENUES	(6,270,783)	(8,134,311)	(10,606,700)	(10,274,864)	(10,610,000)	(10,565,124)
EXP/REV SHORTFALL /(OVERAGE)	3,889,359	3,076,348	(57,400)	309,094	145,800	400,453

ATTACHMENT #3

Available Fund Balance Summary

Airport Fund

Last Update: 1/17/2025

W/O Rate INCREASEs

	<u>FY24 Actuals</u>	<u>FY25 Amended</u>	<u>FY25 Proj</u>	<u>FY26 Budget</u>	<u>FY26 Budget Revised</u>
Beginning Available FB	3,783,400	2,606,000	2,606,000	4,416,691	4,416,691
Operational Expenses:	(11,199,334)	(10,549,300)	(10,583,959)	(10,755,800)	(10,965,577)
Debt Service (OUT):	(3,064,200)	(2,505,100)	(2,505,045)	(2,583,400)	(2,583,413)
Transfers to Capital Projects:	(822,066)	-	-	-	-
Other Non-Oper Expenses:	-	-	-	-	-
JNU Total Expenses:	(15,085,600)	(13,054,400)	(13,089,004)	(13,339,200)	(13,548,990)
Minus Non-operational Exp & Debt Serv:	3,886,266	2,505,100	2,505,045	2,583,400	2,583,413
Operational Expenses:	(11,199,334)	(10,549,300)	(10,583,959)	(10,755,800)	(10,965,577)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
CARES Reimb (operations):	3,054,045	-	1,910,131	-	-
PFC for Rev Bond Interest:	434,625	317,600	317,600	194,900	194,900
***Other Financing Sources (Uses):	-	-	2,100	-	-
JNU Total Revenues:	11,623,200	10,924,300	12,504,695	10,804,900	10,760,024
Minus Non-operational REV & Debt Serv:	(3,488,670)	(317,600)	(2,229,831)	(194,900)	(194,900)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
Operating FB Increase(Decrease):	(3,064,804)	57,400	(309,095)	(145,800)	(400,453)
JNU EXP minus REV:	(3,462,400)	(2,130,100)	(584,309)	(2,534,300)	(2,788,966)
Increase (decrease) in Debt Service Reserve:	(2,285,000)	(2,395,000)	(2,395,000)	(2,515,000)	(2,515,000)
Increase (decrease) in Fund Bal (FB):	(1,177,400)	264,900	1,810,691	(19,300)	(273,966)
Ending Avail FB, including Reserve:	2,606,000	2,870,900	4,416,691	4,397,391	4,142,725
Less 3 Mo. Operating Reserve	(2,799,800)	(2,637,300)	(2,646,000)	(2,689,000)	(2,741,400)
Ending Available Fund Balance	(193,800)	233,600	1,770,691	1,708,391	1,401,325
Uses Fund Balance (no rate increases):			309,094		400,453

ATTACHMENT #4

Section C, Item 1.

\$30,491,692.12 TOTAL COVID GRANTS/REVENUES *(does not include Concessions Grants)*

EXPENSES	FY20	FY21	FY22	FY23	FY24	Total
GO BONDS		602,375.00	662,600.00	660,300.00	657,100.00	2,582,375.00
Commercial Tenant ABATEMENET		1,203,398.00	1,243,436.00	1,249,052.00	1,537,305.00	5,233,191.00
Operations Expenses (Budget)	724,663.71	3,119,923.00	1,213,092.00	3,120,589.00	1,749,647.00	9,927,914.71
PROJ on CIP's:						
Gate K Culvert					575,853.00	575,853.00
Parking Lot Rehab					10,095,648.00	10,095,648.00
Bag Belt Replacement					1,317,365.36	1,317,365.36
Terminal Lounge Furniture					427,024.80	427,024.80
Terminal Suspended Ceiling					213,506.25	213,506.25
Airfield Lighting Regulator					118,814.00	118,814.00
	724,663.71	4,925,696.00	3,119,128.00	5,029,941.00	16,692,263.41	30,491,692.12
CONCESSIONS Relief Grants				98,347.00	63,838.61	162,185.61

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

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

12/17/24												FEDERAL					State				
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax
30	Terminal Infrastructure Replacement	\$5,000,000									\$5,000,000						\$5,000,000				
31	Snow Removal Equipment Acquisition 2030	\$5,000,000									\$5,000,000	\$1,793,750	\$2,893,750							\$312,500	
32	Design Remaining NEDA/TL / F-1 Rehab/Environmental 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500	
33	Design Emergency Vehicle Access Road (EVAR) extension 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500	
34	Construct Emergency Vehicle Access Road (EVAR) extension 2031	\$3,000,000									\$3,000,000	\$2,812,500								\$187,500	
35	Construct Remaining NEDA/TL / F-1 Rehab 2031	\$5,000,000									\$5,000,000	\$4,687,500									
36	Design Taxiway C Reconfiguration (RIM)	\$750,000									\$750,000	\$703,125								\$46,875	
37	Construct TWY C (RIM)	\$5,000,000									\$5,000,000	\$3,167,793								\$312,500	
38	Replace Bag Claim (2030)	\$5,000,000									\$5,000,000										
39	Airport Master Plan Update (2034)	\$1,200,000									\$1,200,000	\$1,125,000								\$75,000	
40	ARFF Truck Replacement A2 (2025) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500	
41	ARFF Truck Replacement 32 (2026) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500	
42	Parking Garage /Relocate Rental Cars for Term Expan	\$75,000,000									\$75,000,000						\$75,000,000				
43	Terminal Expansion Construct	\$25,000,000									\$25,000,000						\$25,000,000				
44	Landside Access Roads Pavement Rehab	\$15,000,000									TBD	TBD									
45	ARFF Truck Replacement	\$1,700,000									\$1,700,000	\$1,593,750								\$106,250	
46	Snow Removal Equipment Acquisition	\$7,000,000									\$7,000,000	\$7,000,000									
47	Replace Outbd Baggage belt (2034)	\$4,000,000									\$4,000,000						\$4,000,000				

