AIRPORT BOARD
AGENDA
6:00 P.M., THURSDAY, MAY 13, 2021
ZOOM WEBINAR: https://juneau.zoom.us/j/96699462037
Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

TO TESTIFY: CONTACT TRAVIS DYBDAHL, 789-2740
BY 3:00 P.M. ON **MAY 12, 2021**

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES: Regular Monthly Meeting of April 8, 2021

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. FINANCE MODEL PRESENTATION. At the April 29, 2021 Finance Committee meeting, staff presented Frasca & Associates' PowerPoint and the financial model for review. Staff was asked to present this to the full Board. Matt Townsend, Frasca & Associates, will be available at the meeting (zoom) to answer questions on the new financial model.

VII. UNFINISHED BUSINESS

A. **Float Pond Phase II Design.** In 2017, the Airport separated the float pond project into two phases due to costs. The first phase replaced the inlet valve. The second phase will raise the south road, address bank erosion on the southwest end of the pond due to wave action during heavy weather events, and reset gangway slabs on deeper concrete foundations. The design will also look at paving the south road and west finger as additive alternates to the project. At the January 14, 2021, Airport Board meeting, the board approved a transfer of $40,000 from the CIP revolving account into this project to start the design process.

PND began the work on the float pond project when it was scoped in 2017. PND has submitted a fee proposal for design services for Phase 2 of the Float Pond Improvements – design services to survey and design the float pond road and shore protection ($95K), as well as additive alternates for design engineering of the access road ($7K) and west finger road ($40K), for a total design services cost of $142K. There is currently $34K available in this CIP account (previously transferred in by the Board). Staff requests the temporary transfer of $108K of CIP revolving funds to this project, which are currently available in the Terminal project. This project is Federal Aviation Administration (FAA) Airport Improvement Program (AIP) eligible, which would be transferred back to the revolving account upon grant award.

Board Motion: *"Approve the transfer of an additional $108,000 from the Terminal Improvements Capital Improvement Project to the Float Pond Improvements Capital Improvement Project, until the award of an Airport Improvement Program grant for these costs."*

B. **Outbound Baggage Conveyor Belt Replacement.** At the January 14, 2021, Airport Board meeting, staff reported on the issues that continue to develop with the outbound baggage conveyor system (multiple integrated sections). In February 2021, staff informed the Board of an issue with the Program Logic Control (PLC) experiencing 'cascading program failures', however, this only integrated into the old equipment/relay system. This did not include equipment, conveyor, motor or the master control panel repairs. The Board was also notified at that time that additional repairs/replacements on other bag conveyor sections will be required over the next few years. The baggage conveyor system is heavily used every day and wear/tear is normal and expected. The Board elected ***not*** to replace the PLC or 'piecemeal' the system replacements; rather, to get a full estimate for the sections/equipment in need of replacement. At the April 29, 2021, Airport Board Finance Committee meeting, staff presented an estimate that would replace seven full sections (including four cover/curved sections), motors/drivers of those sections, conveyor belts, shrouds, master control panel and fire/security shutter doors entering, and exiting the bag screening area. The Airport is also requesting the ability to have a company remote access in for diagnostics. The system in place has some complex 'waterfalls' and turns in order to move bags through imaging and out to bag make-up, in a very condensed footprint. The Airport plans to replace stainless bases, conveyor belts, motion sensors, motors, drivers, PLC, Master Control Panel and the fire/security doors. Some of the sections have been replaced and do not need to be changed out, but still need integration into the entire system. The baggage conveyor system, at an estimate of $1.56M installed, is eligible for CARES Act funds per FAA, but the Airport will need to go out for bid. At the April 29, 2021, meeting, the Finance Committee approved the replacement of the outlined system, controls and integration at a cost of $1.56M and to forward on to the Airport Board for approval.

Board Motion: *"Approve the replacement of baggage conveyor sections, reprogramming and integration of the outbound baggage conveyor system, and associated fire/security doors, at a cost not-to-exceed $1.56M, funding provided by the Airport's CARES Act grant."*

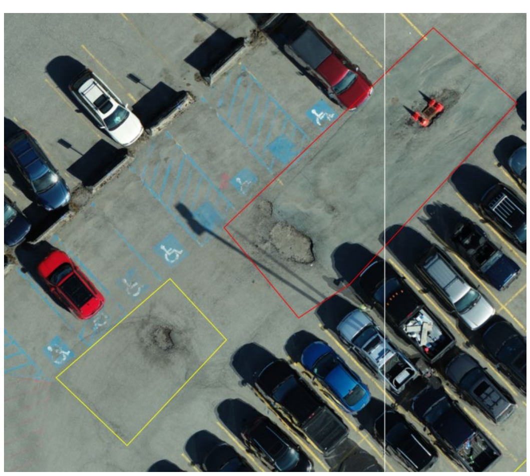
VIII. NEW BUSINESS

A. **Parking Lot(s) Pavement Maintenance (Attachment #1).** At the April Board meeting, staff brought up the failing pavement at the Airport, including the employee parking lot, public parking lot, rental car lot and roadway which are deteriorating and becoming a hazard for vehicles and pedestrians. This was sent to the Finance Committee to consider repairs. Staff requested DOWL (through a Letter of Agreement) assess the pavement conditions on the landside parking lots, drainage and catch basins, and roadways, and provide an estimate for the maintenance work. Attachment #1 shows the general areas of pavement potholes and severe deterioration on the public side of the airport (parking lots and roadways). A rough estimate for the design, *repairs*, contract administration, other (legal/engineering bid), contingency and staff time of $1.5M was presented at the Airport Finance Committee meeting on April 29, 2021.

While the Finance Committee agreed that these areas required repairs, the committee also wanted to consider the possibility of repaving the lots in their entirety and asked staff to look at the bigger picture; whereby some lots would be entirely paved, while others may just need localized repair; a more phased approach to look at during design including a look at the subbase. Staff estimated about $4M for paving all lots (plus costs for design, contract administration and contingency). The FAA has said that the pavement repairs are eligible maintenance under the CARES Act funds. The parking lots are not eligible for FAA funds under normal AIP grants.

Taxi staging lot entry

Taxi staging lot entry



Long term parking lot

Long term parking lot failing vault

Employee parking lot *short term parking lot entrance*

Rental Car lot entry

These are all preliminary guestimates by staff. Staff will defer to the Board regarding the Finance Committee recommendations on how to approach this maintenance by either:

1. *"Approve the design and repair of pavement/catch basins in the employee and public parking lots and the front terminal road at a cost of $1.5M, funding provided by the CARES Act funds;* ***or***

2. *"Approve the design, repair of pavement/catch basins, and repave in their entirety the employee and public parking lots, as needed, and the front of the terminal road at a not-to-exceed cost $5M, funding provided by the CARES Act funds;* **or**

3. *"Approve to procure an engineering consultant for project scoping (including paving, subsurface design, catch basins/drainage, lighting, curbs, ADA, etc.), project design, prepare bid documents and provide construction administration (post construction bid award) and explore repaving all lots, in phases, at a cost not-to-exceed $600K for the engineering consultant, and return to the Board with the estimated construction costs prior to bid."*

B. **COVID Stand-down; In-person Meetings**. Staff is working with the City & Borough of Juneau (CBJ) to resume in-person meetings and whether zoom, or other remote access, would continue for public participation. The Assembly will be discussing their rules of procedure at the May 10, 2021, Committee of the Whole (COW) meeting. According to the Deputy City Manager, Boards can meet in person but must maintain the ability for the public to participate remotely. All in-person CBJ Board meetings must follow the COVID mitigation measures. Until CBJ reaches a 70% vaccination rate, all individuals participating in meetings must be masked if an unvaccinated individual *may be* present. Meeting rooms should allow for proper social distancing as well. The Board may want to consider this once the Alaska Room is available again (July timeframe), or consider using CBJ Assembly chambers as an alternate meeting area, which meets spacing and CBJ requirements for in-person meetings.

