

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, JUNE 12, 2018
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of May 8, 2018
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. **Terminal Reconstruction Phase II Update** (Letters of Support – Attachment #1):
At the May 8, 2018, Airport Board meeting, the Board was presented with a joint letter from Harris Air/Island Air/Ward Air (HIW) regarding their objection to the Airport's conceptual plan for tenant-built facilities as part of the north end terminal reconstruction. The Board also heard tenant comments at the meeting. This prompted the Airport to reevaluate the direction of the terminal concept planning. The terminal reconstruction was also brought to the Operations Committee on May 18 for consideration. A subsequent public 'collaborative' meeting was set up for June 12 to reevaluate and see if other operators had interest in operation in the terminal. Options from 'do nothing' to the original tenant build-out were discussed.

Staff will address the 'gist' of the HIW concerns at the terminal planning meeting scheduled for June 12 (the morning of the Board meeting). Staff plans to present updated concept plans that represent a hybrid plan allowing for both tenant-built facilities and modest amount of flex counter space in the airport portion of the build-out for short-term smaller operations or seasonal operations.

In the meantime, the Airport has received several letters over the past few weeks from local community groups and neighboring communities supporting the original concept which would allow tenant-built facilities ('Option 1') (see Attachment #1).

Adding to the complexity of the project, the limited budget has continued to be very challenging, so staff is working creatively with the design team to develop options that work within available funding while allowing additional work in the future to meet terminal needs.

Based on the meeting to be held earlier in the day, staff will provide an update of terminal phase II concepts and ask the Board to concur with a direction for this project and continue toward design. Further discussion and updated conceptual designs will be presented at the meeting for Board consideration.

B. Front Curb Education/Enforcement. The Operations Committee met on May 18, 2018, to discuss Front Curb Enforcement. This was in follow-up to the increased front curb fine (\$100 fine passed by CBJ Assembly) which was to go into effect May 23, 2018. The Committee discussed two issues that go along with the fine increase: 1) public education; and 2) consistent enforcement.

Another Public Service Announcement was released alerting the public of the increased fine, as well as the prohibited waiting, parking and unattended vehicles. Juneau Police Department (JPD) has assisted, when able, to provide additional deterrent. Additionally, the Airport has used education and warnings as the initial approach. The Airport is also updating worn signage and making the fines and code clear to drivers.

The Airport Operations Committee requested staff to look at options including the possibility and cost for: 1) a JPD community service officer (CSO), 2) contract security, or 3) Republic Parking additional staff known as “ambassadors”. The possibility of bringing a JPD CSO to conduct curbside education/enforcement is very low. Current CSO staff is being increased due to the amount of current workload. The cost for a full time CSO at 7.5 hours/day, 5 days/week is between \$80,000 and \$90,000. The next option is to go out to bid for contract security and after reaching out to one of the local contract security companies, the estimated cost would be \$160,000 for 18 hours/day, 7 days/week coverage; and \$110,000 for 12 hours/day 7 days/week coverage. The last option is to amend the current Republic Parking contract to bring on staff known as ambassadors. The Ambassador program is something that is conducted at several U.S. airports and the cost for one ambassador would be \$85,000 for 12 hours/day, 7 days/week coverage. All three options may have additional charges for uniforms and annual training.

Further discussion will occur at the Board meeting. The Airport will continue to monitor and use its current resources. Upon Board direction, the Airport can look at outside enforcement as outlined above.

VII. NEW BUSINESS

A. New Airport Road Name. The Airport is looking to name the new road that was created during the construction of the Snow Removal Equipment Building (SREB). It currently provides access to the SREB, west tenants and to the float pond. Staff believes the Airport Board should weigh in on the road name. Staff suggests looking at either local historical or aviation-related names. The Airport checked the City planning code. Although the airport is considered public land, roads within the Airport fence are essentially private roadways with restricted access. The code is fairly vague when it comes to street naming, but basically, street naming only becomes a public process when it involves a public road within a public right-of-way that abuts private properties. This does not fit the public process requirements. The only restriction is that the name cannot duplicate another name within the City.

The Airport can submit a proposed street name to the City to confirm it is not a duplicate and come back to the Board for final approval. Some staff suggestions: SREF Access

Road, Homestead Drive, PAA Drive (subject to Law review/name rights), any of the late dairy owners that operated in the Airport area, subject to family approval, are just some starting points for discussion.

Board Action: Suggest a name for the access road that will be vetted with the City & Borough of Juneau, and bring it back to the Airport Board at a subsequent Board meeting for final approval.

B. Airport Manager's Report:

1. On May 22, 2018, CCFR Firefighter/EMT Jason Tarver received the ARFF A.M.F. Certification (Aircraft Rescue Firefighter Airport Master Firefighter). This is first time one of our ARFF operator/Firefighter has accomplished this program and has reached an increased knowledge as a professional ARFF firefighter. The A.M.F. is the first level of the ARFF Professional Designation Program. This is to document that the Master candidate understands, to an acceptable degree, the ARFF Body of Knowledge essential to carry out the responsibilities to manage an airport fire department and also has a basic understanding and obtain a thorough knowledge of ARFF and Airport Management/Administration. He has joined an elite group of ARFF professionals. He has spent months studying FAA rules/regulations, ARFF manuals and professional development pertaining to ARFF after which he has passed the test with flying colors.



CCFR/ARFF Firefighter Jason Tarver with Chief Ed Quinto

2. Emergency Vehicle Access Road (EVAR) Updates. At the May 18, 2018, Operations Committee meeting, Superintendent Scott Rinkenberger provided an update on signage, emergency vehicle use, pedestrian use (and how to control pedestrian use during an emergency) and late night nefarious activities in the EVAR parking lot.

- a. Staff is working at placing more (random) and succinct signage along the EVAR to alert pedestrians; rather than one long-winded sign at the start of the EVAR.
- b. It was also thought that more Aircraft Rescue & Fire Fighting (ARFF) drills should be done on the EVAR so that public sees the activity and becomes accustomed to the activity. Additionally, public education and public service announcements continue to be the easiest way to remind people.
- c. The Airport is having AEL&P install lights on existing poles in the EVAR parking lot to deter the unwanted activity occurring there at night. The Committee agreed this was a 'no brainer' for the cost of \$1,200 for the install and a flat \$40/month for the street light electrical.
- d. The Airport will install a closable gate at the first entry of the pedestrian bridge that could be closed during an emergency or scheduled maintenance on the EVAR.
- e. A suggestion to put up blinking lights along the EVAR to alert pedestrian was also mentioned, but this may be cost prohibitive without electrical to the area.

No further action was forwarded back to the Airport Board for consideration.

3. Airport Board Candidate Interviews. The CBJ Assembly Human Resources Committee has received six applications for the three positions on the Airport Board (two vacated positions and one term-end, but eligible for re-election). Interviews will take place Monday, June 11, 2018m starting at 6 p.m. in City Hall Room 224.

4. Airport Engineer Report (Attachment #2)

5. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCES

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:** An Operations Committee meeting was held on May 18, 2018. Discussion of the Operations agenda items are detailed within this Board packet.

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., July 10, 2018, Alaska Room

XV. 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.*

XVI. ADJOURN



The Greater Juneau Chamber of Commerce

9301 Glacier Hwy, Suite 110 • Juneau AK 99801 • (907)463-3488

Board Members

Richard Burns

*President
Juneau Radio Center*

Mike Satre

*President Elect
Hecla Greens Creek Mine*

Eric Eriksen

*Past President
AEL&P/AVISTA*

Max Mertz

*Treasurer
Mertz CPA & Advisor*

Bruce Denton

*Secretary
Juneau Self Storage*

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Jensen Yorba Lott

McHugh Pierre

Goldbelt Inc.

Eric Forst

Red Dog Saloon

Charlie Williams

Valley Paint Center

Linda Thomas

Alaskan Brewing Co

Erica Simpson-Qureshi

Platinum Real Estate Group

Benjamin Brown

JAHc

Capital Members

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Alaska Airlines

CCTHITA

Diamond Members

Alaska Seaplanes

Alaskan Brewing Co

Elgee Rehfeld Mertz

Hecla Greens Creek

Robert Green & Co.