12/17/24												FEDERAL					State				
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CRRSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax
48	Runway Rehab (2035)	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000	
49	NE/NW Apron Rehab	\$25,000,000									\$25,000,000										
50	Taxiway Rehab (2040) A-H	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000	
51	PBB Gate 2 Replacement (2035)	\$3,500,000									\$3,500,000	\$3,500,000									
52	PBB Gate 5 Replacement (2044)	\$3,500,000									\$3,500,000	\$3,500,000									
53	Main Apron /Gate Rehab (2044)	\$25,000,000									\$25,000,000	\$25,000,000									
54	Terminal Rehab / Extend 2045	\$40,000,000									\$40,000,000						\$40,000,000				
55	Design/ Construct 2nd Parallel RWY & Environ/mitigation	\$250,000,000									\$250,000,000	\$3,000,000	\$231,375,000						\$15,625,000		
56	Relocate/Construct FAA ATCT	\$50,000,000									\$50,000,000				\$50,000,000						
57	Multi-Modal Feasibility Plan	\$100,000													\$0						
58	Sand Chem brine tank ladder	\$20,000													\$0						
59	Block O paving/drainage	\$280,000													\$280,000						
60	Biffy Dump Station	\$100,000													\$100,000						
61	Compass Rose	\$50,000													\$50,000						
62	Sidewalk Plow/blower w/attachments	\$30,000													\$30,000						
63	Water/Sewer Extension	TBD																			
64	Gate upgrades (chain driven)	TBD																			
65	East end access road	TBD									TBD										
66	Civil Air Patrol Hangar Relocate	TBD									TBD										
67	Fish & Wildlife Service Hangar Relocation	TBD									TBD										
	TOTAL	\$747,337,849										\$119,491,416	\$303,244,598		\$64,518,256	\$93,750	\$164,750,000	\$231,250	\$22,358,503	\$5,787,500	\$1,560,511

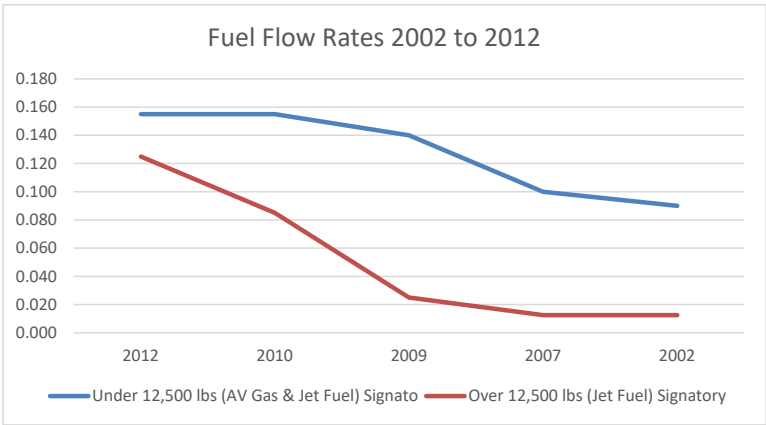
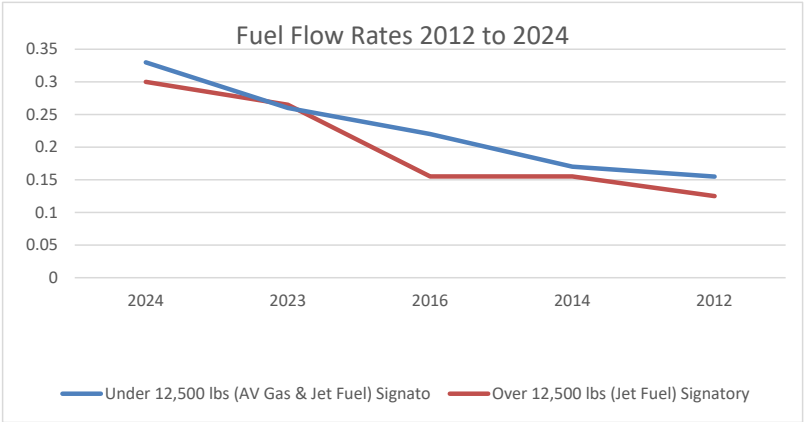
1FAA:Facilities & Equipment, Transportation Security Administration, Homeland Security, Federal Economic Development Agency, CARES/CRRSAA grants, etc.

After spending time talking with staff Mr. Barr said the thing that stood out to him the most and had concerns on was the trajectory; the trend line of some of the rate increases over the past two decades that was part of his review. Since 2001, fuel flowage rates for small operators and private aviators have increased over those 20 – 23 years by 267%. For large operators, Alaska and Delta Airlines, those fuel flow rates over the same period by 2,300% on top of an additional landing fee that only large operators pay. He said he hadn't had time to review other rates at a fine level of detail, but lease rates would be the next thing to review. He said, if he had a conflict-of-interest antenna the difference in the significant changes that we've seen to that one particular rate would have raised it.

