AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, JULY 10, 2018
ALASKA ROOM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES: Regular Monthly Meeting of June 12, 2018

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. INTRODUCTION OF MIKE GREENE. Mike Greene has been hired on as our new Airport Architect/Engineer II. He will be starting July 9, 2018. Mike brings a wealth of knowledge on capital improvement projects and project management.

VII. INTRODUCTION OF NEW/RETURNING AIRPORT BOAD MEMBERS

VIII. ELECTION OF OFFICERS

IX. COMMITTEE APPOINTMENTS:
A. Finance Committee
B. Operations Committee

X. UNFINISHED BUSINESS
A. **'Kendler Way' Road Naming (Attachment #1).** At the June 12, 2018, Airport Board meeting, the Board passed a motion to name the new road going to the Snow Removal Equipment Facility (SREF) and continuing down the northwest access toward the Float Pond 'Kendler Way'. Staff needed to vet this name with the City's road names for duplication and confirm through the Kendler family and through the City Law Department that the name could be used. Kendler Way meets all the City & Borough of Juneau (CBJ) requirements. Sandy (Kendler) Spickler also wrote an email in support of naming the access road after her grandparents Joe Kendler, Sr. and Mathilda Kendler who owned/operated the dairy farm located where much of the Juneau Airport is currently located. Additionally, her father, Joe Kendler, Jr. was a pilot/Captain for Alaska Coastal Airlines and Alaska Airlines (see attached email). Kendler Way will be the official name on the City road system.

B. **Terminal Reconstruction Phase II (Attachments #2, #3 and #4).** On June 12, 2018, the Airport held another terminal planning meeting with tenants and public to discuss the conceptual design of the terminal, to-date, as well as concerns from a couple of tenants. An update was provided to the Airport Board the same day. At the meeting, the north terminal tenants agreed to work collaboratively on a design for the north end.

On June 13, 2018, Airport staff followed up with an email to the Part 135 terminal tenants requesting that they submit their 'collaborative' plan by June 27, 2018. The Airport received a joint letter, see Attachment #2, from Harris Air, Island Air Express and Ward Air (HIW), in short, recommending use of the 2012 General Obligation bond for a 'big box' terminal plan, requesting the Airport disallow private lease development north of the terminal and requesting that the Airport incorporate only essential 'knuckle' improvements to the north end/or as funding allows. The letter requested 'reasonable amount of like space to the existing 135 tenants' and some additional space for future or additional expansion; as well as consistent aesthetics to the existing (newer) terminal.

The Airport also received conceptual renderings from Alaska Seaplanes with a narrative, see Attachment #3, of concept needs including (in short): high public movement-to-leasable space ratio, adequate waiting area and leasable area (allowing for growth and new operators), and a solution for current freight drop-off/curb congestion.

The Airport explored both of these concepts and determined that the 135 carrier needs as well as the essential components of the 'knuckle' (elevators, escalators, stairs, bathrooms, mechanical, heating, emergency generator and all offices) must be addressed.

The Airport took an in-depth look at Option 2 (presented by consultants McCool Carlson Green, June 12, 2018 – see Attachment #4). This conceptual design meets the common request of the tenants for the north terminal space (to provide 'like' space for passengers). It accomplishes the following:

-Provides 'like' passenger services space for current 135 operations
-Provides space to the north for private lease lot development for freight
-Provides development opportunity for freight drop-off away from curb
-Provides space for all current office tenants/entities within terminal
-Addresses structural issues and deficiencies of current terminal building
-Provides the 'best bang for the buck' funding (Airport Improvement Program (AIP), Passenger Facility Charge (PFC), General Obligation (GO) bond)
-Expands the geothermal heat pump system to whole terminal
-Provides efficient terminal (heating, cooling, utilities); lowers operating costs
-Allows for consistent aesthetics of whole terminal

The Airport believes we have met the needs (above) in Option 2 by incorporating the input from tenants and the public. Although we have not met with the Federal Aviation Administration (FAA) yet, the Airport has analyzed Option 2 space with respect to AIP eligibility criteria. We estimate that approximately 70% of the space in this option will be eligible for federal funds (AIP, PFCs); we are in the ballpark for affording this project at a total cost of approximately $20M. This concept also utilizes realignment of the Capital Improvement Plan (CIP) to maximize use of AIP entitlements and approved PFCs. The Airport recommends Airport Board concurrence to proceed with "Option 2" concept, as shown, and send the funding plan to the Airport Board Finance Committee for review. The design concept will then be refined with continued review and opportunity for input.

Simultaneously, constructability issues such as demolition phases, maintaining operations throughout construction will be addressed.

Board Motion: "*Move to concur with Concept Option 2 Terminal Reconstruction Phase II, and direct staff to move forward with design documents, and forward the proposed funding plan and Capital Improvement Plan to the Airport Board Finance Committee.*"

XI. NEW BUSINESS

A. **Snow Removal Equipment Facilities (SREF) – Sand/Chemical Building and Fueling Station.** The Airport is working with the FAA on a possible earlier funding solution for the SREF sand/chemical/fueling project. This project is scheduled for design in our current year (Federal Fiscal Year (FFY) 2018) AIP entitlement funds, and construction slated for 2021. A couple of recent events may provide an opportunity to move this project earlier on the Airport Capital Improvement Project (CIP) list and provide strategic funding advantages.

First, as detailed below in the Manager's Report, the current sand/chemical building will be written up for serious safety deficiencies per the State of Alaska – Occupational Safety & Health (AKOSH) inspection during their June 20-21, 2018 surprise inspection.

