

MINUTES of
AIRPORT BOARD MEETING
December 8, 2022
6:00 p.m. via ZOOM

A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:05 p.m.

B. **ROLL CALL:**

Members Present:

Dennis Bedford
Al Clough
Jodi Garza

Jerry Kvasnikoff
Chris Peloso
Eve Soutiere

Dan Spencer

Staff/CBJ Present:

Patty Wahto, Airport Manager
Phil Adams, Deputy Airport Mgr.
Andres Delgado, Airport Superintendent
Ke Mell, Airport Architect

John Coleman, Airport Business Mgr.
Michelle Hale, CJB Assembly
Sherri Layne, CBJ Law
Mark Fuelle, Capital City Fire & Rescue

C. **APPROVAL OF MINUTES:** *Chris Peloso moved the approval of the minutes of the November 10, 2022, Board meeting. The motion passed by unanimous consent.*

D. **APPROVAL OF AGENDA:** *Dan Spencer moved approval of the agenda as presented. The motion passed by unanimous consent.*

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

F. **UNFINISHED BUSINESS:**

1. **Airfield Lease Amendment.** Airport Manager Patty Wahto said this item was discussed at the October 13, 2022, Board meeting. Staff was asked to work with the Law Department to come up with some language to go into the standard airfield lease to talk about the responsibility of the leaseholder after issues with flooding in some of the hangars. This is to insure that construction of new hangars, as well as any changes to hangars that can be handled separately, but more so for new construction that it is covered as far as the responsibility and liability. Changes to the lease need to be brought before the Board for their approval. The addition to Section 7 of the approved lease adds in "Lessee is responsible for the proper location of improvements on the leased premises (see APPENDIX C: LEASE PROVISIONS REQUIRED BY CBJ 53.20), with regard to surveys, setbacks, utility location, and any other improvements or alterations. Lessee agrees the hangar and/or property could be prone to flooding and is responsible for measures to mitigate potential hangar flooding including, but not limited to, vapor barriers, door flaps, gutters, and sufficient elevation of floor slab above adjacent grade. Lessee agrees to request approval for subsequent improvements during this lease and is responsible for measures to mitigate potential hangar flooding with respect to any subsequent improvements or

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alterations. Tenant improvements shall not contribute to flooding in surrounding tenant facilities or hangars, or airport aprons, taxiways, taxilanes or runways. Lessee further agrees to indemnify and hold harmless the CBJ should Lessee fail to take appropriate measures to mitigate potential flooding.” Ms. Wahto said this is to go into a brand new lease or anytime a lease is renewed. Chair Clough said this is specific to hangars and from time to time, other structures are constructed on leased property that may or may not be an aircraft hangar. He asked if the language was broad enough to cover the same situations for a non-hangar improvement. Sherri Layne recommended adding a couple of words of everywhere it says hangar, it also says “and/or property” so this is for any building or structure placed on the lease process. Ms. Wahto suggested changing hangar to improvements. *Dennis Bedford moved the Board approve the addition of Airport lease language to Section 7, Improvements to Leased Premises, paragraph 2, and reads “Lessee is responsible for the proper location of improvements on the leased premises (see APPENDIX C: LEASE PROVISIONS REQUIRED BY CBJ 53.20), with regard to surveys, setbacks, utility location, and any other improvements or alterations. Lessee agrees the improvements could be prone to flooding and is responsible for measures to mitigate potential improvements flooding including, but not limited to, vapor barriers, door flaps, gutters, and sufficient elevation of floor slab above adjacent grade. Lessee agrees to request approval for subsequent improvements during this lease and is responsible for measures to mitigate potential improvement flooding with respect to any subsequent improvements or alterations. Tenant improvements shall not contribute to flooding in surrounding tenant facilities, or airport aprons, taxiways, taxilanes or runways. Lessee further agrees to indemnify and hold harmless the CBJ should Lessee fail to take appropriate measures to mitigate potential flooding.” The motion passed by unanimous consent.*