History of the Rates Barr is referring to:

	2024 RATES (5/1/24 & 7/1/24)	2023 RATES (5/1/23 & 7/1/23)	2016 RATES (5/1/16 & 7/1/16)	2014 RATES (6/1/14)	2012 RATES (7/1/12)	2010 RATES (10/1/10)	2009 RATES (10/1/09)	2007 RATES (10/1/07)	2002 RATES (10/1/02)	2001 RATES (10/1/01)	1983 RATES (10/1/83)	1977 RATES (10/1/77)	1967 RATES (10/1/67)	1953 RATES (10/1/53)
FUEL FLOWAGE FEE	2024	2023	2016	2014	2012	2010	2009	2007	2002	eff 7/1/01				
Under 12,500 lbs (AV Gas & Jet Fuel) Signato	\$0.33	\$0.26	\$0.22	\$0.17	\$0.16	\$0.16	\$0.14	\$0.10	\$0.09	\$0.09	\$0.03	\$0.03	\$0.02	\$0.01
Over 12,500 lbs (Jet Fuel) Signatory	\$0.30	\$0.27	\$0.16	\$0.16	\$0.13	\$0.09	\$0.03	\$0.01	\$0.01	\$0.01	\$0.03			

	Change 2012 to 2024	Change 2002 to 2012
Under 12,500 lbs (AV Gas & Jet Fuel) Signato	\$0.175	\$0.07
Over 12,500 lbs (Jet Fuel) Signatory	\$0.175	\$0.11



Anchorage and Fairbanks Fuel Flow (https://dot.alaska.gov/aias/rates_fees.shtml)

Signatory Airline Aircraft	\$0.027 per gallon
Aircraft 12,500 lbs and less CMGTW	\$0.027 per gallon
Non-Signatory Airline Aircraft >12,500 lbs CMGTW	\$0.067 per gallon

Ketchikan Fuel Flow (<https://ketchikangateway.borough.codes/KGBC/10.10.070>)

(1) Nonsignatory rate per gallon	\$0.23 per gallon
(2) Signatory rate per gallon	\$0.12 per gallon

Bellingham Fuel Flow (<https://www.portofbelllingham.com/ArchiveCenter/ViewFile/Item/1185>)

General Aviation Only	\$.10/gallon
(Commercial Airlines in-to plane only)	\$.04/gallon

Landing Fees for Anchorage and Fairbanks

Aircraft over 6,000 lbs	\$1.77 lbs per 1000 pounds Gross Weight
Aircraft under 6,000 lbs	\$0

Landing Fees for Ketchikan

Aircraft over 12,500 lbs	\$2.27 lbs per 1000 pounds Gross Weight
Aircraft over 6,000 lbs	12.35 flat fee
Aircraft under 6,000 lbs	\$0

Landing Fees for Bellingham

Commercial over 7,500 lbs	\$1.38 per 1000 lbs Gross Weight
Aircraft under 7,500 lbs	\$0

Landing Fees for Juneau

Signatory over 12,500 lbs	\$3.34 per 1000 lbs Gross Weight
Aircraft Under 12,500 lbs	\$0

AIRPORT MANAGER'S REPORT – April 10, 2025

- a. Pam Chapin Retiring. After 34 years of working for the Airport, Pam will be retiring April 30. Congratulations on your retirement and thank you for 34 years of dedicated service.
- b. Dave Palmer Interim Airport Manager. Dave will start April 16, 2025, and have two weeks with the current Manager to come back up to speed. Welcome back to Dave and thank you for agreeing to interim management at the Airport.
- c. Alaska Seaplanes/Flying Squirrel Concession. On March 24, 2025, the Airport received Federal Aviation Administration (FAA) approval of the updated Airport Layout Plan (ALP) for Alaska Seaplane's facility and mixed use within that lease lot. The only remaining item is for Alaska Seaplanes/Flying Squirrel to comply with the annual Airport Concession Disadvantage Business Enterprise (ACDBE) requirements and reports.
- d. Juneau Aviation Trade Show. This event has been canceled. With a change in Alaska Airmen's Association leadership, the agreement necessary for the event could not be executed.
- e. Mt. Spurr Volcano Preparedness. The Airport continues to get inquiries on its level of preparedness in the event of Mt. Spurr erupting. While the likelihood of ashfall is extremely low, JNU may experience a trickledown effect from diverted aircraft. The Airport Emergency Plan (AEP) outlines some of the protocol in the event of a volcanic eruption. Airfield Maintenance Superintendent Andres Delgado and Capital City Fire Rescue – Aircraft Rescue Fire Fighting Program Manager Brandon Bagwell will provide brief updates at the meeting on how the Airport is preparing.
- f. Airport Triennial Live Emergency Drill (DATE CHANGE). The triennial wheels-rolling emergency exercise is scheduled for **Saturday, July 26, 2025**. There will be several planning meetings and a 'tabletop' exercise prior to the event. This will be a multi-agency, multi-department live drill with a lot of volunteers needed. More updates to come.
- g. Aviation Worker Screening (AWS) Employees. The Airport welcomed our two part-time AWS staff, Kenneth Davis and Connor Corcoran who started in March. They not only provide the AWS random screening, but also assist with curb control/congestion and other security deterrent. They are a welcome addition to the staff and great Airport ambassadors.
- h. Union Negotiations. The City is in union negotiations with the three unions that impact the Airport: Marine Engineers' Beneficial Association (MEBA) (which the Airport Manager sits on the City negotiating committee), Public Safety Employees Association (PSEA) which impacts our Airport Security coverage with the Juneau Police Department (JPD), and International Association of Fire Fighters (IAFF) Local 4303 which impacts our ARFF. It is anticipated that this will take months for negotiations, votes and ratification by the Assembly for a July 1, 2025, contract start.
- i. Jordan Creek Clean up and Illegal Camping. Airfield crew continues with regular clean up and hauling truck loads to the landfill. Airfield has tracked approximately \$75K in dump fees

and personnel time last year alone. The Airport is on track for exceeding \$100K this year. The unsanitary conditions (both on land and in the creek), animal attractants, illegal limbing along the creek, damming the creek and an abundance of needles/drug paraphernalia are overburdening staff and has become costly to the Airport.

j. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). There has been no change to the AFB or CRAB since last month.

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

- **UPDATE** - *Passenger Facility Charge (PFC10) Application.* The Airport has started the public process for PFC10 applications. Air carriers have until April 11, 2025, to submit comments to the Airport. The Airport will be forwarding PFC10 application to the FAA on April 14, 2025, for their 120-day review.

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

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

- **NO CHANGE** – *Title 49 (Jordan Creek) Variance Request.* Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area or reapply for a waiver (currently working on). The Assembly has approved \$150,000 in their FY24 Capital Improvement Project plan for: *the Jordan Creek Greenbelt Improvements, for installation of lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt.* See Project Manager Report for Greenbelt Lighting improvements.