Second, Congress approved the 2018 Omnibus spending package for $1B that will provide additional discretionary funds with a priority to small (and non-hub) airports. As a small hub, JNU is listed as a priority airport. In order to qualify for these funds, projects need to be ready to construct and must also follow the National Plan of Integrated Airport Systems (NPIAS) for priority basis. The Snow Removal Equipment Facilities (SREF) Sand/Chemical/Fueling construction project is an estimated $10.3M project scheduled for 2021. By moving this higher priority project to FFY2018, it would free-up 2021AIP funding (entitlements) and allow those funds to be used on the terminal project (lower priority; not discretionary eligible) that year. This would be a win-win. There is no guarantee for this special grant, but the Airport must meet the tight timeline to be considered. Additionally, the Board will need to approve the update to the CIP which shows the SREF Sand/Chemical/Fueling project in FFY2018. See SREF Board Motion #1 below.

The Airport has not yet received the FY18 AIP grant funds for the design of the SREF Sand/Chemical/Fueling project (total design cost estimated at $565,000). The Airport is trying to fast-track the design contract so that we can bid the project in August and meet the deadline for FAA project consideration. The Airport has a solution for this temporary cash flow problem that will use $255,000 in local funding (2012 Sales Tax) currently ready to use in the SREF account; plus $310,000 in Airport Revolving Capital Reserve Account funding already appropriated but requiring a transfer into the SREF project. Both of these will be reimbursed once the FAA grant is received (with the exception of $35,312 of local match requirement from Sales Tax). See SREF Board Motion #2 below.

In order to expedite this process, the Airport recommends that the Board pre-approve the anticipated FAA AIP (entitlement) design grant in the amount of $529,688 so that once that grant is received it may be immediately forwarded to the Assembly for appropriation. See SREF Board Motion #3 below.

SREF Board Motion #1: "*Approve the Snow Removal Equipment Facility Sand/ Chemical/Fueling construction project from FFY 2021 to FFY 2018 on the Airport's Capital Improvement Plan and apply for the special FAA funding."*

SREF Board Motion #2: "*Approve the transfer of $310,000 from Airport Revolving Capital Reserve Account for partial forward-funding of the SREF Sand/Chemical building and Fueling Station Design Grant, and once the grant is received, transfer the funds back to the Airport Revolving Capital Reserve Account."*

SREF Board Motion #3: "*Approve the anticipated FAA AIP FY18 SREF Sand/Chemical building and Fueling Station Design Grant in the amount of $529,688, local match provided by previously appropriated Sales Tax, and forward on to the Assembly for appropriation."*

B. **Passenger Facility Charge #9 Appropriation and Reimbursements to Airport Fund Balance and Airport Revolving Capital Reserve Accounts (Attachment #5)**. The first appropriation of PFC9 funding is $2,245,538, consisting of $1,034,681 of unused funds from the PFC7 closeout (Land Acquisition and Part 121 Ramp projects), $361,000 from PFC9 collections to-date, and $849,857 of FY19 collections. As shown on Attachment #5, most of the appropriated funding will be used as upcoming Local match on the Sand/Chemical/Fueling project ($643,700) and Taxiway Rehabilitation project ($1,081,250), and the remainder, approximately $448,000, will be used to reimburse Airport Fund Balance and the Airport Revolving Capital Reserve Account (ARCRA) for Local match previously used to forward-fund various Airport CIPs from those sources.

PFC Board Motion 1: *"Approve the appropriation of $2,245,538 of Passenger Facility Charge #9 collections to Capital Improvement Projects as shown on Attachment #5."*

PFC Board Motion 2: *"Approve the transfer of $447,838 from the listed Capital Improvement Projects on Attachment #5 to the Airport Capital Reserve Account in the amount of $23,438 and Airport Fund Balance in the amount of $424,400, as indicated."*

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

1. Tailwind JNU LLC Liquor License. Juneau Airport Food/Beverage concessionaire Tailwind LLC received their liquor licenses for both pre- and post-security locations on June 25, 2018 and sales began a couple of days later. The Airport and Tailwind are happy to be able to provide this additional service to the traveling public and guests.

2. Passenger Boarding Bridge (PBB) Gate 2 Grant. The Airport received the FAA grant in-hand for the Gate 2 PBB on June 27, 2018. The Airport forward funded this project to take advantage of the construction season. When the Board passed the forward funding, they also approved for the transfer of funds back to the Airport Fund

Balance once the grant was received. It is anticipated that this transfer will occur once the grant has been appropriated (which requires two Assembly meetings) in August.

3. State of Alaska - Occupational Safety & Health (AKOSH) Inspection. The Airport had a surprise comprehensive inspection of facilities on June 20 - 21, 2018, by AKOSH. The inspectors found a few minor problems for the Airport to correct, but also found major issues with the Sand/Chemical building that ranged from general deterioration of the building itself, to all electrical components, second level storage access concerns, and personnel hard hat requirements. The Airport had to de-energize (disconnect the electrical service) the ‘sand shed’ building immediately, cordon off the stairs/second level and require hard-hats for anyone entering the area. The Airport anticipates the official AKOSH letter soon with notices of violation for this. The other items found throughout the airport can be mitigated very quickly for correction. The Airport informed the AKOSH inspectors that a new sand/chemical building was scheduled in our Capital Improvement Program (CIP), which does help mitigate the observed violations. See New Business, Item A, above, regarding possible earlier programming for this project.

4. June 20th Aircraft Incident and Runway Repairs. On, June 20, 218, a Cessna 441 landed on Runway 26, lost its nose gear upon landing, and damaged the runway with its propellers and nose gear shaft. The Airport is working with Risk Management and the aircraft owner’s insurance company to repair the damage. The damage extends over approximately 2,200 feet of the runway with the repairs concentrating on areas deeper than the grooved surface. The Airport is pushing to get the repairs done this season.