G. NEW BUSINESS:

2. Supplemental Janitorial Services. Ms. Wahto said staff has looked at alternative ways to hire some contractual work to work with the janitorial staff within the terminal. The Airport has hired a couple of new staff members, but this would supplement night work by contract for five nights a week to keep up with the janitorial work. What is currently happening is janitorial staff are being called out for maintenance issues, bag belts, spills, etc., without being able to do floor shampooing/cleaning, window washing, etc. The custodial crew has been short staffed for quite a while. Airport Business Manager John Coleman said staff is proposing a competitive bid with a price cap for a two-person crew five nights a week to take care of some big jobs, allowing the janitorial staff to catch up and stay on top of operations. He said he had originally asked for a proposal from Nana Management Systems and received a proposal for \$.5M. He asked for a more realistic dollar amount and that is where the \$200K came from. If the Airport hired two more janitorial positions, they cost about \$70K each. With a contract, it will normally be a one-year contract, with two renewals agreed upon by both parties each

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year. Renewals allow the vendor the opportunity to plead their case for increases. Ms. Wahto said you could ask for hard numbers for three years, or a percentage over what they are looking at. There may be a few different ways to look at. The staff could say a base of \$140K; it was capped at \$200K but she suspected it would come in quite a bit less. It would come up with each budget cycle. Board Member Jerry Kvasnikoff said if more people are needed, the Airport should hire people sufficient to do the work. Board Member Jodi Garza asked about recruitment process. Ms. Wahto said the cost of a Custodian is \$70K starting. The Airport has had a hard time filling positions at the Airport. That is why staff is looking for contractual services. She suggested it could be looked at both ways. Chair Clough said he shared Ms. Garza's thought of hiring more staff versus contractual services. He suggested looking at both of these in parallel and perhaps come back to the Board with which track is more appropriate. Ms. Wahto said she heard that staff should look into hiring two additional staff members. If something does not come through, then go out for contractual services.

Mr. Kvasnikoff said he thought there should be some justification of need, as well. The Board needs to be satisfied that this additional requirement couldn't be met by one more person. It is a janitorial problem and the Airport has janitors and a person who directs their labor and there is a budget. This all needs to be in one heaping pile so that an appropriate decision can be made. He didn't know that it was the place for this issue to be approved. Why is this being brought before the Board? Ms. Wahto said the Airport has a certain number of positions and if that number is being changed, the Board controls that. Mr. Kvasnikoff said this needs justification.

Ms. Garza suggested holding the budget at a neutral of what is currently being recruited or \$140K. Board Member Dennis Bedford said looking down the road, the new hires will get pay raises or move up, as well. That needs to be looked at. Chair Clough agreed that the cost of two additional FTEs will go up every year. Board Member Eve Soutiere said the cost would go up, but their experience level would also go up. As there is attrition in the higher skilled force, the Airport would not be looking for someone with those skills to come in at an entry level. She thought there were two sides to that. Ms. Garza said that a contract would go up every year, as well. Chair Clough said the question before the Board is do they increase the janitorial staff either through employees or contractual services. Ms. Garza suggested leaving it to Airport staff to decide which to spend the \$140K – payroll or a contract. Ms. Wahto said she thought the Board was saying they would approve up to \$140K for either contractual or hiring personnel for the budget at staff's discretion. She said this would be in addition to the budget. Ms. Garza was concerned that this was in addition. Ms. Wahto suggested tabling this until next month and Robert Dilg can be in attendance at the next meeting. He had put together a spreadsheet and a work flowchart that took the square footage and what was required to do on a daily basis and what he described as the hours required. This will be brought before the Board at the next meeting.

3. Airport Manager's Report:

a. Coastal Helicopters Light Flights Fundraiser. Coastal will be resuming the annual Christmas Light Flights, which has been very well attended in the past. It is scheduled for December 16 from 4:30 p.m. to 7:30 p.m. They have scheduled an alternate date of December 17 for weather problems. All proceeds will benefit the Mendenhall Flying Lions Sight Project. The new north terminal wing will be used for this.

b. Airport Fund Balance and Capital Revolving Account Balance (Attachment #1). There has been no change on these documents. Staff continues to work with the Finance Department to get updated numbers.

c. CARES/CRRSAA/ARPA Fund Balance (Attachment #2). This list is updated as the Board approves items. There is about \$6M, but more should be known about the parking lots, etc., in the next few months.