Benefactor Members

Alaska Litho

Alaska Marine Lines

Alaska USA

Coeur Alaska

First Bank

Juneau Radio Center

Sealaska

May 10, 2018

[sent via email]

David Epstein, Chair

Juneau International Airport Board of Directors

City and Borough of Juneau

1873 Shell Simmons Dr., Suite 200

Juneau, Alaska 99801

RE: North Terminal Renovation

Dear Mr. Epstein and Board Members;

On October 9, 2017, the Greater Juneau Chamber of Commerce wrote to encourage you to move forward with the renovation of the North Terminal at the airport. Since that time, you and airport staff have identified a public-private solution to complete the project, which includes the construction of needed parking and loading access between two sets of proposed North Terminal lease lots.

It is our understanding that the airport's costs for this project are partially funded with Federal Aviation Administration support in the amount of approximately \$3 million. If not used on an 'air-side' project in the near future it will otherwise lapse and be transferred to other approved projects. Loss of this funding would make it even more difficult to complete the project. Staff's *innovative public-private* approach appears to address both the "knuckle" and North Terminal renovation with available funding provided the FAA portion is not allowed to lapse.

This project has funding available, creates construction jobs important to local contractors and improves our primary transportation hub, which is long overdue for upgrades and changes. We encourage you, again, to move forward with this project as expeditiously as possible.

Thank you for your consideration.

Sincerely,

Craig Dahl, Executive Director

Greater Juneau Chamber of Commerce

cc: Mayor Ken Koelsch
CBJ Assembly Members
Patty Wahto, Airport Manager
Airport Board of Directors

ATTACHMENT #1

May 21, 2018

Sent by electronic mail to patty.wahto@jnuairport.com

Mr. David Epstein
Chairman
Juneau Airport Board
1873 Shell Simmons Dr.
Suite 200
Juneau, Alaska 99801

Dear Chairman Epstein,

As one of the largest consumers of regional air travel in Southeast Alaska, we are writing to support the airport's plan to renovate the commuter airline terminal, or North Terminal, at the Juneau International Airport. Specifically, SEARHC endorses "Option 1" which would allow the current facility to be replaced by new buildings developed by individual air carriers in connection with a public concourse.

The Southeast Alaska Regional Health Consortium is one of the oldest and largest Native-run health organizations in the nation. We serve 32,000 patients at our local clinics and hospitals, with 1,070 staff members across twenty eight communities throughout Southeast. Timely and reliable air transportation is critical to executing our mission, with several thousand passenger segments flown within Southeast Alaska each year, primarily on Alaska Airlines and Alaska Seaplanes.

While the jet concourse at the Juneau Airport has received needed renovation to meet current customer standards, the commuter airline terminal is woefully outdated and cramped. We understand that after many years of struggling to obtain funding for North Terminal renovations, and falling short, the airport staff has devised an innovative program to leverage what funds it does have to attract increased federal funding as well as private investment from the air carriers themselves. This is a win-win-win, for the airport, the operators, and the travelling public like ourselves.

The airport, in our view, should proceed with Option 1, as it represents the greatest good for the greatest number of your constituents and ours. If carriers transporting the majority of regional commuter traffic are working cooperatively with the airport and willing to invest their own resources to develop new modern facilities, we should recognize that as a unique opportunity unlikely to be improved upon. We encourage you to proceed and stand ready to support this effort in any way we can.



Dan Neumeister
Executive Senior VP
SouthEast Alaska Regional Health Consortium
Direct: 907.364.4577 | Mobile: 530.680.5752
3100 Channel Drive, Ste. 300, Juneau, AK 99801 | searhc.org



May 22, 2018

David Epstein
Chairman, Juneau International Airport Board
1873 Shell Simmons Dr., Suite 200
Juneau, Alaska 99801

Emailed to: patty.wahto@jnuairport.com

Dear Mr. Epstein,

We are writing in regard to the Juneau Airport's future plans for renovation or replacement of the North Terminal. Wings Airways supports the direction airport staff has been moving over the last several months—towards a public-private partnership between the airport and North Terminal tenants that would allow them to build their own facilities on leased land, in exchange for the airport directing the greater part of local and federal funds towards the "knuckle" and other non-revenue-generating areas of the building.

Several of the Wings Airways shareholders have worked on the airfield for decades now, including in the North Terminal building. We are well aware of the deficiencies of that facility. We are also well aware of tight economic situation right now requiring public agencies to do more with less. Along that line, it is refreshing to see the airport take an innovative approach to using what scarce local resources it has to leverage federal and private investment, maximizing the amount of funds possible, and directing the bulk of those funds towards areas of the building that benefit all users.

As a small business sensitive to controlling costs in this inflationary environment, we believe opportunities to leverage outside investment such as this should be pursued aggressively, as it reduces the potential pressure for increased revenue through fees and charges. As such, we urge your support for airport staff's "Option 1" plan for the North Terminal.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Clough', is written over the typed name and title.

Albert Clough
Vice President
Wings Airways

ATTACHMENT #1
CITY OF TENAKEE SPRINGS

John Wisenbaugh
MAYOR
citytke@gmail.com

P.O. Box 52
Tenakee Springs, Alaska 99841
Phone 907-736-2207
Fax 907-736-2249

May 28, 2018

David Epstein,
Chair Juneau International Airport Board of Directors
City and Borough of Juneau
1873 Shell Simmons Dr., Suite 200
Juneau, Alaska 99801

RE: North Terminal Renovation

Dear Mr. Epstein and Board Members;

Tenakee Springs is a small community of about 100 people 50 miles southwest of Juneau. Seaplane service here is vital to our physical and economic well-being. Our citizens all pass through the North Terminal of the Juneau Airport several times annually. Daily scheduled air service is currently provided by Alaska Seaplanes under the U.S. Dept of Transportation's Essential Air Service Program. The existing North Terminal has barely provided adequate space for Seaplanes to do business and the structure is deteriorating. The airport access and parking changes forced by the Dept of Homeland Security has made passenger baggage and freight delivery extremely inconvenient and difficult for our mobility handicapped citizens.

We encourage the Airport Board to adopt Option 1 of the recommendations of your Operations Committee and allow Seaplanes to build their own terminal building with a connecting concourse to the Alaska Airlines Terminal. The proposed temporary parking, freight and passenger offloading area will be a boon to Seaplanes customers from all over Northern Southeast.

Thankyou for your attention to this matter
Respectfully,

John C. Wisenbaugh
Ex officio Mayor

City of Kake

"HOME OF THE WORLD'S LARGEST TOTEM POLE"

P.O. BOX 500
KAKE, AK 99830
PHONE: (907) 785-3804
FAX: (907) 785-4815

June 1, 2018

David Epstein, Chair
Juneau International Airport Board of Directors
City and Borough of Juneau
1873 Shell Simmons Drive, Suite 200
Juneau, AK 99801

Re: North Terminal Renovation

Dear Mr. Epstein and Board Members;

As a remote island community with limited AMHS service, the community of Kake depends on scheduled air service for access to Juneau, with the Juneau International Airport commuter airline terminal ("North Terminal") serving as the community's gateway to the rest of Southeast, the state and the national air transportation system. Scheduled service from Alaska Seaplanes is a vital lifeline for the community of Kake, which just unanimously supported continuing Seaplanes' Essential Air Service for another four-year term.

As a USDoT Essential Air Service community, the federal government recognizes Kake air service as of critical importance, and places obligations on our air service provider that must be accommodated at the hub airport (Juneau).

The current Juneau Airport facility which accommodates Kake air service has not been substantially invested in for decades, and is far behind modern standards for airline passenger infrastructure.