C. **Airport Manager's Report**:

1. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). The Airport Fund Balance was updated to more accurately reflect what is reported to/adopted by the Assembly, and align with the City's Comprehensive Annual Financial Reports (CAFR). The report also reflects updated/revised FY21/22 budget amounts based on the February 18, 2021, Airport Board meeting, including the proposed use of CARES Act funds to cover the projected operational budget deficits. The CRAB reflects the proposed use of an additional $108K (from the unused Terminal project transfer) for funding the Float Pond Phase 2 Design work until the grant is awarded after bidding.

2. Aircraft Rescue and Fire Fighting (ARFF) Unit A-4 Surplus. The Airport will surplus ARFF Unit A-4 that was donated to JNU Airport a few years ago from BP (Prudhoe Bay truck). The truck served the airport well for training, and using the new tires on the apparatus saved the airport an estimated $35K.

3. CARES/CRRSAA Fund Balance. The breakdown of CARES Act/CRRSAA funds used and proposed to be used to-date is detailed below. This does not account for any of the proposed project work for the pavement repairs or baggage conveyor replacement.

CARES/CRRSAA Act Use	
25,158,478	Grant awards
(727,145)	FY20 Operational Expenses
(1,150,553)	FY21 Tenant Rent Relief
(602,375)	FY21 Airport GO Bond debt service
(662,625)	FY22 Airport GO Bond debt service
(203,028)	TWY Regulator Upgrade (appropriated)
21,812,752	Balance
	Proposed Use
(1,150,553)	FY22 Tenant Rent Relief (est)
(3,043,600)	FY21 Operational Expenses (est)
(1,838,000)	FY22 Operational Expenses (est)
15,780,599	*Proposed/estimated balance FY22 end*

4. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Engineering Projects Report:

- *COVID Updates.* The most recent information may be found on the **CBJ website: https://juneau.org/covid-19/covid-19-travel** for local requirements; and **Alaska Travel Portal at: www.alaska.covidsecureapp.com.** Additionally, more information may be found at: https://covid19.alaska.gov/travelers/ and FAQs: https://covid19.alaska.gov/faq/. CBJ requirements for travelers now mirrors State 'advisories'; COVID testing is on a voluntary basis for travelers now. Travelers should continue to check for changes to other areas including requirements for foreign travel.
- *COVID Testing at Airports.* Capstone Clinic is still providing COVID testing to anyone who wants to take the test at the Airport. It is no longer mandatory for out of state travelers.
- *Mask Mandate at Airports.* A federal mandate is in place which requires everyone to wear masks on airplanes, at airports, as well as on other forms of public transportation. This mandate has been extended through September 13, 2021. Failure to abide by the face mask mandate may result in fines, removal from facilities and/or stricter punishment, including being banned from flying.
- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP).* The Airport has scheduled an **airport-wide tenant meeting for May 20 (Thursday) at 10:00 a.m. via phone (713-2140, participant #921757).** The Airport is required to hold this meeting for *'best practices'* with tenants operating under our SWPPP. The Airport is also looking at contracting out services to gather monthly/quarterly samples, assessments, and reporting for requirements of the SWPPP program.
- *Egan/Yandukin Intersection Improvements Project*. Alaska Department of Transportation (ADOT) has narrowed down design alternatives for the project. Please visit ADOT website on this project at http://dot.alaska.gov/eganyandukin. Also any comments or concerns may be emailed to eganyandukin@alaska.gov. The Airport is registered as one of the stakeholder panelists due to adjacent property and impact to traffic to/from the Airport. The Airport (along with comments from the FAA) submitted comments to ADOT regarding the complexity and costs of two of the three alternatives that both proposed to use airport property. The third alternative did not impinge on airport property. ADOT completed their Unmanned Aircraft Systems (UAS or drones) operations in April to perform 3D scanning of the corridor.
- *Federal Aviation Administration Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary. Staff continues toward acquisition of the Loken/Channel Flying property which was noted as a non-compliant through-the-fence operator. While this is a compliance matter, property acquisition is eligible for federal funding. The process has started for procuring a property acquisition specialist including $50,000 of forward-funding approved by the Board. No further updates.

- *FAA Disabilities Compliance and Title VI Review.* Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review and it has been signed off by the CBJ. The final plan and compliance update were forwarded to the FAA for review, however, some of the outstanding items will not be in compliance until the terminal remodel is complete. FAA still requires periodic updates. No changes.
- *Disadvantaged Business Enterprise (DBE)/Airport Concession Disadvantaged Business Enterprise (ACDBE) Consultant.* The Airport is under contract with DOWL to review, develop, implement and report on the federally required DBE/ACDBE programs. The Airport has a five-year contract with DOWL for this program which was formerly done by staff.
- *Passenger Facility Charge (PFC) cap increase*. JNU continues to discuss the increase of PFC with our DC Lobbyist to keep it in the queue. Many large airports are also backing this increase due to capital projects relying primarily on PFCs, not impacted by COVID. No change.
- *Runway 26 MALSR* approach lighting discussions with FAA. Staff continues to work with our DC Lobbyist to look for federal funding to complete the system. Sample language was provided to Congressman Young to incorporate into the FAA reauthorization bill that would add MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA. This means that Airport Improvement Program (AIP) funding could be used as an additional source for this type of lighting. No further update.
- *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10.* With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, the Airport is adjusting projects up on the CIP list. Additionally, PFC (PFC9) collections may be abbreviated due to less match required. Staff is continuing to monitor the amount needed for the terminal project (match and bond interest), as well as other projects listed in the PFC9 application; and look at when the PFC10 application process would need to start. This is complicated by the impacts of COVID and the rate of collections. No change.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* has been put on hold due to construction requirements for the larger equipment. A new date for equipment has not yet been determined.
- *TSA has cancelled janitorial contracts at airports nationwide.* TSA will pay for utilities associated with equipment use, but the contract requires airports to continue with janitorial - without compensation. This issue has been forwarded to our Washington, D.C. Lobbyist for Congressional weigh-in. No change.
- *Air Traffic Control Tower (ATCT) COVID Cleaning.* FAA ATCT is back to a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The ATC contract has been amended to reflect the additional cleaning.
- *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring.* Cox Environmental is working on the next phase of PFAS Plan, as approved by ADEC. All permits are in place for the drilling (Corps of Engineers (ACOE), Alaska Department of Natural Resources (ADNR)/Division of Mining and Alaska Department of Fish &

Game (ADFG) Habitat Section). Cox has completed contacting landowners for wells in the area. Only one well has been identified for testing. Cox is also coordinating with the drillers for the additional well drilling around the week of May 17.

- *Honsinger Pond/Access* (work in progress): Bicknell is still working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the CBJ on development. Airport staff has been brought into discussions for development of the adjacent property due to (helicopter) flight paths and FAA compliance for development near an airport.
- *Terminal Reconstruction*:
  - Wayfinding and signage for the public during construction continues to change as needed with the project. This includes clear signage/directions for passengers transiting between the main terminal and north annex. The main front doors will be closed down for a period of time this summer to build second floor supports and remove the old up escalator, elevator and stairs once the new ones are in use.
  - *Elevator/Escalator contingency protocol*. The old elevator remains in use until the new ones are installed, which should be ready in June/July. The old up escalator would need extensive work (became inoperative the end of April); repairs will not be done since the new escalator will be operational soon.
  - *Coordination for Relocation.* Staff and tenants are poised to move into the new areas of the terminal in June. Staff is also looking at the date that the Alaska Room will be transformed back into a meeting room and available for lease again.
  - *Coordination with Artists.* Staff is working with artists to review final installation of work with the contractor.
- *Taxiway A, E and D-1 Construction*. SECON is working on the final phase of electrical and lighting control cutover this summer to close out this project.
- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas. Reminder: Southeast Alaska Watershed Coalition (SAWC) has requested support for an Alaska Clean Water Action grant to implement storm water management best practices in the Jordan Creek urban watershed. One area is located on Airport property in a current settling pond. SAWC project scope is to *'maintain and cleanout the forebay settling pond on the proposed wet biofiltration swale in the Jordan Creek Greenbelt on Juneau International Airport property near the intersection of Jordan Avenue and Teal St. Maintenance needs of this settling pond will be similar to the cleanout needed for the currently undersized storm water retention basin that is located here.'* SAWC has received the grant and start of work TBD. No changes.
- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records. This is an ongoing measure. Staff also met virtually with insurer/underwriter to do a remote audit of records and management practices.