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

- *Title 49 (Jordan Creek) Variance Request*. Staff attended the Planning Commission hearing on November 22. The variance was denied on a three to four vote. Staff is at a standstill. The Airport can wait for Title 49 to be rewritten or it can appeal, which was not recommended. Board Member Dan Spencer asked if the Airport needs the narrow greenbelt on the other side of Yandukin. He suggested giving it to Southeast Conservation. Ms. Wahto said the property is needed. This is part of the original tracts of land for the Airport, but it was used as mitigation for the Airport for the extension of the taxiway, aircraft parking and the Crest Street connection and culvert that come onto the airport. That mitigation meant that the property was set aside for Airport use as an interpretative trail through a Corps permit back in the 1980's. The second part of this is if the Airport releases property to anyone (even CBJ), it is literally an act of Congress. You have to go to the Public Registrar to release it and there is value to it. With this, the Airport is married to it for life.

Chair Clough said he sent a message to the Mayor. He said as a Board Member, he felt quite insulted with the recommendation that the Airport works with Planning Commission staff to look at Title 49. For those not aware, the Airport started with the Planning Commission for Title 49 changes in relation to this nine years ago. This was placed on the agenda several times for work sessions, but they never dealt with it. To say to go back and start with staff again is incredibly disingenuous. Assembly Member Michelle Hale said there are only a limited number of changes to the code that make it through every year. Title 49

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Committee has a whole list that they have been working on for the last couple of years. It is a difficult proposal.

Ms. Wahto said the Airport started working with the Wetland Review Board about nine years ago with very simple language to change what is in there as “a hardship” to “safety”. That was moved forward to Title 49 Committee. She attended to several meetings that it never got heard at for years. It went there, but it was kind of locked out. Some sort of a rewrite was going to be done at a later date. Two of the four criteria were met. Ms. Wahto said one item that was brought up was to fence off the area, but then the Airport is in violation of the permit to have it as a wetland interpretive trail. Ms. Garza said there is a question of whether the decision can be appealed. She asked why this wouldn’t be done if it has been fought for for nine years. Chair Clough said this has been turned down by the Planning Commission and they provided the rationale for that turn down. It would be almost unprecedented for one municipal department to appeal the decision of another. He felt this was better worked on with the City Manager and the Mayor to get this bootied up to a high enough level for the Planning Director and the Commission to solve the problem. One City department appealing the decision of another is not a good way of doing business. Ms. Garza asked how many votes are needed to pass this by the Planning Commission. It was noted that five votes are needed.

- e. Airport Project Managers Reports (Attachments #3 and #4): Ms. Wahto reported the *Terminal Reconstruction Project* continues with the punch list items. Staff had hoped that the central section would be opened up. Although they have removed the stuff from the first floor, one of the glass panels broke as they were installing it. It has to be reordered and then there is a question about the structural integrity of the glass. Before this is opened, the Airport wants to be 100% sure that the glass meets the structural integrity. There are some punch list items for the air handling system and heat pumps within the new section of the terminal and balancing that.

The *Terminal Fire Alarm Project* contractor continues to investigate the trouble alarms before it can be handed off. This project has been extended through the end of the year.

The *Main Ramp/Remain over Night (RON) Design* has been delayed due to DOWL’s project schedule. Staff will probably see the bid design documents this summer, which works with when the grants come in, especially discretionary dollars. A spring bid packet would have had bids held for several months because of when the grants are expected. The Gate 5 Jet Bridge work and some Alaska Airlines jet bridge work on Gates 3 and 4 are planned and need to be coordinated with this project.

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The *Sand/Chemical Building* had the pumps replaced in the Snow Removal Equipment Building. The commissioning work has begun and then the project can be closed out.