- **NO CHANGE** - *Encampments on Airport Property.* The encampments and trash in the Jordan Creek Greenbelt (and other areas on airport) continue. Staff along with JPD monitor the area throughout the day/night; cleanout of the areas continue.

- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, surveying the test wells to determine flow direction, including two private wells within the test radius.
- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.
- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property as a through-the-fence operation. See Project Manager Report for Property Acquisition Specialist.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

Available Fund Balance Summary
Airport Fund

ATTACHMENT #1

	<u>FY24 Actuals</u>	<u>FY25 Amended</u>	<u>FY25 Proj</u>	<u>FY26 Budget</u>	<u>FY26 Budget Revised</u>
Beginning Available FB	3,783,400	2,606,000	2,606,000	4,416,691	4,416,691
Operational Expenses:	(11,199,334)	(10,549,300)	(10,583,959)	(10,755,800)	(10,965,577)
Debt Service (OUT):	(3,064,200)	(2,505,100)	(2,505,045)	(2,583,400)	(2,583,413)
Transfers to Capital Projects:	(822,066)		-		
Other Non-Oper Expenses:	-	-	-	-	-
JNU Total Expenses:	(15,085,600)	(13,054,400)	(13,089,004)	(13,339,200)	(13,548,990)
Minus Non-operational Exp & Debt Serv:	3,886,266	2,505,100	2,505,045	2,583,400	2,583,413
Operational Expenses:	(11,199,334)	(10,549,300)	(10,583,959)	(10,755,800)	(10,965,577)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
CARES Reimb (operations):	3,054,045	-	1,910,131	-	-
PFC for Rev Bond Interest:	434,625	317,600	317,600	194,900	194,900
***Other Financing Sources (Uses):		-	2,100	-	-
JNU Total Revenues:	11,623,200	10,924,300	12,504,695	10,804,900	10,760,024
Minus Non-operational REV & Debt Serv:	(3,488,670)	(317,600)	(2,229,831)	(194,900)	(194,900)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
Operating FB Increase(Decrease):	(3,064,804)	57,400	(309,095)	(145,800)	(400,453)
JNU EXP minus REV:	(3,462,400)	(2,130,100)	(584,309)	(2,534,300)	(2,788,966)
Increase (decrease) in Debt Service Reserve:	(2,285,000)	(2,395,000)	(2,395,000)	(2,515,000)	(2,515,000)
Increase (decrease) in Fund Bal (FB):	(1,177,400)	264,900	1,810,691	(19,300)	(273,966)
Ending Avail FB, including Reserve:	2,606,000	2,870,900	4,416,691	4,397,391	4,142,725
Less 3 Mo. Operating Reserve	(2,799,800)	(2,637,300)	(2,646,000)	(2,689,000)	(2,741,400)
Ending Available Fund Balance	(193,800)	233,600	1,770,691	1,708,391	1,401,325
Uses Fund Balance (no rate increases):			309,094		400,453

AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

ATTACHMENT #1

Section I, Item 5.

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,788	-	-	-	BUDGET
Apr-19			(\$477,000)	**	NO LONGER REQ. Termnl Recon
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
FY25			(\$5,000)		ARFF Truck
FY25			(\$26,427)		Master Plan Update
FY25			(\$50,000)		SIDA ADA Elevator
FY25			(\$10,000)	"PENDING"	ARFF Truck
	\$201,361				AVAILABLE BUDGET on 560010101-3990 to forward fund Projects

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

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



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: April 2, 2025

RE: Project Office Monthly Report

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

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

Ground Source Loop Field System Modifications: JNU Building Maintenance continues to observe contaminates/sediment within the loop field medium (methanol), even with the equipment strainers, pump strainers, by-pass filter and dirt separators in place. The continuing concern is that the system is not getting any cleaner over time, and that somehow the contaminates/sediment keeps replenishing itself. In a meeting with JNU staff, JNU Airport Maintenance and engineers from RESPEC conducted on December 12, it was decided that the samples of these contaminates should be lab-tested to determine what this material is. JNU has asked RESPEC to coordinate with McCool Carlson Green (MCG) and utilize their remaining contract fund balance to contract with a hydronic system fluid treatment specialist to examine the fluid chemistry, analyze the sediment, and inspect some of the piping in order to recommend or implement a treatment, cleaning, or fluid replacement plan for the distributed ground source piping system. RESPEC is also to provide additional mechanical engineering services to assist with the on-going effort to cleanse the loop field system and review the final Terminal Air Balance (TAB) report.

JNU Building Maintenance continues to work on blowing out the main pump strainers and the air separator strainers in the piping mains, cleaning branch piping heat pump strainers, and backwashing the heat pump coils. JNU Building Maintenance also continues to work on the replacement of the new flexible hoses for thirty (30) of the older heat pumps.

DOAS-1 (Dedicated Outside Air System) unit: This air-handler, originally installed in 2009, brings in outside air to the older portion of the terminal. Repairs to DOAS-1 were completed as part of the terminal reconstruction project, but additional repairs are now needed. Recent voltage spikes have damaged some of the air-handler components, including the VFD (Variable Frequency Drive) for the DOAS-1 exhaust fan. JNU Building Maintenance continues to look at repair options.

Heat Pumps: Approximately thirty (30) water-air heat pumps within the older portion of the terminal were installed in 2009. Many of these heat pumps have already reached the end of their serviceable life and the rest are nearing the end of their serviceable life. This has resulted in there being a number of these heat pumps that are non-operational at any given time while waiting for replacement parts to arrive and for repairs to be completed. JNU Building Maintenance and JNU staff are continuing to look at funding options for a phased replacement of these older heat pumps.