- *Maintenance Programs Refinement (roofs, heat pump equipment, baggage systems, etc.).* Staff continues to look at a tracking system for all building component preventative maintenance programs. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic system, and needs, and will plan to talk to each of the companies to see what they offer and how much per year or per user of the system. Staff continues to look at maintenance contracts for specialized systems similar to what we do with airfield lighting and controls. Until a complete tracking system is set up, the Airport looks at continuing maintenance contracts with new systems as they come off warranties.

5. Airport Project Manager Report (Attachment #3)

IX. CORRESPONDENCE:

X. COMMITTEE REPORTS

A. **Finance Committee**: Meeting held on April 29, 2021, to discuss pavement maintenance in parking lots/roadway, outbound baggage conveyor system, and introduce the new financial model; all addressed earlier in the agenda.

B. **Operations Committee**: **TBD**

XI. ASSEMBLY LIAISON

XII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XIII. BOARD MEMBER COMMENTS

XIV. ANNOUNCEMENTS

XV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., June 10, 2021, via ZOOM

XVI. EXECUTIVE SESSION: Airport Manager Annual Evaluation: *The Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.*

XVII. ADJOURN

AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/**no** 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 reimbur
Apr-15		$32,849	($32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
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)	**	*NO LONGER REQ.Termnl Recon -less Float Pond Design ($40k and $108K) / Property Acq ($50k)*
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 Reservce 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

Available Fund Balance Summary

Airport Fund

Last Update: 3/1/21

	FY20 Actuals	FY21 Projected	FY22 Budget
Revenues:	6,602,372	5,053,100	6,103,600
Expenditures:	(7,466,591)	(8,096,700)	(7,941,600)
Transfers (to)/from Capital Projects:	(800,000)		
CARES Reimb (operations):	724,664	3,043,600	1,838,000
PFC For Debt	285,007		
Debt Service (Rev):	(285,007)	(2,451,700)	(2,722,300)
*Other Financing Sources (Uses):	151,133	2,451,700	2,722,300
Increase (decrease) in Fund Bal (FB):	**(788,422)**	**-**	**-**
Beginning Available FB	4,488,200	3,699,778	3,699,778
Ending Avail FB, including Reserve:	**3,699,778**	**3,699,778**	**3,699,778**
Less 3 Mo. Operating Reserve	(1,866,600)	(2,024,200)	(1,985,400)
Ending Available Fund Balance	**1,833,178**	**1,675,578**	**1,714,378**

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

ATTACHMENT #1

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Environmental Conservation

DIVISION OF SPILL PREVENTION AND RESPONSE
Contaminated Sites Program

555 Cordova Street
Anchorage, AK 99501
Main: 907-269-7520
Fax: 907-269-7687
www.dec.alaska.gov

RECEIVED
MAY 27 2021
JUNEAU
INTERNATIONAL AIRPORT

File: 1513.38.122

Certified Mail, Return Receipt Requested
Article No. 7019 2970 0000 1042 2022

May 25, 2021

Scott Rinkenberger
Deputy Airport Manager
1873 Shell Simmons Drive, Ste 200
Juneau, AK 99801

Re: CBJ Juneau Airport CCFR Engine A3 AFFF
Hazard ID: 27384

Dear Mr. Rinkenberger,

**** STATE OF ALASKA NOTIFICATION – HAZARDOUS SUBSTANCE LIABILITY****

This notification letter is to advise you of your liability for the contamination identified at the CBJ Juneau Airport CCFR Engine A3 AFFF site located at Juneau Airport, 1873 Shell Simmons Drive; West of Capital City Fire-Rescue (CCFR) Glacier Station 3 at 1700 Crest Avenue in Juneau, AK. Alaska Statute (AS) Title 46 authorizes the State to respond to this pollution incident and to take appropriate action to minimize potential damage to human health, safety or welfare or to the environment. Under Title 46, any Responsible Party may be held financially responsible for any actions taken by the State.

AS 46.03.822 (Strict Liability for the Release of Hazardous Substances) establishes who is financially responsible or liable for the investigation and cleanup of any release or threatened release of a hazardous substance. State records indicate that you meet one or more of the following criteria:

- X owned or controlled the hazardous substance at the time of its release;
- X own(ed) or operate(d) the property or facility from which the release occurred;
- X own or operate the property at which the hazardous substance came to be located; or
- __ arranged for transport, disposal or treatment of hazardous substances that were released.

<u>Site History and Background</u>
On April 15, 2021, Alaska Department of Environmental Conservation (ADEC) arrived on-site after receiving a Spill Line notification of a foam release at the Juneau International Airport. CCFR

Attachment #2

Engineer, John Adams, reported that while the fire department was performing a weekly check on the Aircraft Rescue and Firefighting Engine A3, the foam release button was accidentally left on and approximately 2.25 gallons of AFFF were released. This amount was calculated by taking the striker nozzle flow rate at 750 gallons/min, dividing the time the nozzle was left on, then multiplying by the AFFF concentration of 3%. The product released was Ansulite AFC-3MS-C (3% AFFF concentrate). The approximate size of the release was paced to about 20 x 40 sq. yards. The distance to Jordan Creek was paced to about 20 yards. It was unclear whether the foam reached the creek at the time of the visit. The CBJ Juneau Airport CCFR Engine A3 AFFF site has been added to the ADEC contaminated sites database, which is accessible on-line at the following URL:
https://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/SiteReport/27384

Cost Recovery for State Oversight
AS 46.04.010 (Reimbursement for Cleanup Expenses) and 46.08.070 (Reimbursement for Containment and Cleanup) require that the Alaska Department of Environmental Conservation (ADEC) seek recovery of certain costs, including oversight activities, incurred by the State in responding to the release or threatened release of hazardous substances. Billable oversight expenditures include the direct cost of staff time plus indirect State overhead costs, and could include travel and contractual costs. Billable staff time includes all time spent on activities related to the incident, including site inspections, response and report reviews, correspondence, telephone conversations, meetings, and legal services.

Potential for Future State Action
If you are taking adequate actions to clean up this site, ADEC's involvement in those cleanup efforts will be limited to approving characterization and cleanup plans and reports, monitoring the progress of cleanup activities, and providing guidance as necessary. However, if response actions by the Responsible Party are not satisfactory, ADEC may assume the lead role in the investigation and cleanup efforts. In the event that ADEC assumes the lead role, you may be held financially liable for any response actions taken by the State. Failure to reimburse the State for billable oversight and response actions incurred by the State to address contamination at this site may result in the filing of liens against property you own, pursuant to AS 46.08.075.

You will be receiving a separate letter requesting specific actions to conduct necessary site characterization or cleanup activities. If you have specific questions regarding the investigation and cleanup of this site or if you believe someone else may be responsible for this pollution incident, you can contact Rachael Petraeus at 907-269-7520 or via email at rachael.petraeus@alaska.gov.

If you have questions about your liability under Alaska Statute, or you have questions about cost recovery and the billing process, please contact DEC's Cost Recovery Unit by phone at (907) 465-5250 or by email at dec.spar.cr@alaska.gov.

Sincerely,
Rachael Petraeus
Rachael Petraeus
Project Manager

Attachment #2

ADEC Contaminated Sites Program

cc: SPAR Cost Recovery Unit, via email dec.spar.cr@alaska.gov

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Enclosures:

- Please find enclosed a *Cleanup Process* fact sheet which briefly summarizes the major elements of Alaska's Contaminated Sites Regulations (Alaska Statute Title 46 and Title 18 of Alaska Administrative Code, Chapter 75, or "18 AAC 75", See article 3) and describes the general cleanup process. The full text of Chapter 75 can be downloaded at http://dec.alaska.gov/media/1055/18-aac-75.pdf.