In light of insufficient public funding, the Juneau Airport staff has developed an innovative public/private partnership approach to addressing the shortcomings of the North Terminal by tearing it down and making the land available for private development. Allowing Alaska Seaplanes to build its own private terminal facility connected to the main terminal via a public concourse will be a huge step forward.

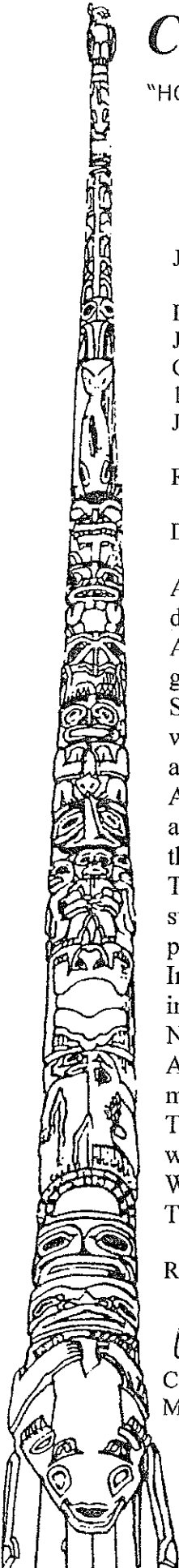
The plan for freight drop-off parking adjacent to this new terminal facility is a very welcome improvement over the present situation which is cumbersome and inefficient.

We strongly support the Airport Board proceeding with "Option 1" for the North Terminal, as the best option for the flying public and the community of Kake.

Respectfully,

Christine Bitterman

Christine Bitterman
Mayor



ATTACHMENT #1

From: Norm Carson [<mailto:nlcarson@att.net>]
Sent: Tuesday, June 05, 2018 11:21 AM
To: Patty Wahto
Cc: carl@flyalaskaseaplanes.com
Subject: North Terminal Improvements

To: David Epstein, Chairman
Airport Board

Dear Mr. Epstein and Board Members,

The Pelican Chamber of Commerce, (18 members), support Option 1 in considering the North Terminal Improvements.

The North Terminal of the Juneau International Airport is Southeast Alaska's regional air transportation hub. Daily scheduled air service to Pelican is provided by Alaska Seaplanes under the US Department of Transportation's Essential Air Service program. Seaplanes is a critical transportation link for Pelican, providing access to medical services, goods and supplies, and connecting interstate flights for personal, business and tourist travel. The existing North Terminal building, dating back to the 1940s, no longer meets the needs or expectations of scheduled air service passengers and freight operations. Juneau Airport staff have struggled to come up with funding for replacing the building, and so have come up with a new option—a public private partnership between the airport and tenants which would allow Alaska Seaplanes and others to build their own facilities on land vacated by tearing down the old portion of the terminal. A game-changing aspect of this plan is a dedicated temporary parking lot for cargo unloading at the new Seaplanes cargo receiving counter, eliminating the need for carts shuttling back and forth across Shell Simmons Drive. We urge the airport to proceed with staff recommended "Option 1" which will allow Seaplanes to build a new terminal facility in conjunction with an airport-funded concourse connecting the air taxi facility to the main terminal.

Thank you for considering our recommendation.

Norm Carson, President
Pelican Chamber of Commerce
PO Box 737
Pelican, Alaska 99832

ATTACHMENT #1

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Community of Elfin Cove

PO Box 1

Elfin Cove, AK 99825

907-239-2226 Voice/Fax

Board of Directors:

Dennis Meier, Chair (15)

907-239-2205

tanaku@msn.com

Kelly Crump, Vice Chair (16)

907-239-2351

khc4492@gmail.com

Debbie Hemenway, Treasurer (16)

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Steve Alexander, Director (15)

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Mary Jo Lord Wild, Director (16)

907-239-2222

maryjolord-wild@elfincove.net

David Epstein

Chair Juneau International Airport, Board of Directors

City and Borough of Juneau

1873 Shell Simmons Dr., Suite 200

Juneau, AK 99801

RE: North Terminal Renovations

Dear Mr. Epstein and Board Members;

I write in behalf of the community of Elfin Cove in support of the Phase II Terminal Reconstruction project and specifically "Option 1" from the Airport Operations Committee meeting minutes from May 18, 2018.

The Juneau International Airport is the regional air transportation hub, which makes living and working in remote Alaska possible. Elfin Cove relies heavily on Alaska Seaplanes for access to medical services, goods and supplies, and connecting with interstate flights for personal, business and tourist travel. The number of passengers and amount of freight being delivered to Alaska Seaplanes has increased over the past few years and the current North Terminal building no longer meets the needs of scheduled air service passengers and freight operations. We anticipate that freight and passenger air service will continue to increase in the future.

We urge the airport to proceed with the staff recommended "Option 1" which will allow Alaska Seaplanes to build a new terminal facility in conjunction with an airport-funded concourse connecting the air taxi facility to the main terminal. The aspect of this plan which would allow for a temporary parking lot for cargo unloading at the new receiving counter, eliminating the need for carts shuttling back and forth across Shell Simmons Drive, is appealing due to the high volume of freight that is delivered for Elfin Cove to Alaska Seaplanes.

ATTACHMENT #1

I am confident that a continued partnership between the Juneau International Airport and Alaska Seaplanes dedicated to the improvement of regional air service by proceeding with "Option 1" in the North Terminal reconstruction will benefit many communities like Elfin Cove. We fully support your efforts and look forward to the updates to the Juneau Airport.

Thank you for your consideration.

Sincerely,

Kelly Crump

Chairman - Community of Elfin Cove



City
of
Pelican

BOX 737 - PELICAN, ALASKA 99832 - PHONE: 735-2202/2203 - FAX: 735-2258 - EMAIL: cityhall@pelicancity.org - WEBSITE: www.pelican.net

EQUAL OPPORTUNITY EMPLOYER

June 6th, 2018

Airport Manager Patty Wahto

and

David Epstein, Chair

Juneau International Airport Board of Directors

City and Borough of Juneau 1873 Shell Simmons Dr., Ste 200

Juneau, AK 99801

RE: Juneau Airport Board Operations Committee May 18th, 2018 Meeting, Phase 2 Terminal
Reconstruction Discussion, Attachment # 1, Option #1

Mr. Epstein and Board Members;

I am writing in support of Alaska Seaplanes considering building their own facilities as proposed in
Option 1.

I completely agree with the "Pros" in the discussion and believe that an improved freight handling
facility leased or built by independent operators will improve the services to remote communities like
Pelican. We are excited that Alaska Seaplanes is growing to meet our growing needs, and freight traffic
is increasing beyond the capacity of the existing available space.

As a construction contractor myself, I believe new builds are good for everyone.

The Juneau Chamber said it best, "This project has funding available, creates construction jobs
important to local contractors and improves our primary transportation hub"

Approving Option #1 is a win, win way to move forward with the Juneau Airport Reconstruction.

Respectfully submitted,

Walt Weller, Mayor

Pelican, Alaska



June 8, 2018

David Epstein, Chair
Juneau International Airport Board of Directors
City and Borough of Juneau
1873 Shell Simmons Dr, Suite 200
Juneau, Alaska 99801

RE: North Terminal Renovations

Dear Mr. Epstein:

The Southeast Alaska Tourism Council (SATC) is a regional cooperative marketing organization promoting independent travel to the Inside Passage. Our members consist nine destination marketing organizations/CVBs as well as the Alaska Marine Highway System.

We are writing to support the planned renovations to the North Terminal at the Juneau International Airport. Infrastructure support weighs heavily for the travel industry in Southeast Alaska, and we all benefit when our regional carriers are healthy and can supply competitive, needed access to our region.

To this end, SATC believes the current North Terminal is in need of a complete rebuild. The current facility is not "fixable." Its capacity has been reached with no room for growth. The space for passengers is insufficient and not traveler friendly, with inadequate amenities and congestion. Additionally, the space for actual staff and operations is insufficient and has no room for growth. As an organization promoting growth in tourism, SATC sees these issues as a concern.