5. Airport Engineer Report (Attachment #6)

6. Airport Architect Report (Attachment #7)

XII. CORRESPONDENCE:

XIII. COMMITTEE REPORTS
A. **Finance Committee**:
B. **Operations Committee**:

XIV. ASSEMBLY LIAISON

XV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XVI. BOARD MEMBER COMMENTS

XVII. ANNOUNCEMENTS

XVIII. TIME AND PLACE OF NEXT MEETING:
A. Airport Board, 6:00 p.m., August 14, 2018, Alaska Room

XIX. EXECUTIVE SESSION

XX. ADJOURN

ATTACHMENT #1

From: Sandy Spickler [mailto:sandy.spickler@gmail.com]
Sent: Monday, June 18, 2018 12:04 PM
To: Patty Wahto
Subject: Kendler Way

Hi there – this is to advise that I am in support of "Kendler Way" being named. It would be an honor to both my Grandpa and Grandma Joe Kendler Sr and Mathilda Kendler, who owned the airport property at one time and had their dairy farm, along with my Dad Joe Kendler Jr who was a pilot for both Alaska Coastal Airlines and eventually a Captain with Alaska Airlines. We have the fifth generations here in Juneau now and think it would be great. Appreciate your consideration. Thank you.

Sincerely,
Sandy (Kendler) Spickler
907-321-0718

ATTACHMENT #2

ISLAND AIR EXPRESS Harris Air WARD AIR

June 21, 2018

David Epstein, Chair
CBJ Airport Board
1873 Shell Simmons Drive, Suite 200
Juneau, AK 99801

Re: CBJ Airport Terminal North Wing Plan

Dear Mr. Epstein:

Based on the discussions at the June 12, 2018 Board meeting and the public workshop held earlier that day regarding the Airport's options to replace the North Wing of the terminal, as well as the concerns we expressed in our May 7, 2018 letter to the Airport Manager, we recommend the Airport Board direct the Airport Manager and staff to:

1. **utilize the $6.9 million of CBJ General Obligation (GO) Bond proceeds to either refurbish the existing North Wing of the Airport terminal or replace it with a "big box" passenger terminal directly joined to the existing 121 terminal;**

2. **abandon all plans to develop leasable lots immediately adjacent to the North Wing, ensuring there is adequate room for long term expansion of the North Wing;**

3. **incorporate only those 'knuckle" improvements that are essential to the refurbishment or replacement of the North Wing; and**

4. **fund other "knuckle" improvements only after the North Wing needs have been met.**

In crafting a "big box" plan the Airport should:

- provide a reasonable amount of like space to the existing 135 tenants, and some additional space for which existing tenants are willing to enter into a lease agreements at current terminal rates for their passenger operations;
- provide a reasonable amount of space for tenant future expansion or for new tenants;
- ensure an exterior design that is reasonably consistent or complimentary to the existing airport terminal;
- provide space for US Customs;

- utilize a long single counter design, as opposed to a mall food court U-design, to maximize terminal flexibility for tenant expansion, contraction or relocation; and
- maximize the use of federal and PFC funds for the portion of the big box that would be the "concourse" to the various 135 operator counters, as well as the bathrooms and utilities.

To fund any North Wing critical as well as other "knuckle" improvements the Airport should consider using

- a portion of the $3 million of the CBJ 1% sales tax funding approved by CBJ voter's last fall;
- the Airport Fund balance in excess of the amount the Board has set aside to cover 3 months of emergency operations; and/or
- CBJ revenue bonds supported by either PFC's or North Wing 135 operators' rents.

If the priority is given to refurbishing or rebuilding the North Wing the GO Bond money will be sufficient. Kent Craford of Alaska Seaplanes made that very point in his attached October 3, 2017 letter and then again in this testimony before the Board on June 12, 2018. Our preliminary cost calculations support this as well, even if costs are as high as $400 to $500 per square foot to refurbish or rebuild.

Both of the Airport's current options appear to place a priority on reconstructing the "knuckle" instead of the North Wing refurbishment or reconstruction. As a result it has forced the Airport into offering plans that would cede ownership and control of a public facility and airport revenues to private businesses. The North Wing should be designed to function for the long term, taking into account the cyclical and ever changing airline business. The terminal investment cannot be based on a particular airline or business model, but must be flexible and functional for the long term. As past experience in Juneau has shown, a dominant carrier today may not be the dominant carrier tomorrow.

In addition, both of the Airport current options propose a disjointed terminal, leaving space between a new 135 terminal and the existing 121 carrier terminal, connecting the two with an expensive concourse. Our proposal would simply join the two wings as they are now, leaving no gaps. The room for expansion would be at the far north end of the North Wing. An in-line design of counter space would allow for easy expansion of the public terminal, which is why there should not be any privately leased lots immediately adjacent to the north end of the North Wing.

The Airport Board must place the long term interests of the CBJ, the economic health of the Airport, the traveling public and potential competitors above the interests of any single or group of 135 scheduled carriers. Our proposed approach will meet the basic needs of all existing 135 operators, not require additional funding from the CBJ Assembly, ensure the Airport retains ownership and control of a critical public facility, and not unnecessarily reduce airport revenues.

ATTACHMENT #2

Timely action by the Board should allow CBJ Airport staff sufficient time to appropriately revise their request to obtain federal funding for the concourse portion of the "big box" 135 structure as well as any critical "knuckle" modifications to be made in conjunction with the big box structure.

We would welcome the opportunity to discuss this proposal further with the Board at the Board's earliest convenience.