Attachment #2

MEMORANDUM

TO: Patty Wahto, Airport Manager DATE: June 2, 2021

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In May, Dawson Construction continued work on the installation of the exterior metal siding and flashing on the north and west sides of the addition. On the interior of the building, crews wrapped up work on the installation of the light gage metal interior wall framing and interior sound batt insulation and gypsum wallboard assemblies. The drywall finishers/painters continued work on taping, mudding, priming and painting the gypsum board assemblies on the first and second floor levels. Crew started work on the installation of the interior ceramic wall tile, carpet tiles and cabinetry within the second floor level. Crews also worked on the installation of the suspended ceiling grids and hanging the interior doors. The HVAC (heating ventilation air conditioning) crew continued work on the installation of ductwork on all floor levels, and on the installation of the heat pumps and air-handling equipment within the new north mechanical penthouse. The plumbers started work on the installation of the plumbing fixtures within the new restrooms on the first and second floor levels. The electricians continued work on the installation of new light fixtures and on trim-out.

The Contractor's current project schedule now shows that the Phase 1 areas will be ready for beneficial occupancy in the first week of August 2021. This time extension is the result of the discovery of differing site conditions, the introduction of additional work and delays associated with the late demolition of the existing telecom room.

> **Look Ahead to Upcoming Activity.** The Contractor's schedule for June calls for the continuation of work on the installation of the exterior metal panel siding, continuing work on the installation of interior ceiling, wall and floor finishes. Continuation of work on the installation of interior casework, interior doors and door hardware. Work will also continue on the installation of the HVAC equipment within the penthouse, plumbing fixtures, and electrical trim-out work.

Terminal Fire Alarm Upgrade: City & Borough of Juneau (CBJ) Contracts issued the project Notice-to-Proceed for this project to Johnson Controls on May 11, 2021. Per the contract documents, the project is to be determined to be Substantially Complete within 140 calendar days of the Notice-to-Proceed, which is September 27, 2021.

Johnson Controls has submitted two substitution requests. The first substitution request has proposed to eliminate the replacement of approximately 50 recessed ceiling mounted speakers within the two large two-story open areas of the terminal with LRAD (Long Range Acoustical Device) type speakers. Following a performance test of these speakers within the terminal, JUN has accepted this substitution request and has issued RFP 01 to incorporate this change in scope and change in cost to the contract. The second substitution request has proposed to eliminate the mass notification requirement from the contract. Following the confirmation from the Fire Marshall that the mass notification feature is not required by code or by the Fire Marshall, JNU has accepted this substitution request and has issued RFP 02 to incorporate this change in scope and change in cost to the contract. The net change of RFP 01 and RFP 02 to the contract will be a deduction of approximately $6,000.

JNU continues to work on getting Haight & Associates (Electrical Engineer & Designer of Record) under contract to provide construction administration services for this project. In the meantime, JNU has issued notice to Johnson Controls advising of the contract requirements relating to the submission of the project administrative submittals and materials submittals.

Work on this project has not yet started.

Sand/Chemical Building & Fueling Station: JNU continues to work with Dawson Construction and with the project design team on closing out this project and on the resolution of warranty issues.

GSHP-1 (ground source heat pump #1) remains operational and JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself was defective, or whether the compressor failures were the result of outside influences. JNU has filed a warranty deficiency with Dawson Construction under the project's one-year construction warranty to recover the costs incurred to introduce and maintain temporary heat and to switch-out the compressors in GSHP-1.

JNU continues to work with PDC Engineers on the commissioning effort for the shared GHSP system for the Snow Removal Equipment Building (SREB) and Sand-Chemical building. In their initial report, PDC Engineers confirmed the suspicion that the primary circulation pumps (P-1A and P-1B) in the SREB are undersized. PDC reports that the head loss associated with the overall supply and return system (SREB plus Sand-Chemical) is much higher than originally anticipated, and these pumps cannot meet the needed design flow rate. This determination confirms the suspicions that these pumps were the cause of the flow issues that were automatically turning off the heat pumps and initiating errors in the Direct Digital Controls (DDC) and heating plants. JNU concurs with the PDC recommendation to replace the existing pumps, which have 15 HP (horse power) motors, with larger pumps that would be driven by 25 HP motors. The initial cost estimate for the replacement of these two pumps is currently $26,500.

The fuel delivery pump on the 10,000 gallon gasoline storage tank at the new fuel station has been replaced and this system is now back on-line. JNU is no longer re-fueling off-site.

JNU also continues to work with Dawson Construction to finalize the close-out of this project and to finalize a number of warranty deficiencies that have been encountered. These deficiencies include roof leaks, vertical lift door issues and floor slope-drainage issues.

> **Look Ahead to Upcoming Activity:** JNU will continue to coordinate with Dawson Construction to make sure that all of the punch list items are completed, to make sure that all of the warranty issues have been corrected, and continue work on the project close-out. The Airport Improvement Program (AIP) grant for this project cannot be closed until the old Sand Shed Demolition project is complete.

Sand Shed Demolition: Southeast Earthmovers (SEEMS) has completed all work items required by the original construction contract. Crew has only to complete work on the installation of one additional section of fencing as introduced into the contract by RFP 08.

SEEMS and JNU continue to coordinate directly with Aral and Craig Loken, and with Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access.

Float Pond Improvements – Phase 2: No change since last report. JNU continues to work with PND Engineers for the second phase of this project. Work that is to be completed in this next phase will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing 14 of the existing float plane dock headwalls. PND has submitted their fee proposal to complete the design, and design-construction documents for this second project phase, as addressed earlier in the Board agenda. CBJ Engineering Department will amend the current contract with PND for the second phase of design work and try to get this out to bid this summer.

Runway Safety Area (RSA) Expansion Phase IIC: No change since last report. The project has been determined to be Substantially Complete, and both JNU and DOWL continue to work with the Contractor (SECON) on finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:
The project Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) continue to work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to the SREB. Crews continue work on the rough-in for the electrical distribution system, HVAC and fire suppression systems.

SECON and their electrical subcontractor (Ever Electric) continued work on pulling new conductors into the conduit / duct banks that were installed last summer. Remaining work to be completed this summer includes: the relocation of the airfield lighting regulators to the new ALRV, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the Airfield Lighting Controls and Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration services, coordinating with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers continues to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

Lavatory Waste Dump Site: No change since last report. JNU has updated the project construction cost estimate ($94K), and the overall project budget ($128K) based on a budgetary fee estimate ($19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Parking Lot Repairs: At the May 13, 2021, Airport Board meeting, the Board approved a not-to-exceed amount of $600K for engineering design services for parking lot repair/repave investigation, testing and design. These recommendations included JNU complete soils investigations to get a better idea of what sub-surface conditions are contributing to the asphalt failures and JNU investigate a complete re-paving of one or more of these parking lots instead of completing patchwork repairs. The Board will revisit the project construction once estimates are determined for the full or phased lot repair/repave.

To address these recommendations, JNU is coordinating with CBJ Contracts to prepare and advertise a Request for Quote (RFQ) for professional design services and construction administration services for this project. The scope of work that will be outlined within this RFQ will include subsurface soils investigative work for each work area, and the preparation of bidding and construction documents which reflect a phased construction plan to complete the replacement of the asphalt paving, concrete curbs and gutters, surface and subsurface drainage systems, striping, exterior lighting and exterior directional and regulatory signage in each parking lot.
All repair/replacement work is to be designed in accordance with the American's with Disabilities Act Accessibility Guidelines (ADAAG). The proposed schedule for this work will be to complete the Consultant

selection process in the fall of 2021, complete the design work during the winter of 2021/2022, and bid the first construction phase in the spring of 2022.

There have been no advancements in the 2019 revisions proposed by Republic Parking for the short-term parking lot or their request to replace the attendant booths. Staff has reached out to Republic to see if they are still interested in their portion of the parking lot upgrades, and to coordinate with Republic Parking as the scope of work for the two pay parking lots is developed.

In the meantime, JNU must address the worst of the asphalt damage in these lots as soon as possible. The cold-patch work completed by Airfield Maintenance in the public pay lots two years ago has deteriorated, and needs to be done again. There are now potholes in the secure employee lot that are so large that they need to be cordoned off.