SATC supports Option 1 of the recommendations of your Operations Committee, as we believe this option will make the entire terminal and its operations more efficient and welcoming.

Thank you for your consideration.

Sincerely,

Elizabeth Arnett
Executive Director
Southeast Alaska Tourism Council
800 Glacier Ave, Ste 201 | Juneau, AK 99801



June 11, 2018

David Epstein, Chair
Juneau International Airport Board of Directors
City and Borough of Juneau
1873 Shell Simmons Dr., Suite 200
Juneau, Alaska 99801

RE: North Terminal Renovation

Dear Mr. Epstein and Board Members,

On behalf of Travel Juneau's board of directors, I submit this letter of support for the rebuild of Juneau International Airport's North Terminal.

As the hub for our regional carriers, the North Terminal sees significant traffic from visitors traveling to remote areas or visiting other Inside Passage communities. However, as a facility, the current North Terminal does not serve the operational needs of its tenants and airport administration. Neither inviting to passengers nor completely accessible, this obsolete structure reflects badly on the airport and CBJ.

Travel Juneau understands that time-sensitive partial funding is available through the FAA, and that JIA leadership is also exploring "Option 1", put forth by the airport's Operations Committee. We commend the JIA board of directors and the effort to move forward with a new terminal that is more efficient, better serves travelers, and provides the customer service and operational infrastructure that our regional carriers require for their businesses.

Regards,

A handwritten signature in black ink, appearing to read "Liz Perry", is written over the typed name.

Liz Perry
President & CEO
Travel Juneau

ATTACHMENT #1

June 11, 2018

David Epstein, Chair
Juneau International Airport Board of Directors
City and Borough of Juneau
1873 Shell Simmons Dr. Suite 200
Juneau, AK 99801

Re: North Terminal Renovation

Dear Mr. Epstein and Board Members:

Southeast Conference wrote to the Airport Manager (October 19, 2017) urging that the design team work with stakeholders to design a fundable project for the North Terminal. It is critical that the project go beyond the “lipstick” and “Band-Aids” of the past 70 years and address the serious building problems and inefficiencies that exist today. We applaud the efforts that have resulted in the options under consideration this week.

Our membership, which is comprised of businesses and communities throughout southeast, relies on the Juneau International Airport for both jet service as well as the services provided by the commuter airlines that work out of the northern terminal. Option One, which embraces a private-public partnership, is the only alternative that actually addresses the multiple needs of the North Terminal.

Southeast Conference urges the Juneau International Airport Board of Directors to embrace Option One which will support existing users and allow for growth and business expansion. This would be good for the communities and businesses in the region who rely on a streamlined, functional and safe terminal as well as for the Capitol City who receives them.

Thank you for your efforts to make the Juneau International Airport a vital and vibrant hub for our region’s transportation system.

Sincerely,



Robert Venables
Executive Director
Southeast Conference

Cc: CBJ Mayor Ken Koelsch and Assembly Members
Patty Wahto, Airport Manager



Municipality of Skagway

GATEWAY TO THE KLONDIKE

P.O. BOX 415 SKAGWAY, ALASKA 99840

(PHONE) 907-983-2297 – Fax 907-983-2151

WWW.SKAGWAY.ORG

June 12, 2017

David Epstein, Chair
Juneau International Airport Board of Directors
City and Borough of Juneau
1873 Shell Simmons Dr., Suite 200
Juneau, Alaska 99801

Re: North Terminal Renovation

Dear Mr. Epstein and Board Members:

As a frequent customer of the current Commuter Terminal at the Juneau airport, I strongly support your staff's recommendation to move forward on a public-private solution to the outdated facility.

The commuter facility has outlived and outgrown its current location. Commuter air service, soon to be international, has unlimited growth potential.

I encourage the board to move forward with their proposed public – private North Terminal Renovation commuter project, preserve the FAA federal funding, and provide the outlying communities a terminal which meets their unique needs.

Sincerely,

Monica Carlson, Mayor
Municipality of Skagway

cc: Kent Craford
Patty Wahto, Airport Manager
Airport Board of Directors

ATTACHMENT #2



MEMORANDUM

TO: Patricia Wahto
JNU Airport Manager

DATE: June 8, 2018

FROM: Ken Nichols, P.E., C.M.
Airport Engineer

RE: Monthly Report

General

Project specific summaries of project status and activity are presented below. I am working in a part-time capacity and will continue in a part-time role for the foreseeable future.

Airport Sustainability Master Plan

The public comment period closed May 18, 2018. No comments were received. We are still awaiting final comments from Federal Aviation Administration before final adoption by the Airport Board and the City & Borough of Juneau Assembly.

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

Engineering Contracts staff is preparing the documents for bid. Due to the current timing for bidding this project will be two seasons.

Float Pond Improvements

PND is finalizing the bid package.

Taxiway A Rehab and Taxiway E Realignment Design

PDC is proceeding with design efforts. The first stakeholder engagement meeting was held on June 4. PDC presented draft safety and phasing plans. A 35% design review set was delivered for staff review.

Disadvantaged Business Enterprise (DBE) Program

New program goals will be published soon. The revised methodology includes separate calculations for professional services and construction services.

**MEMORANDUM**

TO: Patty Wahto,
JNU Airport Manager

DATE: June 4, 2018

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of May 2018 Activity

Concrete pours began in May at the Snow Removal Equipment Building (SREB) wash bay. The painters returned to the site to complete the exterior painting of the doors and to seal the concrete block. Digital controls of the heating system and other punch list items were completed, also. The wash bay is scheduled to be complete by the end of the summer.

The third Terminal Reconstruction planning meeting was held on May 8, 2018. Several variations of the concept to reconstruct portions of the main terminal and allow for private development of regional air carrier services were discussed. Concerns were raised about allowing private development of land that is located close to the terminal, reducing airport control over some aspects of the terminal, and ensuring that there would be opportunities for new air carriers without having to construct their own facilities. A subsequent meeting with the Airport Board's Operations Committee was held on May 18, 2018, to discuss concerns in more detail. It was agreed to focus on a "hybrid" concept to provide modest spaces for regional passenger services in the main terminal, but also allow nearby land to be developed for expanded services such as air freight/cargo. Staff continued to work with the design team to explore these options and develop cost estimates for them. A public forum to share information and new concepts is scheduled for June 12, 2018.

Carver Construction mobilized onto the site of the Gate 2 Passenger Boarding Bridge (PBB) project during May. The first concrete pour was made on May 30, 2018, for the expanded concrete hardstand; the PBB footings will follow. The contractor has been working diligently to address requests by Alaska Airlines to use Gate 2 as much as possible during the construction period.

The design drawings and specifications were received from the electrical engineer for the Ramp Lighting Replacement project and the division 0 bid documents are currently being prepared. The project will be sent out for construction bidding soon.

Other projects during May included:

- Began developing new graphic materials for the planter barrels along the front curb.
- Began design drawings to relocate the Service Animal Relief Area to the northeast corner of the terminal (behind the tall bus canopy).
- Replaced worn out cushions on various soft seating chairs around the terminal.
- Worked on close-out documentation for the Aircraft Rescue and Fire Fighting (ARFF) project.
- Provided support to the Runway Safety Area 2C project.