Sincerely,

Scott Van Valin, President Island Air	Scott Harris, President Harris Air	Edward K. Kiesel, President Ward Air, Inc.

cc: Juneau Airport Board Members
Patty Wahto, CBJ Airport Manager
Ken Koelsch, CBJ Mayor
CBJ Assembly Members
Rorie Watt, CBJ Manager
Bob Bartholomew, CBJ Finance Director
Craig Dahl, Executive Director, Juneau Chamber of Commerce
Kent Craford, Alaska Seaplanes
Kathy Smith, Alaska Airlines

Attachment: October 3, 2017 Alaska Seaplanes Letter to CBJ Airport Board

ATTACHMENT #2

ALASKA SEAPLANES

FLYING AT A HIGHER STANDARD

October 3, 2017

Mr. Max Mertz
Member, Government Affairs Cmte.
Juneau Chamber of Commerce
Sent via electronic mail to: max@ermcpa.com

Dear Max,

I am writing to follow up on our conversation of last week regarding the long-planned, but currently stalled, renovation of the North Wing of the Juneau International Airport. Also known as the "commuter terminal."

We are seeking the chamber's assistance to get the Assembly to recognize the urgent need to replace this facility, and to proceed immediately with the construction of a common-sense right-sized new building, using existing dedicated funds, that meets the needs of the myriad flying public, rather than waiting (potentially several years) for more money to fulfill the grandiose vision of a few planners, architects and bureaucrats.

As you know, Alaska Seaplanes is the largest Part 135 commuter airline in Southeast Alaska, with our primary hub located at the commuter terminal. We are also the largest tenant in the North Wing. However, in historical terms, activity in the commuter terminal is far less than it was in decades past, when up to a half dozen or more carriers occupied the space comprising a fleet of over 50+ aircraft when you count L.A.B. Flying, Haines Airways, Wings of Alaska, and Skagway Air among others.

To put it in perspective, on the busiest day of the 2017, Alaska Seaplanes flew just over 600 people. Throw in another few dozen from Harris Air, and you have just roughly four 737s worth, spread out through an entire day 5:00am to 9:00pm. On an average summer day we typically carry 300-400 passengers in and out of Juneau. Winter volume can slow to a trickle.

Yet, the airport is proposing a facility that would dwarf the existing Seaplanes/Harris Air footprint, which while we feel is a bit cramped at times, is nonetheless sufficient. Part of this excess is driven by North Wing tenants that do not necessarily need to be located in an airline passenger terminal—US Customs (for charter and private aircraft, primarily), Fish and Wildlife, and the airport administration itself, among others. While these tenants are airport related, certainly there are other locations on the airport they could be moved, even in close proximity, such as the soon-to-be-vacated vehicle maintenance building, (which was just re-roofed for $56/square foot).

If it isn't obvious, we are very frustrated with this situation, especially given Juneau's tough economic situation. We've been patient, but can no longer remain silent. The commuter terminal, the gateway to the villages of Southeast Alaska, is an embarrassment. Green slime oozes down the exterior façade. The interior carpet is 30 years old. The automatic doors are broken so often the maintenance department often leaves the operating mechanisms fully exposed for quicker access. And water consistently leaks through the ceiling, into our dispatch offices and baggage areas.

And yet, we wait. For the Taj Mendenhall. For a $14 million over-design of what is required to meet the needs of Southeast Alaska's commuter passengers. And if we actually do build it, who pays for its operation? Evidently, we can't even afford to pressure wash the current building.

The airport currently possesses funds from the 2012 bond measure which dedicated funding to this specific project. We believe those existing funds are more than sufficient to build a new facility that meets the needs of Juneau's commuter airline passengers.

Rendering of the Proposed Taj Mendenhall

We respectfully request your assistance, it's time for Juneau to get real.

Sincerely,

Kent Craford
President

ATTACHMENT #3

Email From: Kent Craford Sent: 7/1/2018
To: Patty Wahto; Davide Epstein; Corey Wall
Cc: Tony Yorba; Catherine Fritz; Mike Stedman; Carl Ramseth
Re: Juneau Part 135 Carriers Terminal Concept B

Patty, Catherine, David:
I'm following up on Corey and Tony's conceptual renderings sent to you Wednesday with some background on why we presented what we did, and how it attempts to be responsive to the issues discussed in our meeting of June 12.

Per the discussion on the 12th, our takeaway was that a successful concept should incorporate the following:
1. A high public movement-to-leasable space ratio, which would best position the project for AIP eligibility
2. Adequate waiting area and leasable space for 135s as well as room to grow, and/or additional area for new entrants (as good or better total sqft. than current)
3. A solution for the current issues associated with freight drop-off/curb congestion

With respect to the first point, as Corey laid out, the ratio of public space to leasable space as presented here is roughly 1:1, which we hope could achieve AIP eligibility for up to 50% of the total square footage. This ratio could even be improved upon if the generous spaces illustrated here were pared back some. To be clear, this assumes the stand-alone building would be built by the airport using a mix of GO bond proceeds and AIP funds. Even at a very high estimated cost of $500/sqft, the building could be built for approximately $7.5 million. If 50% AIP eligibility is achieved, that would leave a substantial amount of the 2012 $6.9 million GO bond available for work on the knuckle.

With respect to the second point, as you can see, the leasable space shown is considerably greater than that currently employed in the North Terminal for passenger operations. Speaking for Alaska Seaplanes, we might be able to live with even less if we are able to build the admin/cargo area adjacent to the terminal as illustrated. And the other 135s might not need the full 3,600 sqft. drawn here, as that's nearly double the area shown by the two current operators for themselves in their "big box" concept. Reducing the leasable area would further improve the portion of AIP eligible space.

Finally, Corey and Tony have very adeptly addressed the issue of cargo dropoff by moving that function into its own "lane" adjacent to what we envision as a freight receiving area to be built privately adjacent to the terminal. This plan shows Seaplanes constructing its own cargo handling facility on a zero-lot-line basis to the North.