Lighting Control Replacement: Dawson Construction / ALCAN Electric has completed work on Request for Proposal (RFP) 183 – Lighting Control Replacement. This work replaced the failing lighting control equipment within the older portion of the terminal. ALCAN Electric has advised that they intend to provide Owner training for the new lighting controls during the week of April 7-11.

Terminal Power Conditioning: On March 10, 2025, RESPEC furnished a fee proposal to JNU, in the amount of \$14,255.00 to perform the following work tasks:

- Review JNU's field investigation that was intended to verify the presence of existing power surge suppression equipment in the Terminal, Snow Removal Equipment Building (SREB) and Sand-Chemical buildings.
- Provide recommendations for additional surge suppression equipment that might be needed to protect / prevent continued damage to sensitive electronic components within these three facilities. Include an estimate of cost with these recommendations.
- Provide a recommendation to implement additional surge suppressions or power conditioning as may be needed to protect Ground Source Heat Pump-1 (GSHP-1) within the Sand-Chemical Building. Include an estimate of cost with this recommendation.
- Provide 100% construction documents as needed to obtain bids for the additional power conditioning or surge suppression work.

JNU furnished a copy of this proposal to CBJ Contracts, along with a sole-source justification request to utilize RESPEC for this work under CBJ's Term Consultant Contract. The justification stated that:

- RESPEC has been the electrical engineer of record for the recent Terminal Electrical Service Upgrade project as well as for the on-going Terminal Reconstruction project.
- RESPEC was also the electrical engineer of record for the SREB and the Sand-Chemical Building.
- RESPEC already knows the electrical systems of these JNU facilities and is in the best position to help us to identify where additional surge protection is needed.

CBJ Contracts initially approved the sole-source justification (Modification Request to the Term Contract) and issued a Project Agreement to RESPEC. CBJ Contracts then reversed course and cancelled the Project Agreement following the determination that the justification provided by JNU was insufficient to warrant a purchasing code exemption (sole source). Per CBJ Contracts:

"We recognize that while there is a need for surge protection assessment at the Terminal, the Snow Equipment Removal Building (SREB) and the Sand-Chem Building, that these desired services requested can be provided by other firms. As such CBJ Engineering - Contracts will issue a Letter of Interest (LOI) to Firms that can provide the desired services, this will be handled through our established Professional Services Term Contract process."

On March 25, 2025, and at the request of CBJ Contracts, JNU submitted a full scope of work description to be used within the Letter of Interest (LOI). This scope description was expanded to address the fact that the LOI was going to be sent out to electrical engineering consultants that had no working knowledge of the Terminal, the Snow Removal Equipment Building or the Sand-Chemical Building.

The Board is advised that the cost for this work will most likely exceed the \$14,255.00, particularly if a design firm other than RESPEC is selected. As of the writing of this report, CBJ Contracts has not issued the LOI to prospective electrical engineering firms.

Safety Area Grading at Runway Shoulder and Navigational Aids (NAVAIDS): No change since last report. HDR Engineering is currently working on the development of their 60% design submittal for this project. As reported earlier, they have completed the site survey field work and continue to work on their grading analysis to determine the full extent of the grading work. Per the grading analysis, the project will primarily consist of the placement of borrow (fill) to reduce the runway shoulder slopes within the project work areas.

JNU continues to work with HDR on the development of the Construction Safety Phasing Plan (CSPP) and technical specifications, and JNU continues to work on the development of the Division 00 and Division 01 front-end contract documents.

JNU has confirmed with HDR that they will still be able to meet a deliverables schedule that reflects a bid-opening date of July 1, 2025. This revised bid opening date would have an anticipated construction contract award/notice-to-proceed date in late August 2025 or early September 2025. The construction contract will be written to allow the successful bidder to complete the project in the spring of 2026.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: SECON / Chatham Electric continue to work on the preparation of the new light pole bases for the installation of the new apron lighting. Chatham completed work on the installation of the modified (simplified) pile cap assemblies at each of the new light pole locations and has begun work on the installation of the concrete casing assemblies that will wrap the exposed portions of the piling foundations. See photos below.