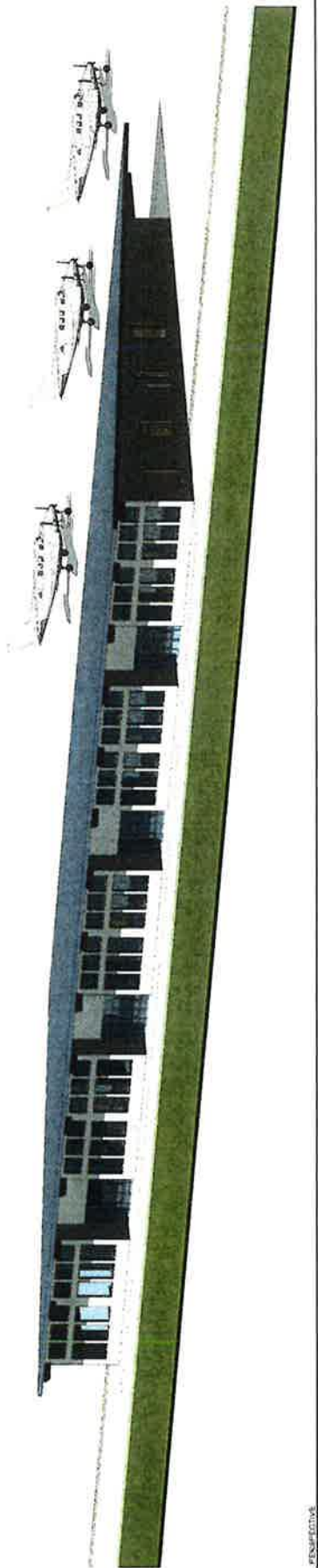
ATTACHMENT #3



SREB exterior doors painted, and east wall of maintenance bay receives siding (wash bay reclamation pit formwork at right).

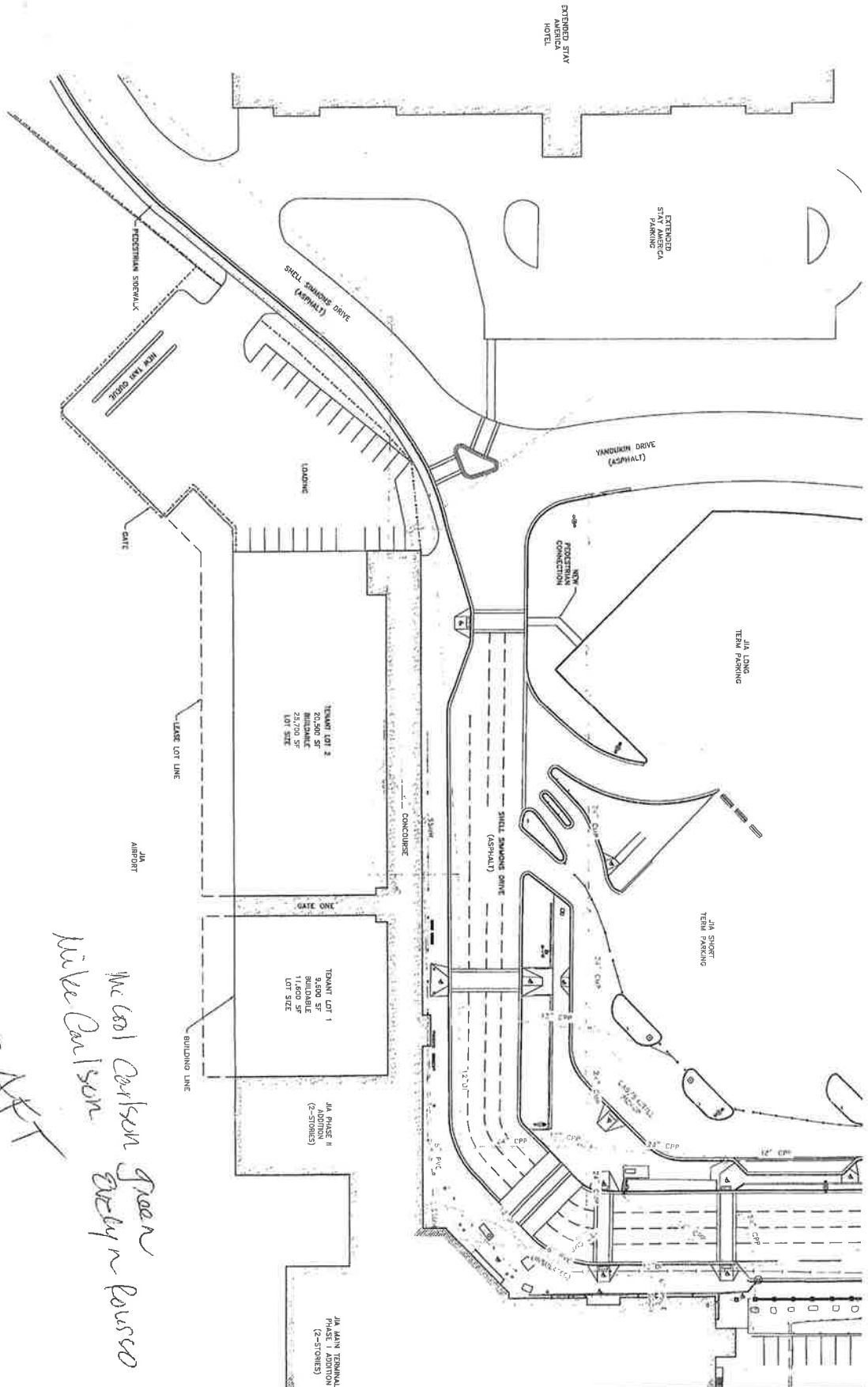


Concrete placement begins at Gate 2 expanded hardstand.





DRIFT
5-7-2018
McCool Carlson Green
Barry Lousso



PRELIMINARY DESIGN

SHEET NO.

C101

JUNEAU INTL. AIRPORT TERMINAL EXP.

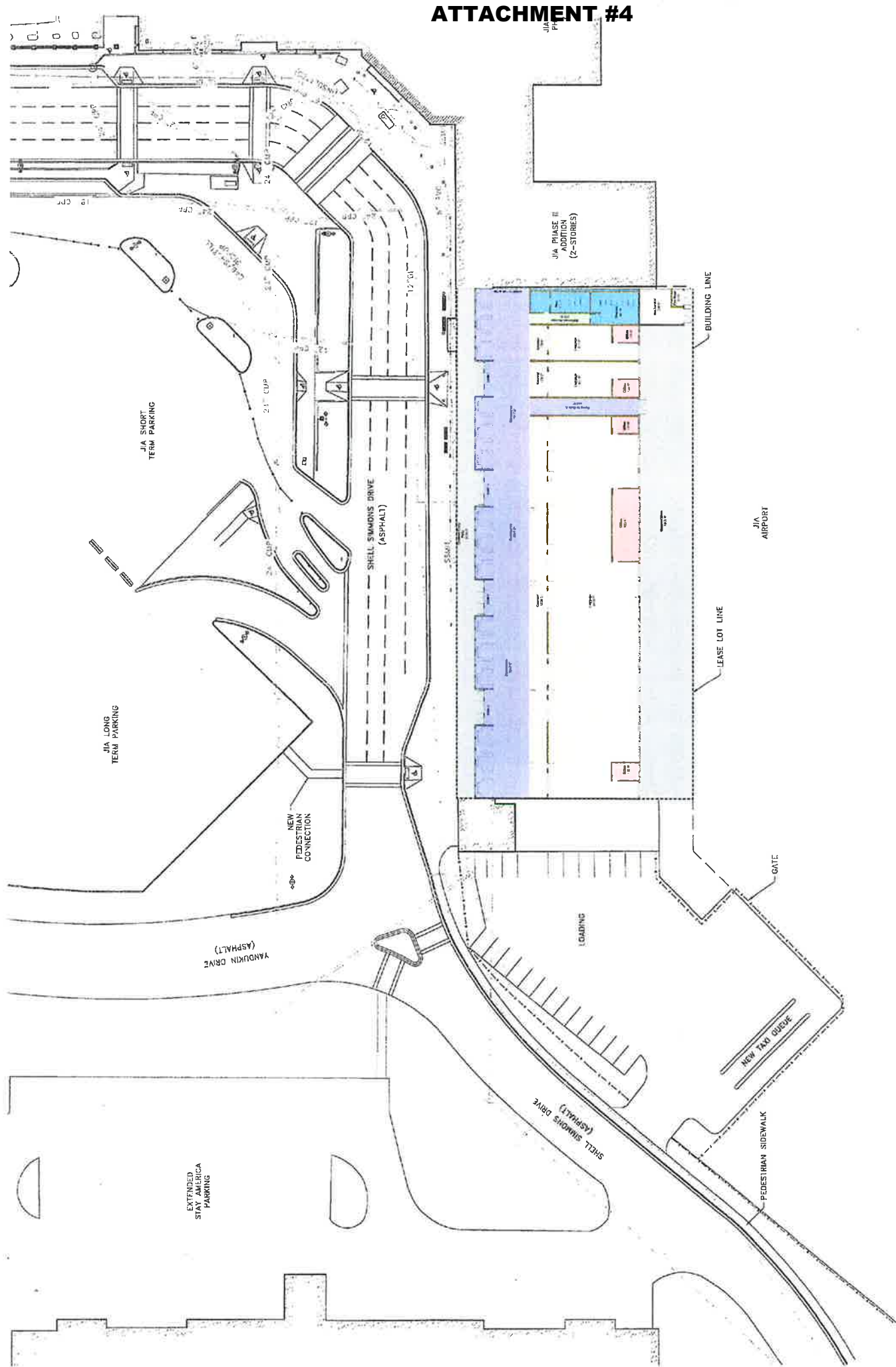
JUNEAU, ALASKA
 CITY & BOROUGH OF JUNEAU