I will defer to Corey and Tony on the question of specifically where and how the current building gets cut, but my general understanding is right through the old L.A.B counter/old project office. This would allow the 135s to use the current Seaplanes freight counter and old Tal Air counter for passenger operations in the interim until the new building is built. Cargo could be relocated temporarily. Once we move into the new facility, the remaining North Terminal and knuckle areas can be tackled.

ATTACHMENT #3

I'll confess some pride in authorship of the 135 foyer area and its hanging Beaver. Not only would this be a pleasant area for our passengers to wait, especially on a congested weather hold day like Friday was, but what an amazing and iconic entrance view for vehicles approaching the terminal!

As I mentioned in an email last Friday, I did have a conversation with Tom Williams two weeks ago regarding funding and prioritization of the public terminal area. While all the 135s are in agreement on that, we regrettably cannot reach common ground on design and construction methodology. Alaska Seaplanes will vigorously oppose a SIP big box.

We feel the concept laid out here achieves our objectives--adequate space, options for adjacent private development, striking but economical design, financability, and modest use of GO bond proceeds to allow availability for other terminal work. We look forward to working with you to achieve a final plan we can all enthusiastically support.

Regards,
Kent

ATTACHMENT #3

Jensen Yorba Lott Inc.

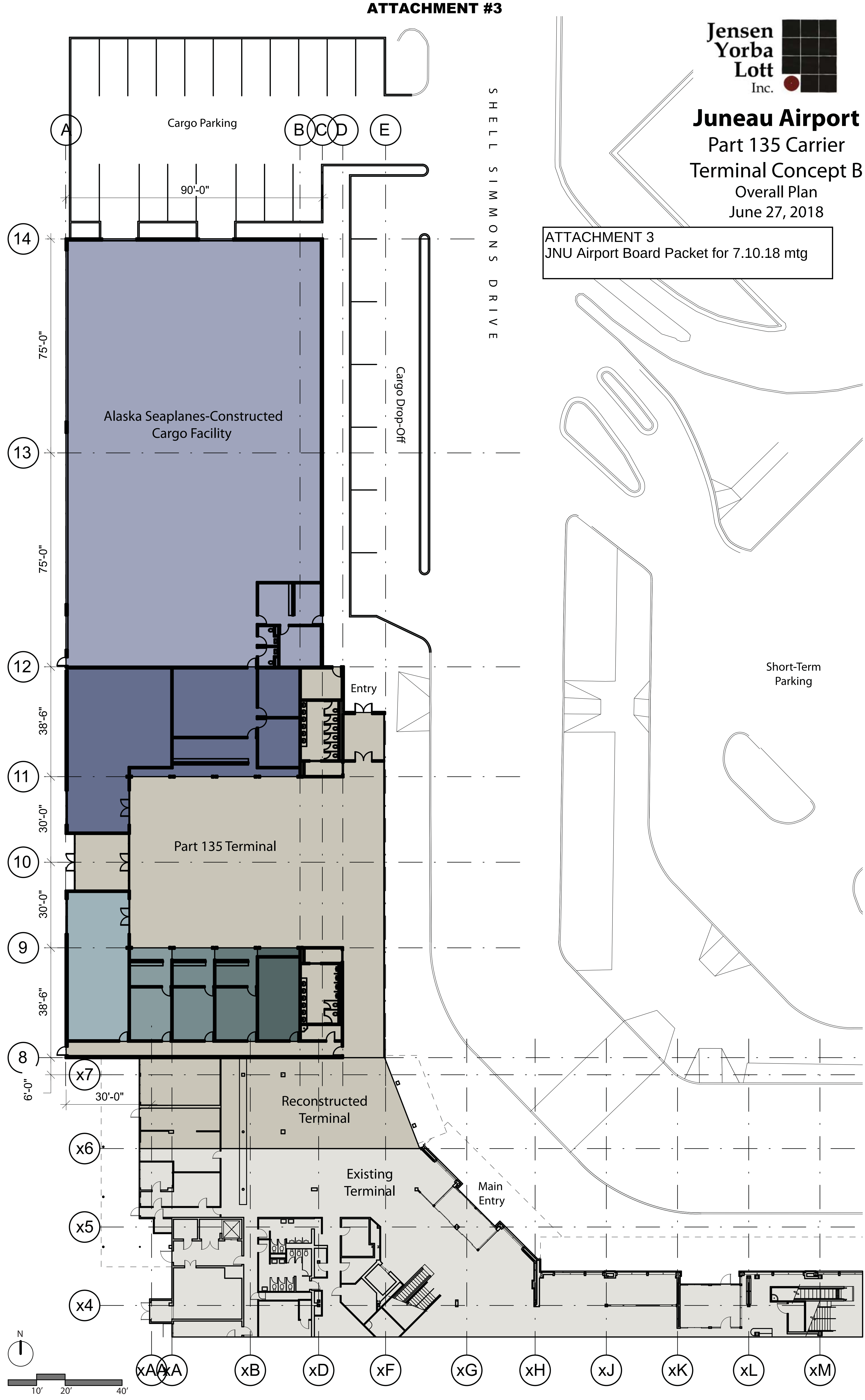
Juneau Airport

Part 135 Carrier Terminal Concept B

Overall Plan

June 27, 2018

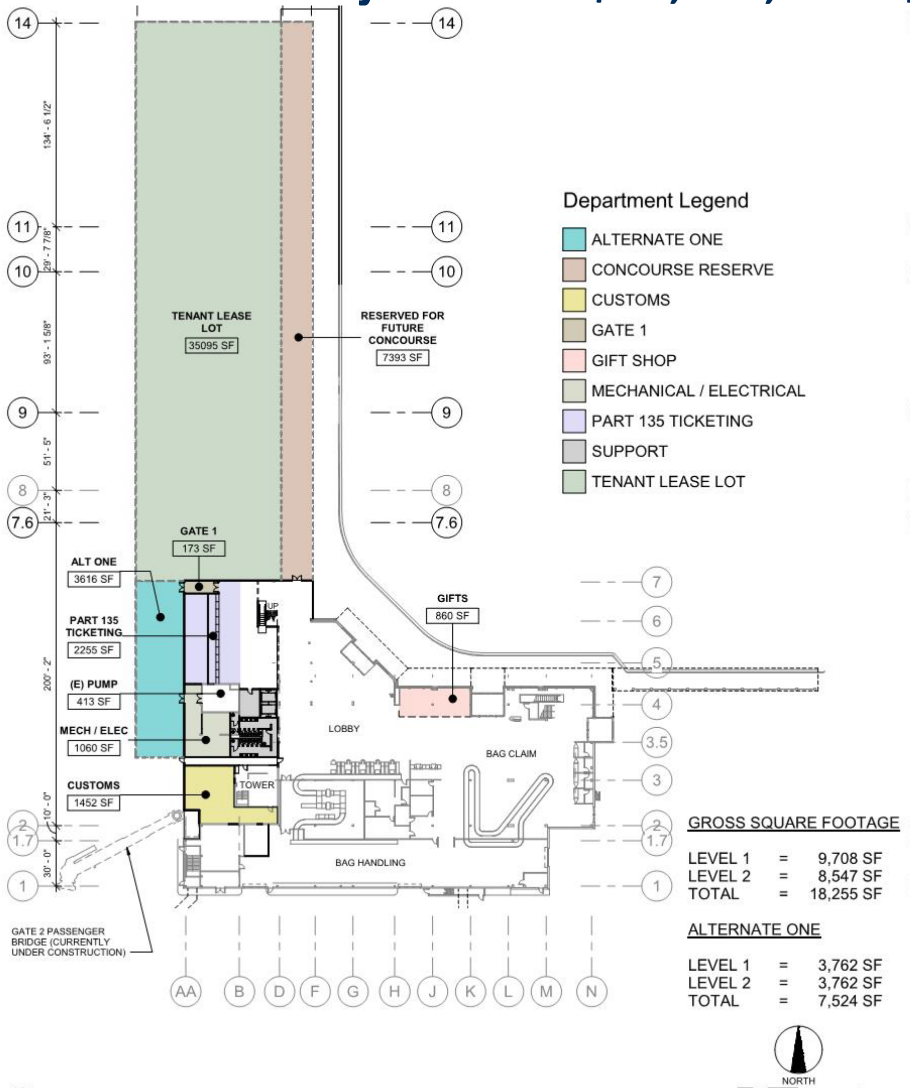
ATTACHMENT 3
JNU Airport Board Packet for 7.10.18 mtg



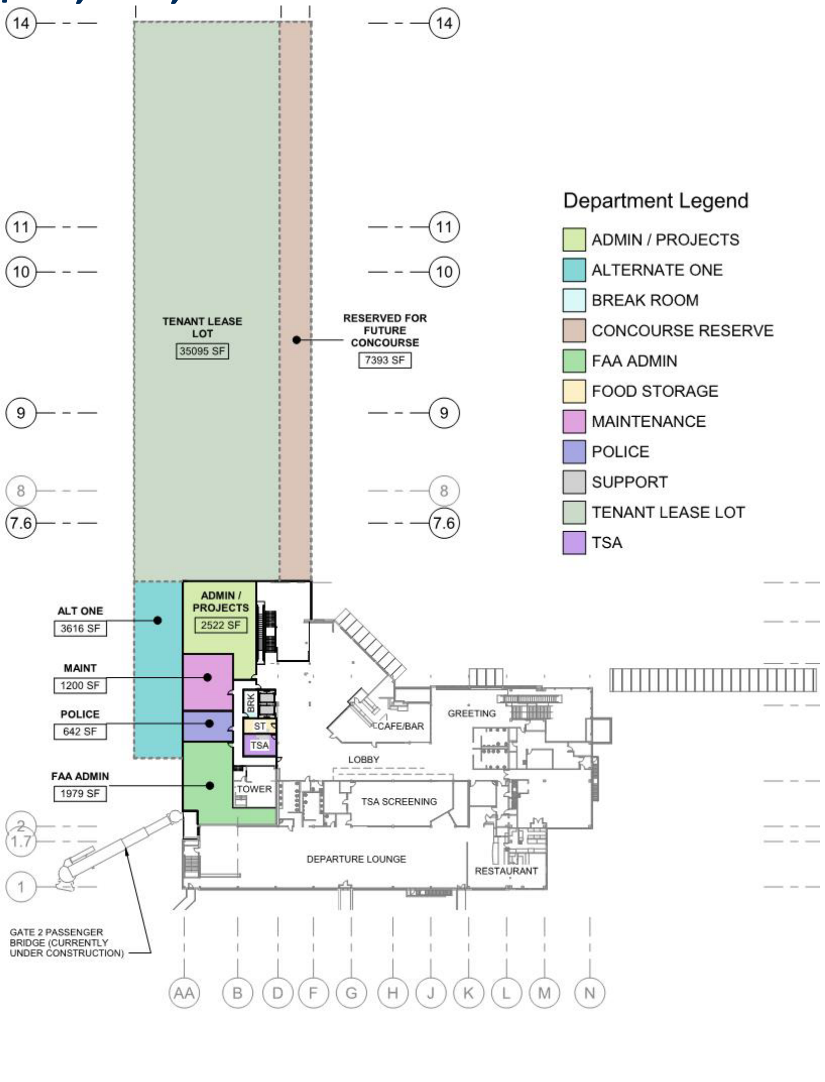
BUILDING CONCEPT OPTION 2

ATTACHMENT 4
JNU Airport Board Packet for 7.10,18 meeting

Total Estimated Project Cost: $16,000,000 - $17,500,000*



1 REFERENCE FLOOR PLAN - LEVEL 1 - OPTION 2
A201 1" = 40'-0"



NORTH
0' 10' 20' 40' 80'
22X34 SHEET 1" = 40'-0"
11X17 SHEET 1" = 80'-0"