PHOTO 01: Typical Pile Cap Assembly



PHOTO 02: Typical Reinforcing Installed Around the Piling



PHOTO 03: Form Base Set in Position at LP-5

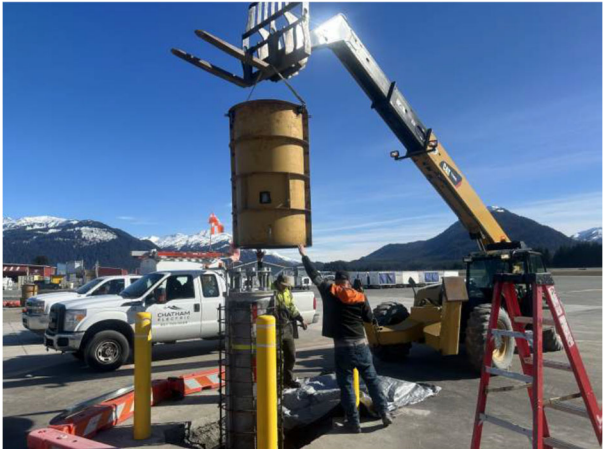
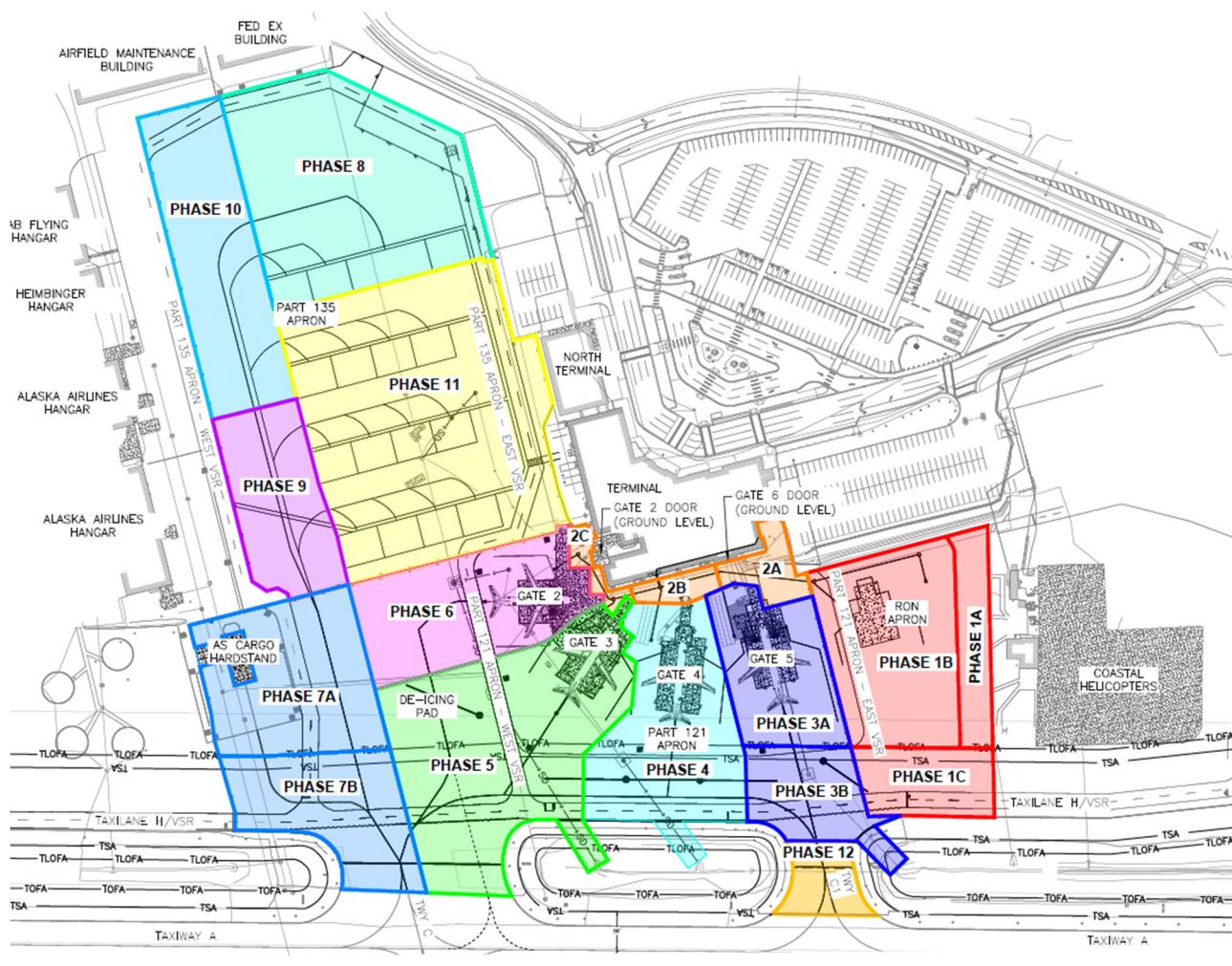


PHOTO 04: Concrete Form Being Lowered in Place at LP-5

SECON has completed work on the repairs to the structural steel piling foundation for light pole LP-6. This work consisted of the removal of the damaged portion of the piling (where it was struck by the Alaska Airlines baggage tug) and the addition of a new piling section. This work was performed by Trucano Construction (under subcontract to SECON) and was completed on March 13, 2025. The pile welds underwent visual inspection and ultrasonic testing and were accepted. The FAA has been notified that the structural integrity of the pile has been restored, and it is now suitable for use as a light pole. Alaska Airlines has been notified that the repair is complete, and that JNU will be billing them for the associated costs.



The following are the current start and completion dates for the remaining apron work:

- **Repair light pole LP-6 & complete work on the installation of the new exterior apron lighting.**
Start: March 10, 2025 Complete: April 10, 2025
- **Transition Alaska Airlines air cargo operations over to Gate 2.**
Start: April 15, 2025
- **Install concrete hardstand extension at Alaska Air Cargo under contract with Alaska Airlines.**
Start: April 16, 2025 Complete: April 30, 2025
- **Mill existing asphalt surface at Phase 7A and Phase 7B work areas and place asphalt paving.**
Start: April 18, 2025 Complete: May 6, 2025
- **Apply new pavement markings in the Phase 7A and Phase 7B work areas.**
Start: May 6, 2025 Complete: May 7, 2025
- **Transition Alaska Airlines air cargo operations back to the air cargo hardstand.**
Start: May 8, 2025 Complete: May 8, 2025

JNU has coordinated with DOWL to have construction updates issued to all stakeholders to advise of the status of construction and associated work schedule.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: No change since last report. As previously reported, JNU has received the condition survey as prepared by proHNS engineering for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway A and Runway 8-26. In

their report, proHNS stated the opinion that an immediate catastrophic failure of the culvert is unlikely. The report goes on to state that continued deterioration is likely, and that repair work is recommended, even if the source of deterioration is determined and eliminated. proHNS has identified three (3) repair-in-place options, recommending them for further study. They would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.



The three recommended repair-in-place options are:

1. HDPE (High Density Polyethylene) Slip Lining

- Pros:
- a. Corrosion resistant structure.
 - b. Local contractors are familiar with construction installation methods.
 - c. Cost effective due to shipping and construction costs.
 - d. Would not require runway closure for construction.
- Cons:
- a. Grouting annular space where lengths are over 100' can be challenging.
 - b. 800' length push and pull resistance on pipe will be significant.
 - c. Requires large area for insertion/jacking/welding pit.
 - d. Potential to reduce flow capacity.

2. Carbon Fiber Lining

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

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

3. GeoPolymer Lining

- Pros:
- a. Corrosion resistant structure.
 - b. Could be done while maintaining streamflow in existing pipe.
 - c. Wouldn't impact existing stream bed material, which should make for easier permitting process.
- Product has extensive research on chemical properties not affecting fish.
- Cons:
- Specialized equipment and trained personnel required, known installer (National Plant Services, Michels Trenchless), known Manufacturer (Structural Technologies, GeoTree)
 - b. Questions on whether this product would be strong enough to fully withstand runway loading.