Ramp Lighting Upgrades: JNU is currently working on revising the construction documents to expand the project scope of work to introduce additional building mounted high-efficiency LED light fixtures on the west side of the new north terminal to illuminate the 135 apron. This revision is necessary because of the recent decision to eliminate the free-standing light poles that were to be installed within the 135 apron as part of the Terminal Reconstruction project. JNU continues to work with Haight & Associates on completing a final review before submitting this project to CBJ Engineering for release for competitive bid. This project is currently scheduled to be bid later this summer.

Haight & Associates provided confirmation from the manufacturer that the proposed high efficiency LED flood light fixtures meet the Federal Aviation Administration's (FAA) Buy American requirements.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds).

JUNEAU
INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

FRASCA & ASSOCIATES, LLC

Financial Model Update

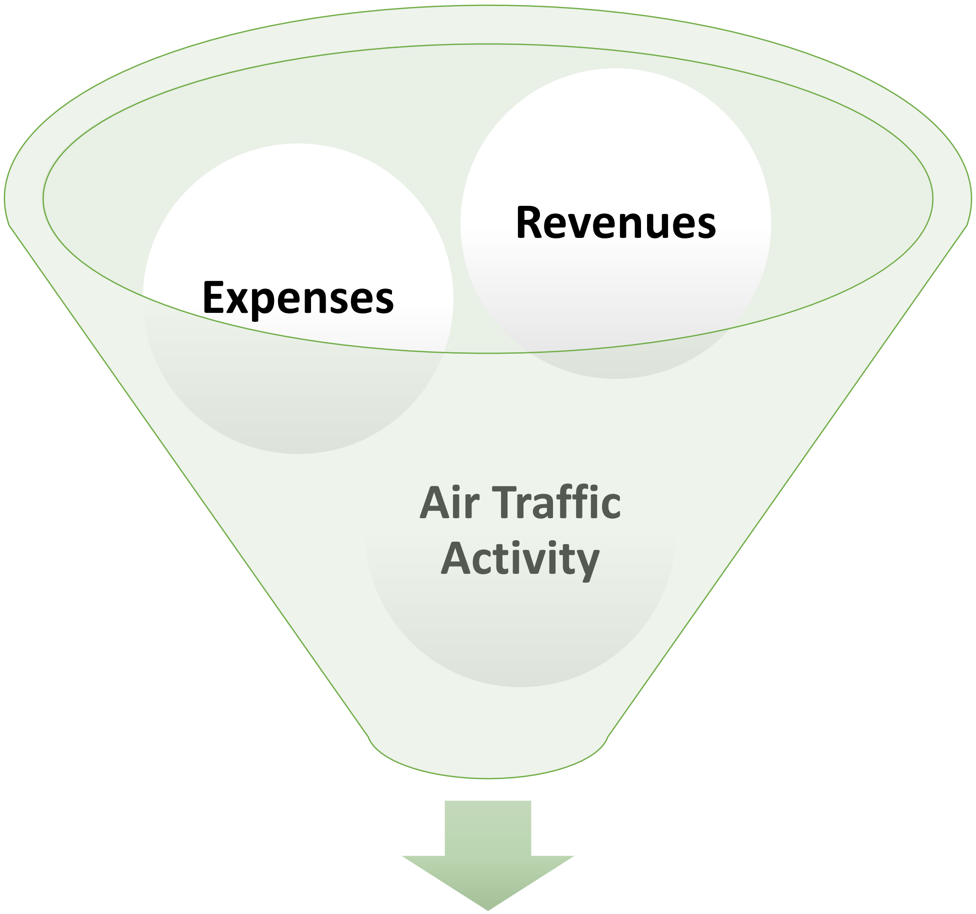
Juneau International Airport

City and Borough of Juneau

APRIL 29, 2021

ATTACHMENT #4

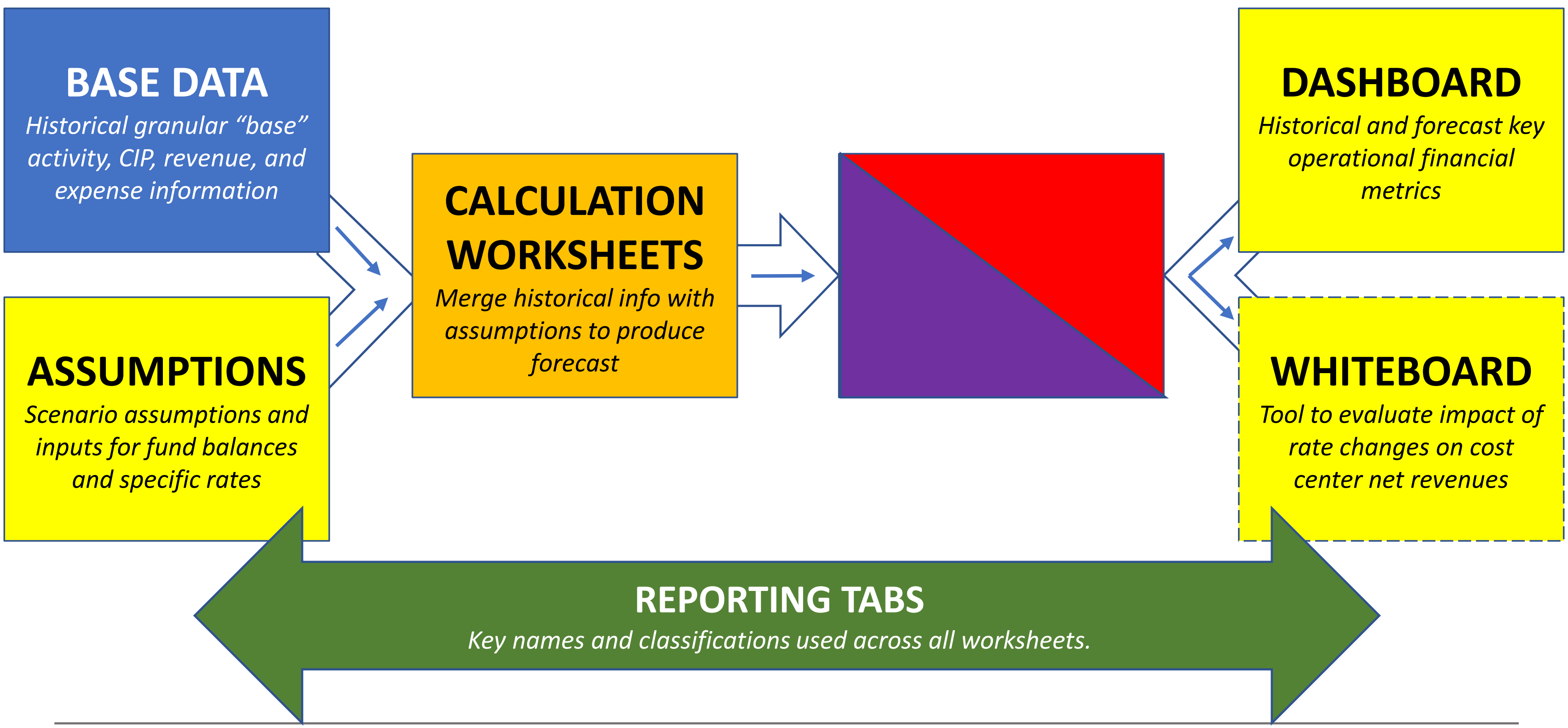
Model Basics



Rates and charges calculations
<u>and</u> supporting output exhibits

Model Architecture

- **Information is organized in the model through different groups of color-coded worksheets**
  - Intent is to clearly segregate inputs from outputs and worksheets with frequent use from those with infrequent use