2 REFERENCE FLOOR PLAN - LEVEL 2 - OPTION 2
A201 1" = 40'-0"

***Does not include cost of Alternate One**

McCOOL CARLSON GREEN

Attachment#5

TIMELINE FOR APPROPRIATING PFC9

Year 1 (2018)

PFC9 Project #	Appropriate To:	CIP Name	Approved PFC9 amount	Amount to Appropriate	Other Actions
2	A50-080	Conduct Master Plan Study	$61,227	$61,227	Reimburse Revolving Account $23,438. Reimburse Fund Bal $37,789
3	A50-087	Rehabilitate Twy A & Twy E	$43,750	$43,750	Reimburse Fund Bal $43,750
	NEW CIP	Construct--Rehabilitate Twy A & Twy E			
	NEW CIP	TWY E Construct realign	$1,081,250	$1,081,250	NEW AIP Construction match.
	NEW CIP	TWY D-1 Construst realign			
				$1,125,000	
4	Fund Bal	Rehabilitate Airport Access Road	$64,610	$64,610	Reimburse Fund Bal $64,610
5	A50-084, 088, 091	Construct NE & NW Aprons	$722,231	$228,251	Reimburse Fund Bal $228,251
6	A50-083	Rehabilitate ARFF Building	$50,000	$50,000	Reimburse Fund Bal $50,000
7	A50-086	SREF/Geothermal Construction	$72,750	$72,750	Match to AIP67 in A50-086.
11	NEW CIP	Construct Sand & Chem Building	$643,700	$643,700	NEW AIP Construction match.
		Current FY18 Appropriation:	**$2,772,765**	**$2,245,538**	

Year 1 Cash: PFC7 closeout ($1,034,681); FY18 4th Qtr collections ($361,000); FY19 collections ($849,857).

Year 2 (2019)

PFC9 Project #	Appropriate To:	CIP Name	Amount to Appropriate	Other Actions
1	A50-079	Rehabilitate Runway 8/26	$724,667	Replace AIP58&60 match in A50-079.
9	NEW CIP	Terminal north/other non-FAA	$353,080	Terminal non-FAA eligible plus entitlement match
12	A50-093	Snow Removal Equipment Acquisition	$312,500	Match AIP74.
			$1,390,247	

Years 3-6 (2020-2023)

PFC9 Project #	Appropriate To:	CIP Name	Amount to Appropriate	Other Actions
9	Continuation--Terminal	Terminal north/other non-FAA	$4,000,000	4yrs x $1m
			$4,000,000	

Year 7 (2024)

PFC9 Project #	Appropriate To:	CIP Name	Amount to Appropriate
9	Continuation--Terminal	Terminal north/other non-FAA	$846,539
13	NEW CIP	Improve RSA--North RSA Grade	$125,000
			$971,539

MEMORANDUM

TO: Airport Board DATE: July 6, 2018

FROM: Patty Wahto
Airport Manager

RE: Monthly Report

General
Project specific summaries of project status and activity are presented below. Ken is working in a part-time capacity and will continue in a part-time role for the foreseeable future. Mike Greene will be working alongside Ken and Catherine on the projects.

Airport Sustainability Master Plan
The public comment period closed May 18, 2018. While no public comments were received, there was a question from Assembly Members at the March 7, 2018, Committee of the Whole meeting regarding the local capital project funds. This was addressed in the final report. We are still awaiting final comments from Federal Aviation Administration before final adoption by the Airport Board and the City & Borough of Juneau Assembly.

Runway Safety Area (RSA) Expansion Phase IIB
Secon has completed final seeding. DOWL has submitted final record drawings from contractor redlines. Physical completion of the project is pending grass growth; hence, Secon's contract has been extended through July 31, 2018.

RSA Expansion Phase IIC
The project is currently out for rebid. A pre-bid meeting is schedule for Tuesday, July 10, 2018, at 10:00 a.m. in the Alaska Room. Bids are due prior to 2:00 p.m. on Friday, July 20, 2018. The Engineer's estimate is $8.4M. You may remember that this project went out for bid last fall with only one responsive bidder that was over budget/grant amount, so the project had to be re-scoped. Due to the current timing for bidding this project will be two seasons.

Float Pond Improvements
Staff has reviewed the final draft submittals and PND is finalizing the bid package.

Taxiway A Rehab and Taxiway E Realignment Design, and Taxiway D-1 Relocation
Design documents continue with PDC. Taxiway A and E are at 35% design submitted/reviewed, moving to 65%; Taxiway D-1 is at 65% submitted/reviewed moving toward 100%.

Runway Repairs Post-Aircraft Incident (June 20, 2018). Once the repairs are underway, we will assist with the coordination and safety during the repairs. Due to high daytime aircraft operations, these repairs will likely be done overnight to limit disruption. A schedule will be developed and will be coordinated with operators and Air Traffic Control.

ATTACHMENT #7

MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: July 5, 2018

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect’s Report of June 2018 Activity

Foundations at the Snow Removal Equipment Building (SREB) wash bay and maintenance work area were completed during June and the structural steel arrived on site. The wash equipment is scheduled to arrive in mid-July. The final punch list on the SREB main building is nearly complete and final change order items on this poriton of the project are being reconciled.

On June 12, 2018, a public forum was held to share information and listen to ideas and concerns about the Terminal Reconstruction project. Since the meeting, Airport projects staff has continued to work diligently with stakeholders to develop a design concept that addresses critical needs and is affordable within the exisiting budget. This item will be discussed further with the Airport Board at their July 10, 2018 meeting.