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

JNU has requested a fee proposal from proHNS Engineering to complete the necessary design phase services and to provide bid-ready construction documents (technical specifications and drawings) based upon one of their three repair-in-place recommendations. The RFP has requested that the design consultant complete a structural analysis of the recommended repair option to verify that the repair would become a permanent load bearing replacement for the culvert in the eventuality that the old culvert fully deteriorated away. The RFP also requested that the design consultant prepare detailed construction cost estimates throughout the design process.

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

Snow Removal Equipment Building and Sand-Chemical Building Door Repairs: On March 26, 2025, JNU received notice from Airfield Maintenance that they are experiencing more problems with the large vertical lift and turnover doors in the SREB and Sand-Chemical buildings. In this notice, Airfield Maintenance asked if the manufacturer could be brought back to Juneau to repair these doors.

These door assemblies were originally installed by the manufacturer in 2018 (SREB) and 2019 (Sand-Chemical) and are no longer covered by any construction guarantee or by the manufacturer's warranty. While the absence of any active warranty would not prevent JNU from contracting with a local vendor to repair these doors, JNU has been unable to find anyone willing and able to work on these very large doors.

Last year, JNU contracted with the door manufacturer (International Door. Inc.) to perform an inspection of these doors. For the sum of \$21,800.00, International Door performed the following:

Provide 1 certified factory technician for inspection procedures of 18 Vertical Lift doors

- Inspect the structural integrity of the door panels, assess and record the condition.
- Inspect all operating components, gearboxes, motors, etc. and record the condition.
- Inspect all hardware and other parts, assess and record the condition.
- Observe door operation, assess and record the details.
- Determine the cause of any misalignment, provide an engineered report of what is found.

Estimate is based on 1 man and covers 3 days on site at 8 hours per day.

Complete estimated cost = \$21,800.00

INCLUDED: Travel expenses, Lodging expenses, Rental vehicle expenses, Inspection time, Inspection report, etc.

EXCLUDED: Equipment/man lift rental, any replacement parts, additional time, additional labor, etc.

JNU then requested a fee proposal from International Door to complete the repairs that had been identified during their on-site inspection. For the sum of \$118,765.00, International Door proposed to perform the following repairs:

- FURNISH and INSTALL - PROVIDE 2 TECHNICIANS, PARTS and LABOR**
- Remove and replace clutch assembly – 4 locations total.
 - Remove and replace safety edges, harness, rubber, etc. – 4 locations total.
 - Remove and replace limit switches – 3 locations total.
 - Remove and replace safety edge “rubber only” – 1 location.
 - Install new brush seal across the top of door panel – 1 location.
 - Adjust, brace and anchor counterweight and guide towers as necessary – all locations.
 - Adjust sheaves and brackets as necessary, may require rigging to complete – all locations.
 - Adjust clutches as necessary, apply lock-tite, and tighten clutch bolts to spec. – all locations.
 - Relocate bottom panel seal as necessary to fully contact the ground – 1 location.
 - Troubleshoot and address electrical control issues – 1 location.
- INCLUDED:** All necessary parts and labor to complete the above stated work. All travel expenses, Lodging expenses, Rental vehicle expenses, Materials shipping costs, etc.
- EXCLUDED:** Equipment/man lift rental, Additional work, Additional time, Additional Labor, or anything else not specified above.

JNU did not accept this repair proposal.

JNU has asked Airfield Maintenance to create a list of the doors that are in need of repair, and to include on this list a description of the problem(s) associated with each door.

Parking Lot Concrete Repairs: Portions of the concrete curb and gutter within the public short term parking lot, the taxi waiting lot and the secure employee parking lot have been damaged by snow removal operations. See example photos below.



PHOTO 05: Damage at the east end of the employee lot.



PHOTO 06: Damage at one of the accessible ramps.

JNU had initially attempted to address this work by RFP (RFP 016) through the current construction contract with SECON but is now planning on running this work through CBJ’s small civil term contract. JNU is currently preparing the scope of work package for this small project.

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

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

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

End of Report



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: April 2, 2025

RE: Airport Architect's Report

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

Mendenhall Riverbank Stabilization: *The project was advertised for bid on March 18. The pre-bid meeting and site visit were on March 27, with two potential bidders attending. **Bids are due on April 9, and the bid results will be reported at the April 10 Airport Board meeting.** The State of Alaska's Department of Veterans and Military Affairs (DMVA) will need to approve the contract before award.*

At the March Board meeting the Board approved the forward-funding of up to \$290K from the Airport Fund Balance for the Mendenhall Riverbank Stabilization project; to be reimbursed by a grant from State of Alaska Department of Veterans and Military Affairs upon completion.

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

1. On September 4, 2024, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, 2024, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On October 21, JNU received the permit.
3. On August 12, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, proHNS submitted an application to the City & Borough of Juneau (CBJ) for a grading permit. The permit will be issued after all other permits are received.

The jökulhlaup occurred on August 5, 2023. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff have assured JNU that the extension will be granted.

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

Master Plan Update (MPU): *The April Technical Advisory Committee (TAC) meeting is scheduled for April 10, 1:00 p.m. to 3:00 p.m.* This meeting will be held in person at the Juneau International Airport, Alaska Room and virtually on MS Teams. This chapter covers the refined airport alternatives, the Environmental Action Plan, and a list of suggested capital improvements. MBI will deliver working papers related to these topics for review and comment prior to the meeting. *Also on April 10, MBI will present their work to the Board at their regular meeting.* Tentatively, MBI will present to the Assembly at their May 12 Committee of the Whole meeting.