Example: *Model Input Format (D_O&M)*

Operating Expense Base Data
JNU Financial Model

ACTIVE PROFORMA DATA SET--SELECT ON INPUTS
EXPAND TO SHOW DATA; INPUT DATA SETS TO RIGHT -->

INPUT DATA SET B--PROPOSED BUDGET
EXPAND TO SHOW DATA; INPUT OTHER DATA SETS TO RIGHT -->

Account				Department		Proposed	Proposed	Proposed	Proposed	Proposed
Number	Name	Group	Form 127	Number	Name	2022	2023	2024	2025	2026
101 - Administration										
5110	Salaries	Personnel	6.1	101	Administration	$1,002,500	$0	$0	$0	$0
5111	Overtime	Personnel	6.1	101	Administration	-	-	-	-	-
5116	Accrued leave	Personnel	6.1	101	Administration	-	-	-	-	-
5120	Benefits	Personnel	6.1	101	Administration	482,000	-	-	-	-
5130	Workers compensation	Personnel	6.1	101	Administration	12,100	-	-	-	-
5140	Engineering workforce	Personnel	6.1	101	Administration	(570,600)	-	-	-	-
5150	Indirect cost alloc - CBJ OH	Commodities and Services	6.6	101	Administration	-	-	-	-	-
5200	Business travel	Travel and Training	6.6	101	Administration	-	-	-	-	-
5202	Travel and training	Travel and Training	6.6	101	Administration	500	-	-	-	-
5310	Telephone	Commodities and Services	6.2	101	Administration	12,000	-	-	-	-
5320	Printing	Commodities and Services	6.3	101	Administration	1,000	-	-	-	-
5322	Advertising	Commodities and Services	6.3	101	Administration	-	-	-	-	-
5332	Electricity	Commodities and Services	6.2	101	Administration	1,000	-	-	-	-
5335	Water service	Commodities and Services	6.2	101	Administration	11,100	-	-	-	-
5336	Wastewater service	Commodities and Services	6.2	101	Administration	20,200	-	-	-	-
5360	Equipment rentals	Commodities and Services	6.6	101	Administration	-	-	-	-	-
5375	Gen liab, Auto, and EE ins	Commodities and Services	6.5	101	Administration	-	-	-	-	-
5380	Dues and subscriptions	Commodities and Services	6.3	101	Administration	12,000	-	-	-	-
5390	Contractual services	Commodities and Services	6.4	101	Administration	4,000	-	-	-	-
5394	Full cost allocation	Commodities and Services	6.6	101	Administration	[illegible]	[illegible]	[illegible]	[illegible]	-
5397	Bank card fees	Commodities and Services	6.3	101	Administration	[illegible]	[illegible]	[illegible]	[illegible]	-
5480	Office supplies	Commodities and Services	6.3	101	Administration	[illegible]	[illegible]	[illegible]	[illegible]	-
5481	Postage and parcel post	Commodities and Services	6.3	101	Administration	[illegible]	[illegible]	[illegible]	[illegible]	-
5490	Material and commodities	Commodities and Services	6.3	101	Administration	[illegible]	[illegible]	[illegible]	[illegible]	-
5494	Loss contingency	Commodities and Services	6.3	101	Administration	1,000	-	-	-	-
5496	Minor equipment	Commodities and Services	6.3	101	Administration	2,600	-	-	-	-
TOTAL						**$1,367,500**	**$0**	**$0**	**$0**	**$0**

SELECT O&M DATA SET AND PROJECTION METHODOLOGY ON INPUTS TAB -->

Uses CBJ account and department numbers and groups

Example: *Assumptions Input*

Rates and charges options: *User can enter specific rate, or use model to calculate cost-recovery rate*

Non-Signatory rate premiums

Part 135/Part 121 Airfield cost split

	C	O	P	Q	R	S	T	U	V	W					
1	Assumptions														
2	JNU Financial Model														
3		Actual	Actual	Actual	Actual	Projected	Revised	Forecast	Forecast	Forecast					
4		2017	2018	2019	2020	2021	2022	2023	2024	2025					
248	Aeronautical Revenue Scenarios														
250	AIRFIELD RATES AND CHARGES - Scenario Names														
251	Input-Hist	*Select Input-Hist below when base data entered on D_Rev tab*													
252	Input-Rate	*Select Input-Rate below to forecast revenues based on directly input rates below*													
253	Cost recov	*Select Cost recov to use cost recovery rates calculated on ExE1_LF--only valid for formula-based rates*													
255	AIRFIELD RATES AND CHARGES - Forecast Methodology														
256	Formula-based rates	*Select "Cost recov" to charge cost recovery rates*													
257	Fuel flowage fee rates	*Input-Hist*	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	*Input-Rate*	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate
258	Landing fee rates	*Input-Hist*	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	*Input-Rate*	Input-Rate	Input-Rate	*Cost recov*	Cost recov	Cost recov	Cost recov	Cost recov
260	Ancillary rates	*"Cost recov" is not a valid methodology for ancillary rates*													
261	Fuel flowage fees - airline	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	*Input-Rate*	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate
262	Fuel flowage fees - Non-Signatory	*Input-Hist*	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	*Input-Rate*	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate	Input-Rate
263	Jetbridge use fees	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	*Input-Rate*	Input-Rate	Input-Rate	Input-R				
264	Security screening fees	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	Input-Hist	*Input-Rate*	Input-Rate	Input-Rate	Input-R				
266	SIGNATORY AIRFIELD RATES AND CHARGES - Historical/Direct Input Rates														
267	Formula-based rates														
268	GA/Part 135 sig fuel flowage fee rate	*$0.220*	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220	$0.220
269	Airline/Part 121 sig landing fee rate	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45	$2.45
271	Ancillary rates														
272	Security screening fee rate (per passe	*$1.43*	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43	$1.43
273	RON parking fee rate (per month)	*$500*	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500
274	Jetbridge use fee rate (per month)	*$3,000*	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000
276	AIRFIELD RATES AND CHARGES - Rate Premiums/Discounts														
277	Signatory large jet fuel flowage fee rate	*70.5%*	70.5%	70.5%	70.5%	70.5%	70.5%	70.5%	70.5%	70.5%	70.5%	70.5%			
278	Non-Signatory fuel flowage fee rate	*127.3%*	127.3%	127.3%	127.3%	127.3%	127.3%	127.3%	127.3%	127.3%	127.3%	127.3%			
279	Non-Signatory landing fee rate	*124.9%*	124.9%	124.9%	124.9%	124.9%	124.9%	124.9%	124.9%	124.9%	124.9%	124.9%			
281	AIRFIELD RATES AND CHARGES - Rate Base Allocation Percentages														
282	GA/Part 135	*15%*	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
283	Airline/Part 121	*85%*	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%
285	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
287	AIRFIELD RATES AND CHARGES - ARFF O&M Expense Allocation Percentages														
288	GA/Part 135	*5%*	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
289	Airline/Part 121	*95%*	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
291	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

ASSUMPTIONS | DASHBOARD | RATEBOARD | WHITEBOARD | Base Data -> | D_Act | D_CIP | D_O&M | D_Rev | Proforma-> | ExA_Act | Exl ...