CONCEPT SITE PLAN

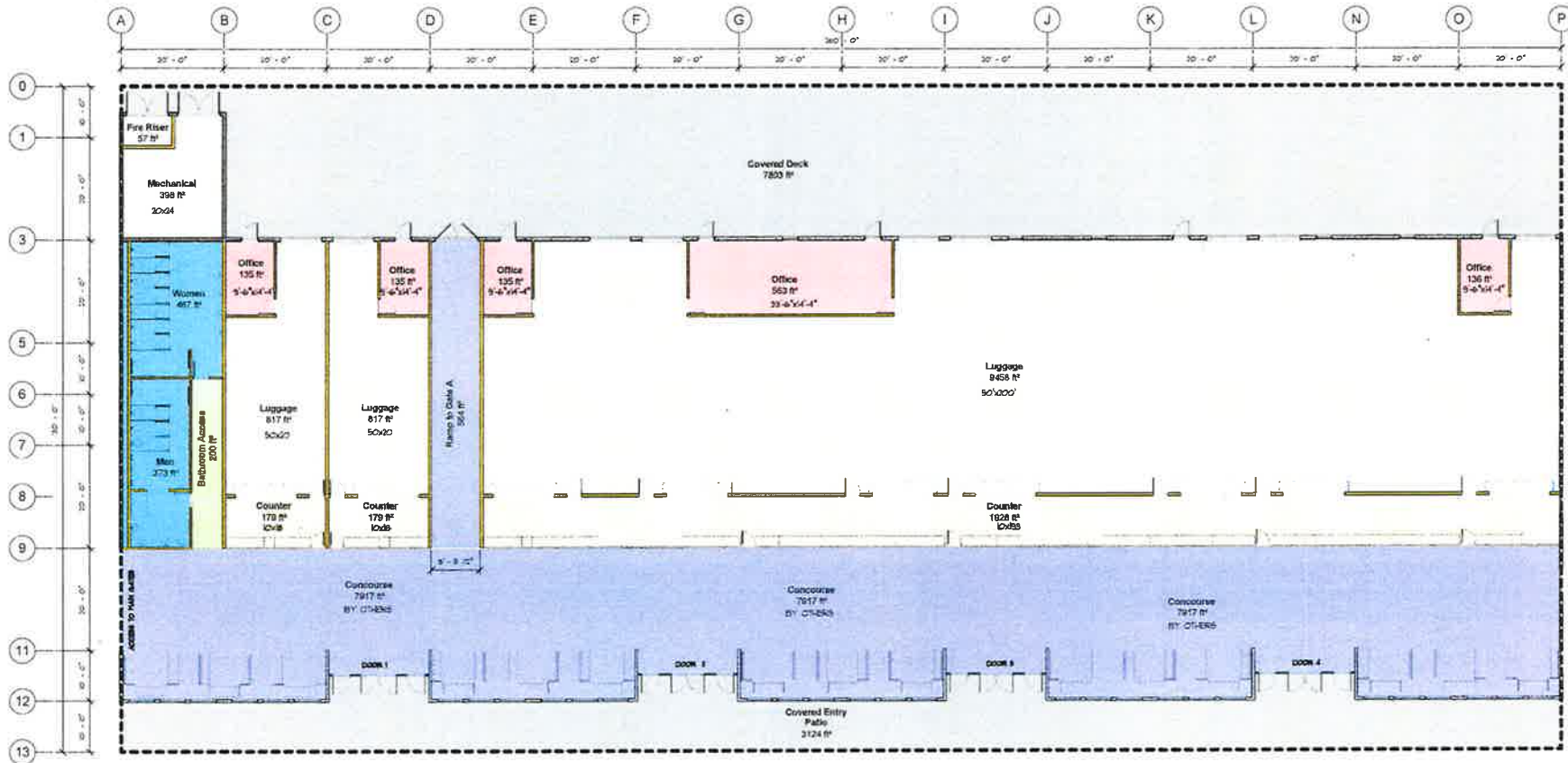
McCOOL CARLSON GREEN
 ARCHITECTURE • PLANNING • INTERIORS
 HISTORIC ANCHORAGE TRAIN DEPOT
 421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
 907.563.8474 PHONE • 907.563.4572 FAX • WWW.MCGALASKA.COM

DESIGN	REVISED
PHOTOGRAPH	
SKETCHES	
NOTES	
REVISIONS	

ATTACHMENT #4



PROPOSED 131 TERMINAL - JUNEAU ALASKA



AREAS:



BATHROOMS	1,040 SF
CONCOURSE	8,482 SF
TOTAL	9,522 SF

SMALL OPERATOR 1	1,131 SF
SMALL OPERATOR 1	1,131 SF
TOTAL	2,262 SF

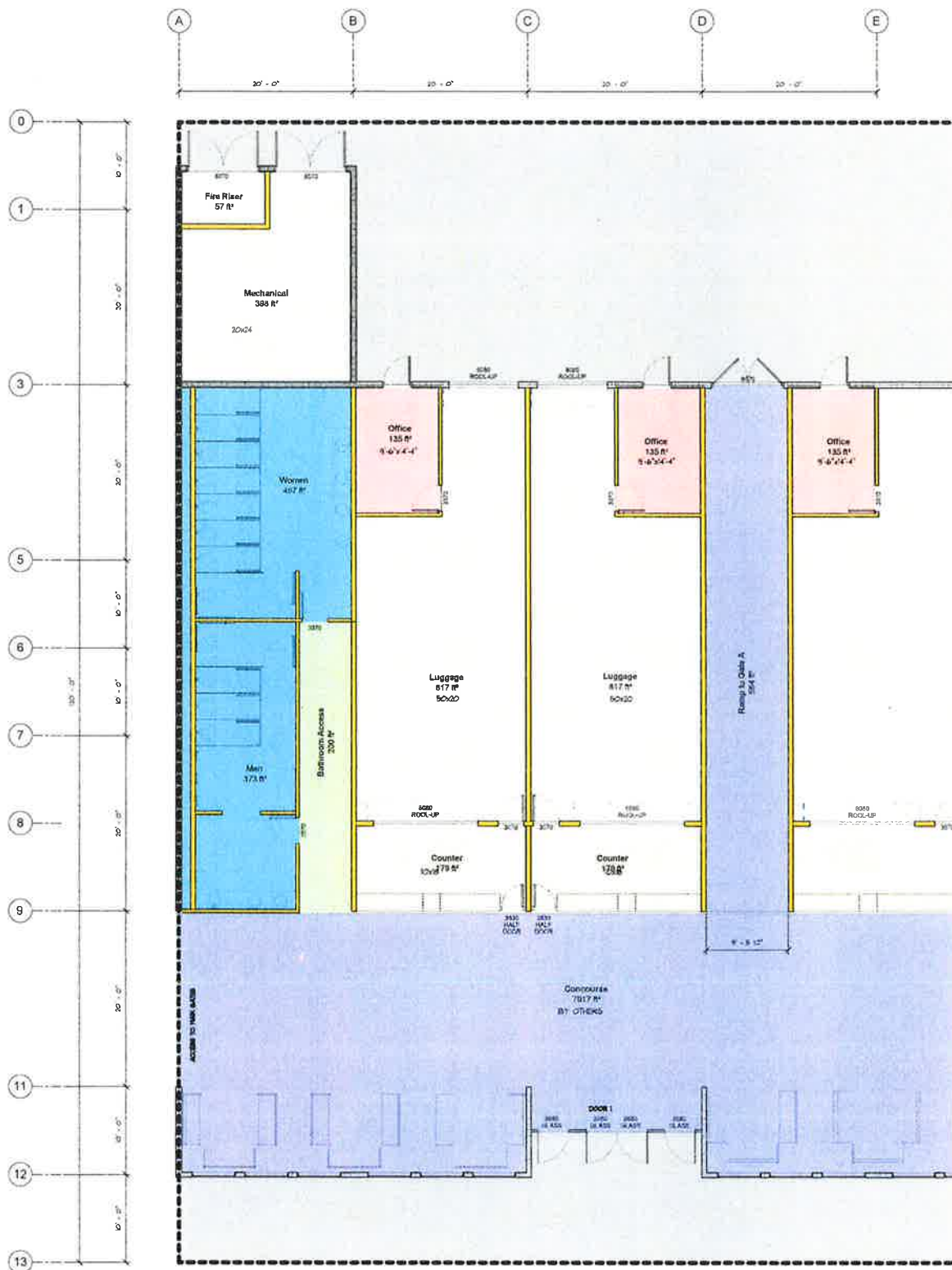
LARGE OPERATOR	12,220 SF
TOTAL	12,220 SF