The *Float Pond Improvement Project Phase II* has had all of the armor rock hauled and awaiting the project. The contractor has elected to do the work in March. Some things will be done in the shop and the rest of it will be done in March. The pond will open in April and the project will finish up in June.

The *lavatory (biffy) dump station* has been on hold. A meeting was held with the Wastewater Treatment Plan Supervisor. They were talking about coordinating a project due to some new DEC (Department of Environmental Conservation) regulations to have a pretreatment station before it goes to the wastewater treatment plant to meet the new requirements. They were looking for something that is fairly close to the plant. As it ends up, there is a section of the old JPD (Juneau Police Department) impound lot that might suffice as a pretreatment plant and a biffy dump station to have everything close together. This is resurfacing as a project and it would be a good coordinated effort to work with the City on this.

Ke Mell, Airport Architect, reported the *Snow Removal Equipment Building Pump Replacement Project* has substantial completion. The closeout is in progress.

The *Terminal Furnishings Project* has staff finalizing the number of seating units to comfortably furnish the new additional spaces that have been added as a result of the renovation. The departure lounge will also have additional seating as part of this project. Staff anticipates placing orders with the supplier by the end of the year.

The *Old Shop Underground Storage Tank Removal Project* has staff expecting a proposal from NORTECH early next week for design services. This will be a project for spring.

Dawson has begun construction on the *Alaska Seaplanes New Facility*. During the recent cold weather, Dawson used a ground thawing machine to thaw the ground in their foundation excavations and to keep the foundation supporting the fin wall at the Terminal's north entry from being undermined by frost. Dawson was placing and compacting shot rock in anticipation of pouring foundations today. More of that will be done tomorrow. The compounding of the shot rock sends vibrations into the north terminal. Chair Clough asked staff to keep a close eye on the north terminal wall to make sure that any problems are taken care of.

Ms. Mell stated that in December 2018, the Airport Board adopted a design review policy to apply to the four lease lots along Shell Simmons north of the terminal and,

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therefore, to the site of the new Alaska Seaplanes building, which is on lease lot 1. This was done to address concerns with having a private facility next to and connected with the terminal. The policy states, "Design review is a process used at Juneau Airport to collaborate with the developers on the design of specific projects that are to be located in close proximity to the Juneau Terminal. The purpose is to consider compatible uses, building form, pedestrian access and aesthetics so that the approach to the terminal building both landside and airside remain welcoming and functionally successful for travelers and Airport operations. Design review will evaluate the site plan, architectural, landscape and hardscape, including exterior lighting components of proposed development. The policy requires Alaska Seaplanes to submit and staff to review schematic design information for the project. Per the policy, the review is to be conducted by: three member JNU development team that consists of the Airport Manager, Juneau Airport Architect (or other Projects Office staff) and a member of the Juneau Airport Board appointed by the Board Chair." During terminal design, one Board Member sat in. Will this design review for Alaska Seaplanes include the same Board Member or a new one assigned by the Chair? Staff requested an answer to this question. Chair Clough said he will appoint a Board Member in the next several days.

H. **CORRESPONDENCE:** None.

I. **COMMITTEE REPORTS:**

4. Finance Committee: A meeting will be held at the end of next week.

5. Operations Committee: No report.

J. **ASSEMBLY LIAISON COMMENTS:** Assembly Liaison Michelle Hale reported many people on the Assembly are in Anchorage at the Alaska Municipal League meeting. The Assembly Retreat is this Sunday. They will talk about their priorities. Because they are the same people, they do not expect the big categories to change a lot. Housing has been an urgent priority and it will most likely be their top priority. They are also looking at quite a budget reserve and they are looking at some new and different ways of thinking about the budget reserve. She said this past year was a hard year for the Assembly coming out of two years of Covid, but they are doing really well and they work together really well. She thought they would be able to get some things done this year.