Calculate

Example: *Rate Whiteboard*

RATE WHITEBOARD
Juneau International Airport
For Analysis Year 2021

Rate	Account number	PRIOR YEAR 2020	CURRENT MODEL 2021	Current rate	Analysis rate	Change	Percent change	Applicable units	Analysis revenues: Current rate	Analysis revenues: Analysis rate	Increase (decrease) from: 2020	Increase (decrease) from: Current model	Increase (decrease) from: Current rate
Airfield Cost Center Surplus (Deficit)		**($662,467)**	**($2,152,900)**						**$5,004,074**	**$5,789,158**	**$1,387,201**	**$1,672,358**	**$785,084**
Landing Fees - Signatory Airlines	*4300-0031-301*	**$2,078,185**	**$1,836,000**						**$2,298,198**	**$2,579,610**	**$501,425**	**$743,610**	**$281,412**
Signatory Airlines				$2.45	$2.75	$0.30	12.2%	938,040	$2,298,198	$2,579,610			$281,412
Landing Fees - Non-Signatory	*4300-0046-301*	**$72,346**	**$72,300**						**$73,042**	**$77,578**	**$5,232**	**$5,278**	**$4,535**
Non-Signatory Airlines				$3.06	$3.25	$0.19	6.2%	23,870	73,042	77,578			4,535
Non-Signatory premium				*25%*	*18%*								
Fuel Flowage Fees - GA/Part 135	*4300-0044-301*	**$195,745**	**$180,900**						**$240,000**	**$240,000**	**$44,255**	**$59,100**	**$0**
GA/Part 135 fuel flowage fees				$0.220	$0.220	$0.000	0.0%	1,090,910	$240,000	$240,000			$0
Fuel Flowage Fees - Airline/121	*4300-0029-301*	**$496,860**	**$510,000**						**$650,000**	**$775,807**	**$278,947**	**$265,807**	**$125,807**
Large jet fuel flowage fees				$0.155	$0.185	$0.030	19.4%	4,193,550	$650,000	$775,807			$125,807
Large jet discount				*30%*	*16%*								
Fuel Flowage Fees - Non-Sig	*4300-0045-301*	**$98,538**	**$86,000**						**$100,604**	**$100,604**	**$2,066**	**$14,604**	**$0**
Non-Signatory fuel flowage fees				$0.280	$0.280	$0.000	0.0%	359,300	$100,604	$100,604			$0
Non-Signatory premium				*27%*	*27%*								
Commercial Aircraft Parking Fees	*4300-0032-301*	**$94,468**	**$91,300**						**$95,220**	**$126,000**	**$31,532**	**$34,700**	**$30,780**
Air Carrier Parking Fees									**$18,000**	**$36,000**			**$18,000**
Main ramp > 12,500 lbs (per month)				$500	$500	$0	0.0%	0	$0	$0			$0
Air carrier gate/cargo apron (per month)				$500	$1,000	$500	100.0%	3	$18,000	$36,000			$18,000
Tie Down Fees									**$43,380**	**$52,200**			**$8,820**
Gravel				$50	$60	$10	20.0%	0	$0	$0			$0
Asphalt				$60	$75	$15	25.0%	39	$28,080	$35,100			$7,020
Main - Small				$75	$85	$10	13.3%	9	$8,100	$9,180			$1,080

ASSUMPTIONS | DASHBOARD | RATEBOARD | WHITEBOARD | Base Data -> | D_Act | D_CIP | D_O&M | D_Rev | Proforma-> | ExA_Act | Exl ...

Calculate

Example: *Landing Fee Calculation (ExE1_AF)*

Row	A	B	O	P	Q	R	S	T	U	V	W	X
1					Exhibit E-1							
3					CALCULATION OF AIRFIELD RATES AND CHARGES							
4					Juneau International Airport							
5					For Fiscal Years ending June 30							
6												
7			Actual	Actual	Actual	Actual	Projected	Revised	Forecast	Forecast	Forecast	Forecast
8			2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
149												
150	Reallocation of ARFF Costs											
151	O&M Expenses	[A]	$1,047,473	$1,046,642	$1,028,070	$1,108,917	$1,194,800	$1,210,300	$1,246,800	$1,284,300	$1,322,900	$1,362,800
152	Debt Service	[C]	-	-	-	-	-	-	-	-	-	-
154	Total for Reallocation	[W]	$1,047,473	$1,046,642	$1,028,070	$1,108,917	$1,194,800	$1,210,300	$1,246,800	$1,284,300	$1,322,900	$1,362,800
156	Allocation to Airline/Part 121 users	[X]	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
158	Reallocated ARFF Costs	[Y=W*X]	$995,099	$994,309	$976,666	$1,053,471	$1,135,060	$1,149,785	$1,184,460	$1,220,085	$1,256,755	$1,294,660
159												
160	Less: Airline/Part 121 Nonairline											
161	Revenue Credits											
162	Fuel flowage fees - airline		($744,025)	($576,021)	($678,568)	($496,860)	($340,000)	($510,000)	($612,800)	($625,100)	($637,600)	($650,400)
163	Security screening fees		(458,332)	(482,442)	(471,505)	(355,687)	(188,600)	(330,000)	(471,900)	(496,200)	(522,000)	(547,700)
164	Aircraft pkg fees - commercial		(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)	(22,500)
165	Jetway use fees		(39,000)	(45,750)	(42,800)	(81,000)	(81,000)	(81,000)	(84,000)	(84,000)	(84,000)	(84,000)
167	Total Nonairline Revenue Credits	[Z]	($1,263,857)	($1,126,713)	($1,215,373)	($956,047)	($632,100)	($943,500)	($1,191,200)	($1,227,800)	($1,266,100)	($1,304,600)
168												
169	GA/Part 135 rate base deficit (surplus)	[V]	($357,401)	($310,899)	($354,075)	($314,246)	($184,850)	($235,620)	($272,596)	($276,712)	($280,931)	($288,940)
170												
172		[AA=L+Y+										
173	**Net Airline/Part 121 Rate Base Costs**	**Z+V]**	**$1,880,550**	**$2,513,339**	**$2,340,180**	**$2,740,652**	**$3,664,900**	**$3,383,500**	**$3,222,792**	**$3,326,288**	**$3,432,171**	**$3,517,620**
175	Signatory Airline/Part 121 landed											
176	weight (000s)	[AB]	784,076	875,367	877,108	832,750	957,200	984,680	1,004,210	1,025,290	1,046,370	1,067,450
178	Cost-recovery Signatory Airline/											
179	Part 121 ldg fee rate (per 1,000	[AA/AB]	$2.40	$2.87	$2.67	$3.29	$3.83	$3.44	$3.21	$3.24	$3.28	$3.30
181	**Charged Signatory Airline/Part**											
182	**121 ldg fee rate (per 1,000 lbs)**	**[AC]**	**$2.45**	**$2.45**	**$2.45**	**$2.45**	**$2.45**	**$2.45**	**$2.45**	**$2.45**	**$2.45**	**$3.30**
184	Signatory Airline/Part 121											
185	landing fee revenues		$1,967,939	$2,219,439	$2,159,352	$2,078,185	$1,512,000	$1,836,000	$2,460,315	$2,511,961	$2,563,607	$3,517,620
186												
187	**Rate Base Surplus (Deficit)**		**$87,389**	**($293,900)**	**($180,828)**	**($662,467)**	**($2,152,900)**	**($1,547,500)**	**($762,477)**	**($814,328)**	**($868,565)**	**$0**
188												
189	Non-Signatory landing fee rate		$3.06	$3.06	$3.06	$3.06	$3.06	$3.06	$3.06	$3.06	$3.06	$4.12
190	Non-Signatory rate premium		25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
191												
192	Exhibit E-1 (page 4 of 5)											
194	CALCULATION OF AIRFIELD RATES AND CHARGES											

... ExD_O&M | ExE_Revs | ExE1_AF | ExE2_Term | ExE3_CPE | ExF_PFC | ExG_CARES | 3_O&MDet | ExH_AppRev | I_FAA127 | Budget-> | 1_Sum

Calculate

Cost-recovery rate is always calculated and shown

Charged rate also shown . . .

. . . along with resulting cost center surplus or deficit

“What If?” Functionality

- Different air traffic activity growth rates for different airlines
- Account-specific or department-specific O&M growth rates
- Different O&M cost center allocation percentages (e.g., allocation of Administration expenses between Airfield and Terminal cost centers)
- Revenue line item-specific forecast assumptions
- Nonairline revenue credit percentages (e.g., credit loading bridge fees to Airfield cost center, Terminal cost center, or some combination of both)
- Inclusion of debt service in rate calculations

- Provides full “line of sight” on effects of rate changes on key financial metrics

ATTACHMENT #5

JNU Terminal Reconstruction Progress Photos — May 5, 2021

Terminal reconstructed building's east side viewed from Shell Simmons Drive.

Terminal (front) building viewed from existing roof; sidewalk canopy frame also in view.