COVERED ENTRY	3,125 SF
COVERED BACK	7,804 SF
MECHANICAL	455 SF
TOTAL	11,384 SF

TOTAL: 36,400 SF



ENLARGED PLAN



VALUE ENGINEERING NOTES:

STRUCTURAL INSULATED PANEL WALLS AND ROOF
 75% FASTER ERECTION
 SUPERIOR THERMAL ENVELOPE
 EASY MODIFICATIONS/ADDITIONS

SOLAR TUBE LIGHTING
 "BIG ASS" FANS
 HVAC SOCKS
 RADIANT HEAT FLOORS

ATTACHMENT #4

Description: JUNEAU NORTH TERMINAL
Code: JNUTERM

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B I D B O O K

Bid Item	Bid Item Description	Quantity	Unit	Unit Price	Total Price
100	DIV 1 GENERAL CONDITIONS	1.00	LS	125,477.000	125,477.00
200	DIV 2 SITE WORK	1.00	LS	453,532.000	453,532.00
300	DIV 3 CONCRETE	1.00	LS	582,366.000	582,366.00
400	DIV 4 MASONRY	1.00	LS	0.000	0.00
500	DIV 5 METALS	1.00	LS	332,977.000	332,977.00
600	DIV 6 WOOD AND PLASTER	1.00	LS	820,637.000	820,637.00
700	DIV 7 THERMAL AND MOISTUR	1.00	LS	517,772.000	517,772.00
800	DIV 8 DOORS AND WINDOWS	1.00	LS	227,217.000	227,217.00
900	DIV 9 FINISHES	1.00	LS	166,324.000	166,324.00
1000	DIV 10 SPECIALTIES	1.00	LS	224,324.000	224,324.00
1100	DIV 11 EQUIPMENT	1.00	LS	198,323.000	198,323.00
1200	DIV 12 FURNISHINGS	1.00	LS	66,433.000	66,433.00
1300	DIV 13 SPECIAL CONSTRUCTI	1.00	LS	271,625.000	271,625.00
1400	DIV 14 CONVEYING SYSTEMS	1.00	LS	0.000	0.00
1500	DIV 15 MECHANICAL	1.00	LS	492,684.000	492,684.00
1600	DIV 16 ELECTRICAL	1.00	LS	332,387.000	332,387.00
1700	DIV 17 INSTRUMENT/CONTROL	1.00	LS	84,322.000	84,322.00
				BASE TOTAL	4,896,400.00

"GREEN" BUILDING

- Extremely energy efficient building envelope
- Radiant floor heating provides an even heat where it is needed
- Large overhead fans circulate warm air from ceilings to floors to provide more comfort
- Solar light tubes eliminate artificial lighting needs during daylight and reduces heat production
- Air conditioning needs will be significantly reduced compared to conventional construction
- The use of 'Air Socks' for even cold air distribution will create interest and advertising opportunities
- Efficient LED lighting will cut power cost up to 50% (when needed)
- Large overhangs reduce energy entering the building, reducing cooling needs
- Protected glass allows energy into concourse during winter to provide passive heating

STRUCTURAL INSULATED PANELS

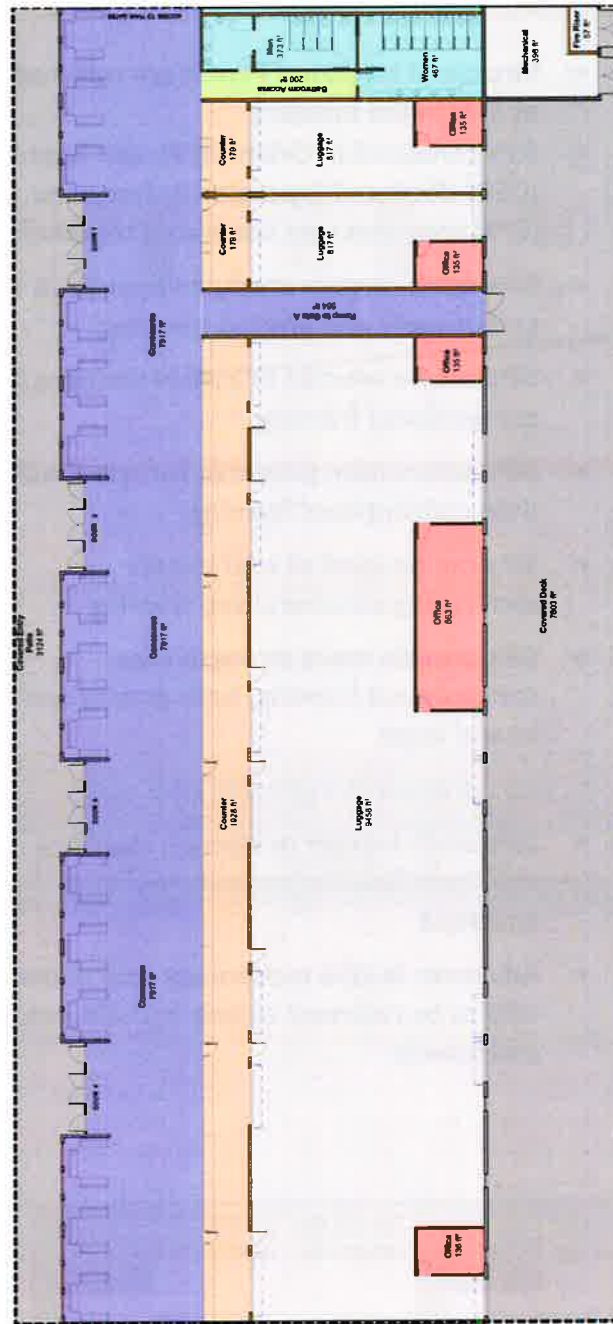
- Structural Insulated Panels are referred to as SIPs in the industry
- SIPs consisted of Oriented Strand Board (OSB) skins and Expanded Polystyrene (EPS) core pressure laminated together
- SIPs don't contain studs, only bucks at the end of walls and around openings
- SIPs can be erected in 25% of the time for conventional framing
- SIP construction produces far less waste than conventional framing.
- SIPs can be used as roof panels eliminating structural sub framing
- SIPs provide more strength than conventional framing, both gravity and lateral loads
- SIPs provide straight and true walls
- SIPs don't leak air or energy, making a significantly superior environmental envelope
- Advances in OSB technology now allow OSB to be resistant to water, mold, rot, and insects

LOGISTICS

- Allows City Borough of Juneau (CBJ) to evaluate the design concept and how it fits with their long-range planning and culture
- Also allows the CBJ to evaluate the operations cost of the new facility
- Allows transparency and separates special interest of any one operator. Conversely, the public procurement process brings options to the table that don't cede control of the North Terminal to private interests.
- Provides option to create a sterile baggage handling security area close to within the main terminal. This design concept could help expand the existing terminal at low cost within the north terminal new construction plan.
- Allows consideration to add badly needed space for 121 operator(s). A south portion of this design could be constructed to solve the problem of congested and inefficient TSA security screening space.
- The conceptual design presented herein assures consistent design flow critical for end users ability to operate efficiently, effectively and affordably.