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

L. **BOARD MEMBER COMMENTS:**

6. Jerry Kvasnikoff said the Board was considering an automated process for badge renewal. He asked if this has been followed up. Ms. Wahto said staff did look at this. Outside of the audit process, staff was not sure that this was the time to move forward for the cost of this process. Having things on-line for the appointments has

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streamlined things a lot. Mr. Kvasnikoff recalled a two-year renewal period. Ms. Wahto said this could be applied, but there was still a process that had to be in place to ensure that the badge holder had their badge every year and did all of the testing. The reprinting of the badge could go for two years, but not the tests or insuring a person still had the badge.

7. Dan Spencer said he would be Zooming into the Finance Committee meeting.

M. **ANNOUNCEMENTS:** None.

N. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on January 12, 2023, at 6:00 p.m. in the Alaska Room and via Zoom.

O. **EXECUTIVE SESSION:** *Dan Spencer moved to recess into executive session to discuss pending issues for CBJ/Airport litigation. The motion passed by unanimous consent and went into executive session at 7:30 p.m.*

The Board came out of executive session at 7:43p.m.

P. **ADJOURN:** *Jodi Garza moved to adjourn. The motion passed by unanimous consent and the meeting adjourned by unanimous consent at 7:43 p.m.*

ATTACHMENT #1

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimb
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimb
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

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

**Terminal bonds have been sold; all funding is in place; temp forward funded \$675K to be credited once Controller's completes transfer back to acct

ATTACHMENT #1**AIRPORT**

	FY21 Actuals	FY22		FY23 Adopted Budget	FY24 Approved Budget
		Amended Budget	Projected Actuals		
EXPENDITURES					
Personnel Services	\$ 2,892,100	2,988,200	2,837,700	3,261,400	3,295,600
Commodities and Services	5,095,700	5,065,700	5,360,900	5,570,700	5,623,900
Capital Outlay	27,600	-	433,000	-	-
Debt Service	2,073,500	2,722,300	2,722,300	2,721,100	2,719,600
Support to:					
Debt Service	602,400	662,600	662,600	660,300	657,000
Total Expenditures	10,691,300	11,438,800	12,016,500	12,213,500	12,296,100
FUNDING SOURCES					
Charges for Services	2,892,900	3,368,200	3,633,300	4,173,900	4,326,900
Licenses, Permits, and Fees	336,800	342,000	451,000	455,000	480,000
Sales	4,000	4,000	4,000	4,000	4,000
Fines and Forfeitures	1,800	8,000	5,000	8,000	8,000
Rentals and Leases	945,300	1,039,200	2,243,400	2,359,100	2,419,100
Federal Revenue	16,111,900	3,779,300	3,249,300	2,360,100	2,206,200
State Shared Revenue	112,400	-	50,000	100,000	100,000
Investment and Interest Income/(Loss)	90,900	54,000	(85,100)	22,800	22,800
Other Revenue	79,500	9,500	9,500	9,500	9,500
Total Funding Sources	20,575,500	8,604,200	9,560,400	9,492,400	9,576,500
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	1,412,800	11,563,200	11,563,200	8,840,900	6,119,800
Increase (Decrease) in Reserve	10,150,400	(2,722,300)	(2,722,300)	(2,721,100)	(2,719,600)
End of Period Reserve	\$ 11,563,200	8,840,900	8,840,900	6,119,800	3,400,200
Available Fund Balance					
Beginning of Period	3,699,800	3,433,600	3,433,600	3,699,800	3,699,800
Increase (Decrease) in Fund Balance	(266,200)	(112,300)	266,200	-	-
End of Period Available Fund Balance	\$ 3,433,600	3,321,300	3,699,800	3,699,800	3,699,800