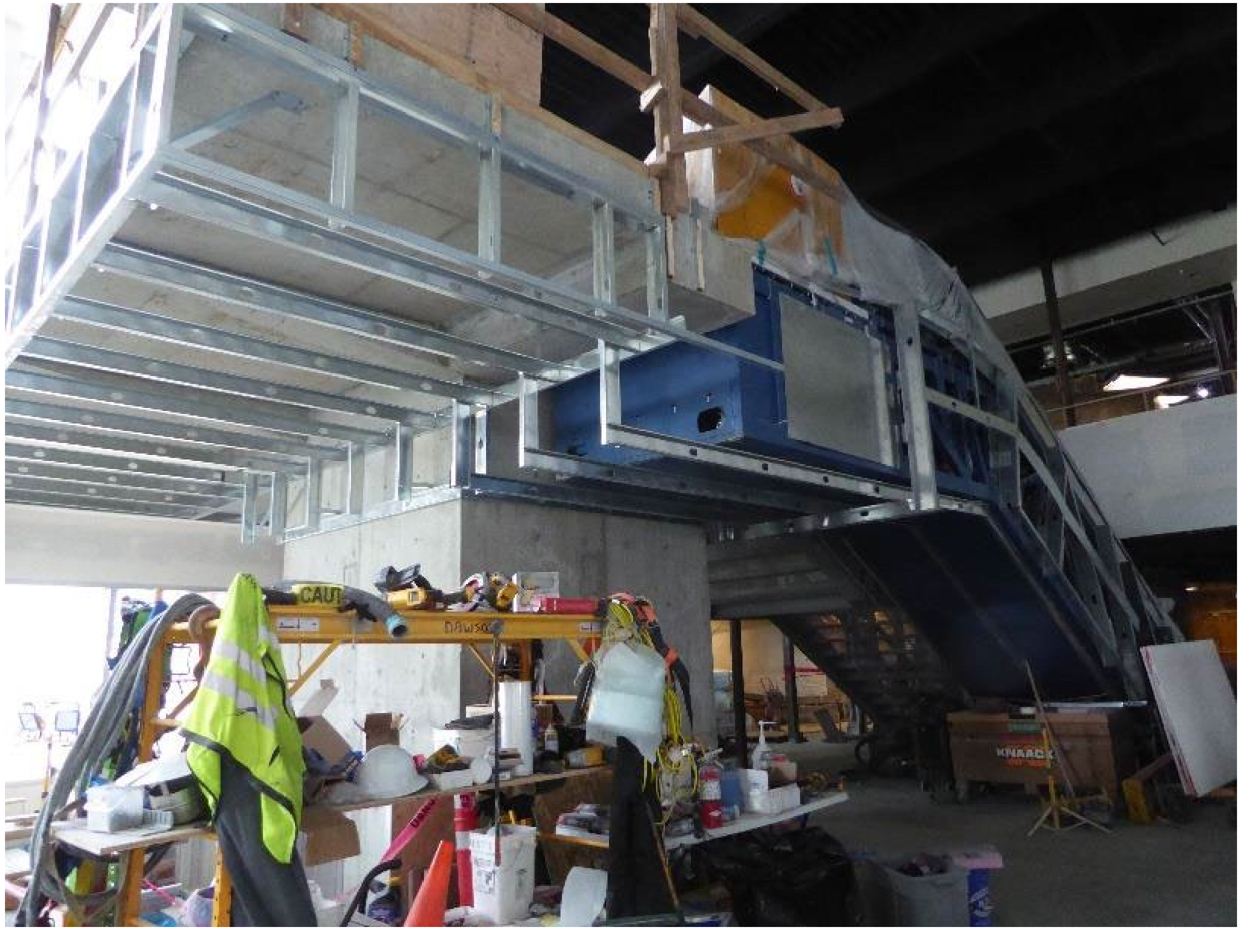
ATTACHMENT #5

Arktura ceiling framework being installed above seating area; view of ceiling, seating, stairs from balcony.

ATTACHMENT #5

Balcony railing wall drywall completion.

View from ramp of stair, escalator and seating area.



Ceiling soffit framing below stair/escalator landing.

Drywall installed in Customs Suite; Airport Admin. hallway.

ATTACHMENT #5

1st floor toilet room entrance.

1st floor elevator entrances.

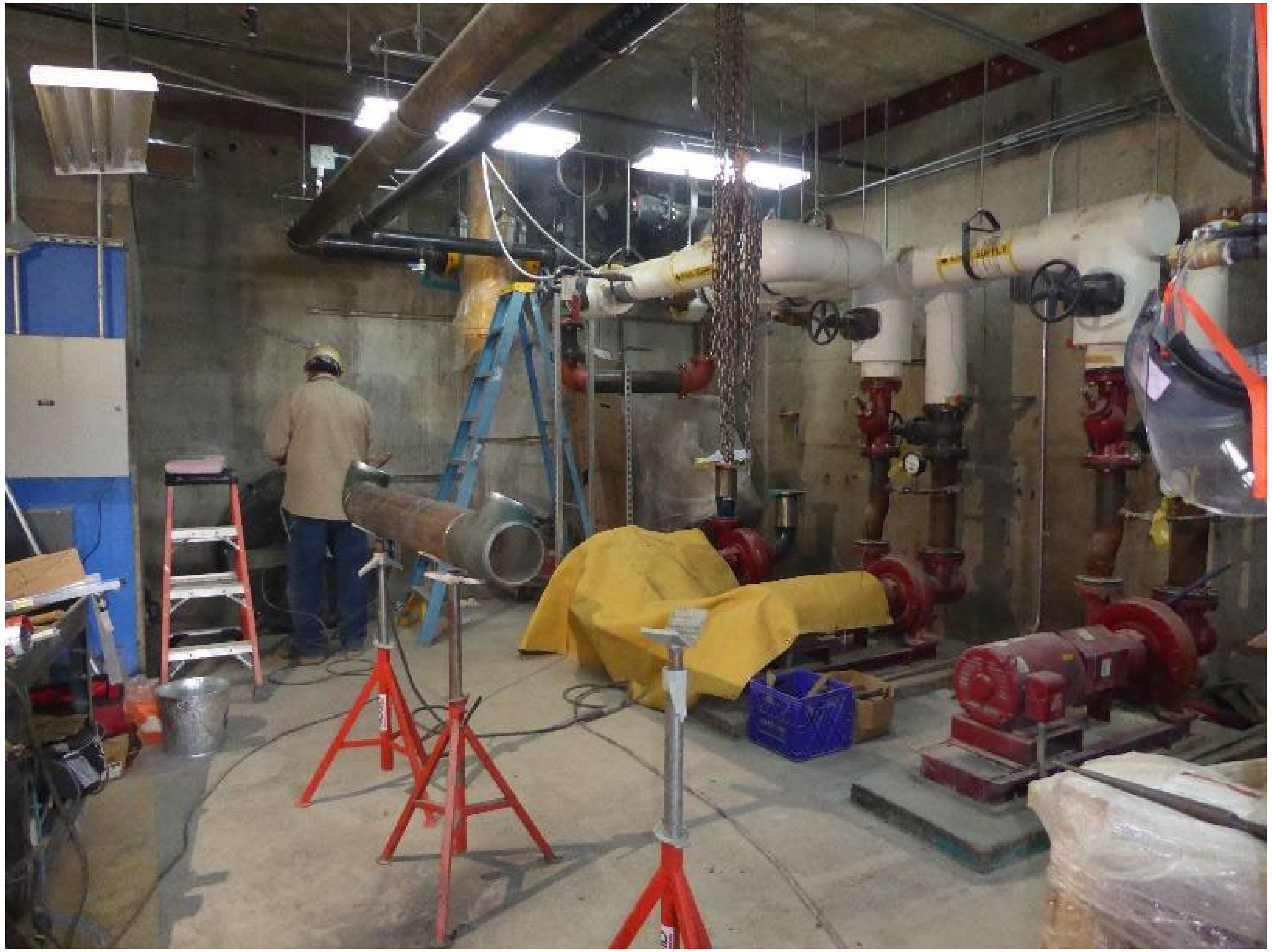
ATTACHMENT #5

Ticketing area; small carrier.

Tile installed in toilet room.

ATTACHMENT #5

Equipment install in penthouse mechanical room.



Ground source heat piping install in pump room.

ATTACHMENT #5

Siding installed on north and west (airfield) sides.