- Economically Viable Construction
- Designed for low cost fast track expansion for both operator growth and new operators (spring/summer/fall)
- “Big Box Open Space” without interior bearing walls - easily modified for both current and future tenants
- Open covered ramp Space with large cantilevered overhang requires no column supports – ease of baggage tugs ingress and egress
- Front concourse roof blends with lease space providing curb appeal with contiguous continuity
- Sloped Roof follows architectural design concept with existing terminal
- Window layout compliments existing terminal and creates a look that the North Terminal is not an addition
- Concourse roof construction concurrent build with lease space design
- Construction methodology allows 2-phase construction with demo of a portion of the old north terminal, operators have internet and phone with minimal disruption
- Provides a consistent look, eliminating the eclectic look of operators building their own facilities



**JUNEAU
INTERNATIONAL
AIRPORT**



**PROPOSED
REPLACEMENT
OF THE
NORTH TERMINAL
FOR
135 OPERATIONS**

**CBJ AIRPORT TERMINAL NORTH WING
RECONSTRUCTION OPTIONS SUMMARY**

As of June 11, 2018

There are three possible options to replacing or upgrading the current public facility. They are:

- I. **CBJ Airport remains the owner** of the current public facility procuring re-construction through a public bid process (***Harris Air/Island Air/Ward Air's recommended option***);
- II. **Privatizing** the public facility **to a single entity** other than a 135 company by leasing the CBJ Airport North Wing land immediately adjacent to the terminal who will in turn construct, own and operate a new terminal under terms required by the airport; and
- III. **Privatizing** the public facility **to multiple current 135 companies** by leasing the CBJ Airport North Wing land immediately adjacent to the terminal who will in turn construct, own and operate a their own terminal under their own terms (the option ***currently recommended by CBJ Airport staff and Alaska Seaplanes***).

The attached sheet compares the features of these three options.

WARD AIR, INC.
CBJ AIRPORT TERMINAL NORTH WING REPLACEMENT OPTIONS ANALYSIS
 As of June 11, 2018

North Wing Terminal Replacement Options

16 Important Features

(I) CBJ Owned (II) One Lease (III) Multiple Leases

1. <u>CBJ Airport retains long term control</u> of an existing public facility.	YES	YES	NO
2. Allows for a <u>genuine Public Private Partnership</u> in which the CBJ Airport would ultimately retain ownership of this critical public facility.	YES	YES	NO
3. <u>Ensures market competition</u> at the CBJ airport allowing entry, expansion, contraction and exit of operators into the Juneau market <u>without requiring a significant capital investment.</u>	YES	YES	NO
4. <u>Avoids any conflict of interest</u> resulting from ceding control of a current public facility to a single currently viable private carrier or group of carriers.	YES	YES	NO
5. <u>Avoids potential legal problems</u> that could result should a 135 operator with a long term private leasehold interest as part of a public facility encounter financial difficulties, bankruptcy or a change of ownership.	YES	YES	NO
6. <u>Avoids giving a competitive advantage</u> to any one or group of operators over other 135 carriers currently in or who may want to enter the Juneau market.	YES	YES	NO
7. Allows re-construction of the North Wing as a homogenous <u>"Big Box" allowing future flexibility and expansion.</u>	YES	YES	NO
8. <u>Will allow for compatible design criteria</u> with rest of the Airport terminal, avoiding a trailer park look.	YES	YES	NO

ATTACHMENT #4

WARD AIR, INC.
CBJ AIRPORT TERMINAL NORTH WING REPLACEMENT OPTIONS ANALYSIS
 As of June 11, 2018

North Wing Terminal Replacement Options

16 Important Features

(I) CBJ Owned (II) One Lease (III) Multiple Leases

9. Would <u>allow Delta, Air North or other potential 121 carriers to rent space in the North Wing</u> if the 'knuckle' reconstruction incorporated a bag belt from the North Wing to the bag screening area, thereby <u>significantly forestalling any need for a multi-million dollar addition</u> to the existing two story east wing of the CBJ Airport Terminal.	YES	YES	NO
10. <u>A public bid process would ensure transparency and avoid a potential legal challenge.</u>	YES	YES	NO
11. <u>Avoids need for additional public financing.</u>		YES	YES
12. Could be <u>financed by bank or private financing.</u>	MAYBE	YES	YES
13. <u>May avoid the additional prevailing wage construction costs</u> required by the provisions of Alaska Statutes Title 36.	NO	MAYBE	MAYBE
14. <u>Can be accomplished expeditiously.</u>	MAYBE	MAYBE	MAYBE
15. Staging of the construction would <u>enable 135 Operators to continue operations during construction.</u>	YES	YES	MAYBE
16. Allows a private contractor to <u>determine if the existing North Wing superstructure can be utilized</u> rather than demolished.	NO	YES	NO

ATTACHMENT #4

PRO-FORMA NEW NORTH WING RENTAL RATE COMPUTATIONS

As of June 11, 2018

	Non-Prevailing Wage				Prevailing Wage @ 40% Premium			
	Tax Free Rates		Non-Tax Free Rates		Tax Free Rates		Non-Tax Free Rates	
Estimated Construction Cost	4,896,400	4,896,400	4,896,400	4,896,400	6,854,960	6,854,960	6,854,960	6,854,960
APR Bank Financing Rates 2018-06-11	3.4%	4.4%	4.9%	5.9%	3.4%	4.4%	4.9%	5.9%
Financing Years	20	20	20	20	20	20	20	20
Financing Months	240	240	240	240	240	240	240	240
Monthly Required Revenue for Debt Service	28,146	30,713	32,044	34,797	39,405	42,999	44,862	48,716
Annual Required Revenue for Debt Service	337,754	368,560	384,530	417,569	472,856	515,985	538,343	584,597
Annual Utility and Maintenance Cost Ratio	15%	15%	15%	15%	15%	15%	15%	15%
Annual Utility and Maintenance Costs	50,663	55,284	57,680	62,635	70,928	77,398	80,751	87,690
Total Required Revenue	388,417	423,844	442,210	480,205	543,784	593,382	619,094	672,287
<u>Leaseable Space</u>								
Large Carrier	12,221	12,221	12,221	12,221	12,221	12,221	12,221	12,221
Small Carrier 1	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131
Small Carrier 2	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131
Covered Back 250 x 30	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
Total Leaseable Space	21,983	21,983	21,983	21,983	21,983	21,983	21,983	21,983
Blended Annual Rental Rate/Square Foot	17.67	19.28	20.12	21.84	24.74	26.99	28.16	30.58
Current Blended Annual Rental Rates								
Harris Air/Island Air	20.41	20.41	20.41	20.41	20.41	20.41	20.41	20.41
Alaska Seaplanes	Requested but Not Provided				Requested but Not Provided			
Marginal Blended Annual Rate/Square Foot	-2.74	-1.13	-0.29	1.43	4.33	6.58	7.75	10.17

ATTACHMENT #4