The second TAC meeting took place by videoconference on March 11. The meeting covered Airfield Inventory and Existing Conditions, the Aviation Forecast for JNU, and Airport Capacity and Facility Requirements. Not all members of the TAC were able to attend, so MBI will provide the slide show and recording of the meeting, which will also be available to the public. MBI would appreciate any comments on the presentation *at the earliest convenience.*

The final TAC meeting is scheduled for June 19, 1:00 p.m. to 3:00 p.m. The meeting will be virtual on MS Teams and will cover the complete draft MPU.

MBI visited JNU on December 4 and December 5. 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 will be updated with regard to data and forecasts of aviation demands, expansion for future planning consideration, Airport Layout Plan, and related Exhibit "A". This update will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan. Aerial photography for the obstruction survey will take place in June 2025, and the final update is expected in December 2025.

Jordan Creek Greenbelt Lighting: *Staff are reviewing requirements and considering options.* In February staff belatedly realized that the project would require a Variance and a Flood Plain Development Permit, both from CBJ Department of Community Development (CDD). CDD processing time on a typical Variance is currently twelve weeks from submission of the complete application. The Flood Plain Development Permit may also be time consuming, as the Mendenhall River jökulhlaups and resulting flooding have made this a "hot topic" in Juneau. As a consequence, it may not be possible to complete the work this construction season, as the light poles and fixtures have a ten-week lead time for production after submittals are approved. Staff will apply for the Variance and Flood Plain Permit and advertise for bids this season, but the contractor will be allowed to install the fixtures when weather permits. Despite the additional engineering required by the Flood Plain Development Permit, staff are cautiously optimistic that the \$150K budget provided by the Assembly will cover all costs, including JNU staff time.

The Flood Plain Development Permit will require work by a licensed civil engineer; Begenyi Engineering's subconsultant, PND Engineers declined to provide a proposal. Staff will ask CBJ Contracts to solicit interest from qualified engineering consultants under term contract.

Begenyi Engineering has submitted bid documents (100% drawings) and the 95% construction cost estimate. The estimate is \$78,641, a slight increase from the 65% estimate of \$73,565. Of the total construction estimate, just under 40% is for the pole foundations. The ground adjacent to Jordan Creek is very wet and although the poles are only 15' tall, local experience indicates that adequate foundations are essential.

The design will be pedestrian scale, compliant with IESNA (Illuminating Engineering Society of North America) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces, with a preliminary estimate of slightly less than \$50K for construction cost. Construction cost does not include JNU or CBJ Contracting staff costs. Incidental to the design, costs will be estimated to extend pedestrian scale lighting along the path on the north side of Jordan Creek between Teal Street/Jordan Avenue and Alpine Avenue just north of Airport Boulevard if funding is available, extended path lighting could be included in the project.-

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

The \$150K appropriated by the CBJ Assembly appears to be the right order of magnitude. the project will allow for installation of JNU-owned cameras.

Channel/Loken/Coastal Contamination: *On April 1, the Alaska Department of Environmental Conservation (ADEC) responded with comments on Cox Environmental Services' (CES) Site Characterization Work Plan submitted on March 7, 2025, for additional work requested by ADEC in their December 9, 2024, letter. CES will address the comments and reply to ADEC. CES has prepared a parallel work plan for additional work requested by ADEC on the Coastal/Loken property. **Drilling is tentatively scheduled for after April 20, and CES expects to complete the work and submit all deliverables by August 1, 2025.** At the January Board meeting the Board approved the appropriation of \$43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.*

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

Cox Environmental is under contract for JNU's ADEC required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9. 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."

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:
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. FAA has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.

ADL 107380 Conveyance: *(No change)* Since last checking with the State of Alaska Department of Natural Resources (ADNR) in late November, as of February 5, 2025, the Title Report Request has moved from number 36 to number 31 in the queue but has not yet been assigned to an adjudicator. When ADNR staff receive the Title Report, they can request the tideland patent for JNU. JNU staff will check back with ADNR in a couple of months. JNU's case seems to be moving

about five spaces up in the queue per month; on that basis it would reach the top of the queue in about six months. After that, actual processing time is as yet unknown.

During the Runway Safety Area (RSA) project, the Airport, through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport's property. Once this is completed and recorded, the Airport Layout Plan and 'Exhibit A' will need to be updated by Michael Baker International to reflect the conveyance in the airport boundaries.

Channel/Loken Land Acquisition Support: *(No change)* Staff are reviewing CBJ Purchasing's final draft of the second Request for Proposals (RFP).

The first RFP yielded one proposal from Electric Power Systems (EPS); however, EPS admitted that they did not have FAA experience required by the RFP.

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

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

Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet.

JNU Water & Sewer Systems and Subtractive Billing: *(No change)* JNU staff and CBJ Water and Sewer Utility staff will meet to discuss the water and sewer systems and billing for them. This is complicated, and over time confusion has arisen as to how this works. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering.

Taxi/Ground Transportation Additional Shelter: *(No change)* Per direction of the Board at their October 2024 meeting, staff are researching the size and cost of one or two additional Capital Transit-type pedestrian shelters east of the heated sidewalk. This will come back to the Board when the scope, cost, funding, and potential revenue are established. Shelter north of the heated sidewalk

will be significantly more expensive and can be pursued later, if appropriate. The north shelter will need to be recessed into the planting bed as the existing sidewalk is not wide enough.

Shell Simmons/Yandukin Reconstruction: (*No change*) This project would reconstruct the Shell Simmons/ Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and Yandukin could be separate projects to limit cost and scope. This project should happen before and would lay groundwork for a future parking garage. JNU needs to seek funding for a \$7-10M project.

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

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

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

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

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

Alaska Seaplanes Cargo Facility: (*No change.*) Alaska Seaplanes has submitted a proposal for truck access to the cargo facility parking lot on lease Lot 2 through the former taxi staging area on the west side of Shell Simmons. Staff is still waiting to sign off on the final Tenant Improvement Request (TIR) form for the building (TIR #2).