Concrete work for the Gate 2 Passenger Boarding Bridge (PBB) project was completed during June, and electrical work began. Critical shop drawing reviews for equipment were also done, allowing the PBB manufacturing process to start. Alaska Airlines has been using Gate 2 on a daily basis for an evening arrival/ morning departure, and the contractor’s superintendent has been very attentive to operational needs.

The Ramp Lighting Replacement project is awaiting determination from the Federal Aviation Administration (FAA) regarding Buy American requirements. There is very little electrical equipment manufactured in America, which makes it difficult to comply with the Buy American provisions. The project is ready for construction bidding and will be released as soon as the FAA’s determination allows.

I attended the FAA Airport Improvement Program (AIP) Workshop on June 6-7, 2018 in Anchorage. The topics were very relevant to JNU’s current and future-scheduled AIP projects. It was especially good to hear details of the special $1B AIP that is now underway through FAA Headquarters. The construction grant for JNU’s Sand/Chemical Building and Fueling Station (a component of the overall Snow Removal Equipment Facilities project) is a targeted candidate for this special funding program. There are critical timing issues to access these funds that staff will be discussing further with the Airport Board at their July 10, 2018 meeting.

Design work for the Sand/Chemical Building and Fueling station will be led by ECI. This is the same consultant team that has designed other components of JNU’s Snow Removal Equipment Facilities. The design work is scheduled to be funded through the current FY18 AIP. The single story sand and chemical building will be approximately 24,000sf and will be located immediately adjacent to the SREB. The fueling station will replace the current aged facility and improve safety and operational efficiencies. The possible construction funding from special AIP funding means that the design work will proceed quickly during the month of July to allow bidding to begin in early August 2018.

Other projects during June included:

- Continued developing new graphic materials for signage around the terminal.
- Began construction of the new Service Animal Relief Area at the northeast corner of the terminal (behind the tall bus canopy).
- Continued working on close-out documentation for the Aircraft Rescue and Fire Fighting project.
- Provided project management support to the Runway Safety Area 2C project.

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SREB Wash Bay North Elevation: Foundation Complete.

Concrete Placement at Gate 2 Passenger Boarding Bridge.

Construction of New Service Animal Relief Area (SARA).

ATTACHMENT #8

ISLAND AIR EXPRESS Harris Air WARD AIR

July 10, 2018

David Epstein, Chair
CBJ Airport Board
1873 Shell Simmons Drive, Suite 200
Juneau, AK 99801

Re: CBJ Airport Terminal North Wing Plan

Dear Mr. Epstein:

CBJ Airport Staff has proposed two options to move forward to replace the North Wing of the terminal. However, there is a much better third option which will meet the needs of current operators, allow for unencumbered future expansion, provide for adequate and proximate lease space for operators' cargo and mail handing and is fully consistent with the FAA's grant assurances. The third option also ensures that no carrier is disadvantaged at the expense of other current or future carriers.

The third option the Airport Board should approve is one that places an off-street loading zone directly adjacent to the north of the end of the public terminal. The Airport should then make multiple lease lots available to carriers just north of the parking lot for freight and or mail handling operations. The attached diagram reflects the proposed area layout, although size of each element would be adjusted as appropriate.

The Airport should support this approach for many reasons. Option #3:

1. Allows for unimpeded future expansion of the Airport owned and operated public north wing by simply shrinking an Airport owned and controlled parking lot. Option #2 precludes that expansion because it allows a privately owned cargo facility to be constructed on a long term lease lot immediately north of the public terminal;

2. Allows for more flexibility of the design of a publically owned and operated terminal, ensuring the design is the most cost effective and not driven by the desires of any single carrier. Option #2 is likely to result in the Airport accepting a design that marries well to a single carrier's adjacent cargo facility;

3. Provides direct entry into the North Wing passenger terminal from off-street access. Absent an expensive concourse around a private cargo facility, Option #2 does not allow for direct access into the passenger terminal from an off-street loading area;

4. Does not mix passenger and freight and mail operations in the main terminal. Option #2 would allow the merging of freight operations with the main passenger terminal;

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5. Provides all current and future 135 carriers space to construct their own freight and/or mail handing facilities, with easy off-street loading access consistent with the Airport Master Plan. Option #2 could be in conflict with the recently adopted Airport Master Plan by joining freight and mail handling facilities with passenger facilities;

6. Places cargo facilities far enough away from the terminal to allow parking while loading. Option #2 places cargo facilities adjacent to the terminal which is likely to limit the public's ability to park while loading cargo; and

7. Allows carriers who want to construct freight and/or mail handling facilities to move ahead without waiting for the remodel or replacement of the North Wing. Option #2 would require coordination between the construction of a public facility and a private facility.

The North Wing should be designed to function for the long term, taking into account the cyclical and ever changing airline business. The terminal investment cannot be based on a particular airline or business model, but must be flexible and functional for the long term. As past experience in Juneau has shown, a dominant carrier today may not be the dominant carrier of tomorrow. This third approach avoids all pitfalls while encouraging the immediate development of the Airport.

We look forward to the opportunity to discuss this proposal further with the Board at its July 10, 2018 regular meeting tonight.

Sincerely,

Scott Van Valin

Scott Van Valin	Laura Kronsperger	Edward K. Kiesel
President	Vice President	President
Island Air	Harris Air	Ward Air, Inc.

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cc: Juneau Airport Board Members
Patty Wahto, CBJ Airport Manager
Rorie Watt, CBJ Manager
Bob Bartholomew, CBJ Finance Director
Craig Dahl, Executive Director, Juneau Chamber of Commerce
Kent Craford, Alaska Seaplanes
Kathy Smith, Alaska Airlines

Attachment: Option #3 Proposed CBJ Airport North Wing Area Layout

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