*FY22 not closed out yet

ATTACHMENT #2					12/1/22
Projects for CARES Funding					
Project #	Project Name	Cost Est.	Board Approved	Description	Status
	Public Parking Rehab - Design	\$600,000	\$600,000	Design long, short, employee, rental car	Board approved
	SREB Circulation Pump Replace	\$165,000	\$165,000	Updated May 2022 Board meeting bid \$156.2K	Board approved
	Outbound Bag Belt/ Conveyor Sys	\$1,610,000	\$1,610,000	Design/Construct motor, belts, fire door, MCP	Board approved
	Sand/Chem Back-up Boiler	\$175,000	\$175,000	in design, tbb in July 2022	Board approved
	TWY Regulator Upgrade	\$203,028	\$203,028	cost	Board approved
	Bagwell Gas Detection System	\$238,400	\$238,400	Design and Replace pend bid approv \$195.4K	Board approved - pending
	Forklift for SREB/SCAB Chem	\$48,715	\$50,000	Approved Dec 2021	Board approved
1	Public Parking Rehab	\$5,000,000		LT, ST, employee, rental car, lighting, drainage ADA	
2	Terminal Seating	\$450,000	\$450,000		Board approved
3	Terminal Lighting Replacement	\$0	\$75,000	LED replace fluorescent old/remaining terminal	FAA Elig now
4	Acquire Man Lift	\$20,000	\$20,000	In-terminal Man Lift for maintenance/cleaning	Board approved
5	Fuel Station Access Control	\$20,000	\$20,000	Automated fuel access control	Board approved
6	Fuel Station Back-up Generator	\$15,000	\$15,000	In-Line and portable generator + enclosure cost ??	Board approved
7	TSA Bag Screening Floor Replace	\$20,000	\$20,000		Board approved
8	Ceiling Tiles Replacement Old/DL	\$350,000	\$350,000	350k-1M Bulk tile order replace all remaining	Board approved
9	SREB Wash Bay Protection	\$32,000	\$32,000	Ext curtains, ceiling protect, seal/paint dr	Board approved
10	Compactor Relocation / Replace	\$350,000		\$250k design/pad electrical \$100K compact	
11	Blk M, N, O trench drain/paving	\$1,000,000		Est for trench drains and paving	
12	Blk O paving behind hangars	\$280,000		may combine with above	
13	North AK Seaplane/Ward Paving	\$150,000		between tenant lease and TL, TL repair work	
14	Power/Electric to Float Pond	\$190,000	\$190,000	est only to extend down north rd, not to each dock	Board approved
15	Water/Sewer Float Pond/Other			TBD	
16	NWDA Electrical 3-Phase Site Only	\$296,400	\$296,400	brought to box only, not to lease lots update 6/22	Board approved
17	Gate K Culvert Replacement	\$572,200		culvert/pavement failure \$49.1K eng/CA, \$523.1K est	New Pending
18	Old Shop UST remove/replace	\$120,000		remove UST/replace above ground tank/cleanup	New Pending
19	Biffy Dump Station	\$90,000		DOES NOT INCLUDE DESIGN/CA	
20	Compass Rose	\$10,500		Siting only; not include painting	
21	Penthouse (2009) DOAS Repair	\$100,000		est for entropy wheel compressors, etc.	
22	Alex Holden Re-design/Repave	\$2,100,000		Cargo Road, raise bed, curb gutter, drainage, pave	
23	Sidewalk Blower/Plow	\$30,000			
24	SREB Maintenance /Addition	\$12,300,000		Est ECI, FAA ineligible maintenance bays/shops	
25	Penthouse (2009) Cooling System	\$30,000		terminal project	
26	Sand/Chem Ship Ladder - Mix Tank	\$15,000		plus shipping??? 2019 quote	
27	Floor Tile Replacement Dep. Lounge	\$10,000			
28	Lighting&Cameras/Security Upgrade			no est yet	
29	Coastal Helicopter Paving			TBD...part of RON parking in master plan	
30	Chain Drive Security Gates			tenant request	
31	Anchor West End Pull-out				
32	Power to N Terminal Ramp Side			tenant request	
33	Water to N Terminal Ramp Side			tenant request	
34	Lactation Pods North End			tenant request; not federal requirement	
35	Food Concession 1st Floor			tenant request; concessionaire viability	
		\$26,591,243	\$4,509,828		
			Approved		
	Total Project		spending	NOTE: Projects only, not operational uses	