

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, OCTOBER 10, 2017
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of September 12, 2017
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **USDA Wildlife Presentation/Update and Trees on Runway 26 Approach.** The Airport's U.S. Department of Agriculture Wildlife Biologist Tyler Adams will present a brief summary of Juneau International Airport (JNU) Wildlife Management Goals and Achievements of 2017. Additionally, he will discuss issues with some trees on the Runway 26 approach end that are attracting bird activity in the flight path.
 - B. **Sustainability Master Plan Presentation (AECOM).** John Yarnish with AECOM and subconsultant, Steve Horton with Leibowitz & Horton, will present an update on the Airport Sustainability Master Plan.
- VII. NEW BUSINESS
 - A. **Airport Improvement Program (AIP) Grant—Float Pond Repair.** The Federal Aviation Administration (FAA) has issued an AIP grant in the amount \$765,000 for this project. Required local match is \$51,000; local match of \$31,250 was approved for appropriation from Airport Fund Balance at the August 28, 2017, Finance Committee meeting. That approved amount was based on an earlier project estimate, which was subsequently updated. Staff requests the full amount of local match from Fund Balance.

Board Motion: *“Approve the appropriation of an Airport Improvement Program grant award in the amount \$765,000, and local match funds in the amount \$51,000 from the Airport Fund Balance to the Float Pond Repair Capital Improvement Project.”*
 - B. **Airport Improvement Program Grant—Runway Safety Area (RSA) IIC NE/NW Quad Apron.** The FAA has issued an AIP grant in the amount \$10,125,000 for this project. Local match is \$675,000, which was approved for appropriation from Airport Fund Balance at the August 28, 2017, Finance Committee meeting. Also approved at the meeting is a contingency of \$400,000 from Fund Balance.

Board Motion: *“Approve the appropriation of an Airport Improvement Program grant award in the amount \$10,125,000, local match funds in the amount \$675,000, and*

contingency funds in the amount \$400,000 from the Airport Fund Balance to the Runway Safety Area IIC Northeast/Northwest Quad Apron Capital Improvement Project.

C. Airport Improvement Program Grant—Ramp LED Lighting. The FAA has issued an AIP grant in the amount \$240,000 for this project. Local match is \$16,000, which was approved for appropriation from Airport Fund Balance at the August 28, 2017, Finance Committee meeting.

Board Motion: *“Approve the appropriation of an Airport Improvement Program grant award in the amount \$240,000, and local match funds in the amount \$16,000 from the Airport Fund Balance to the Ramp LED Lighting Capital Improvement Project.*

D. Airport Improvement Program Grant—Acquire Snow Removal Equipment. The FAA has issued an AIP grant in the amount \$4,823,551 for this project. Local match is \$321,571, which was approved for appropriation from Airport Fund Balance at the August 28, 2017, Finance Committee meeting.

Board Motion: *“Approve the appropriation of an Airport Improvement Program grant award in the amount \$4,823,551, and local match funds in the amount \$321,571 from the Airport Fund Balance to the Snow Removal Equipment Capital Improvement Project.*

E. Airport Improvement Program Grant Amendment—Snow Removal Equipment Building (SREB). Staff has requested a SREB grant amendment in the amount \$290,764.65 for SECON, F&W, and ECI/Hyer change orders. Approximately \$261,000 has been approved, with the balance to be approved soon—it was split due to the availability of funds across the federal fiscal years. There is sufficient funding for local match in the project. Staff requests approval to appropriate the federal funds upon receipt of the second approval. Match for this amendment will be met with existing appropriated local funds.

Board Motion: *“Approve the appropriation of an Airport Improvement Program grant amendment in the amount \$290,764.65 to the Snow Removal Equipment Building Capital Improvement Project upon receipt of the remaining requested amount from the FAA.”*

F. Front Curb Enforcement. At the August 8, 2017, Airport Board meeting, staff briefed the Board on the issues along the front curb of the terminal. The Airport has experienced an increase in the number of vehicles parking at the front curb, and enforcement has led to increased complaints. This matter was referred to the Operations Committee. The Operations Committee met on September 29, 2017, and came up with a list of ideas for consideration.

1. Raise the fine from \$25 to \$100 per violation of parked/unattended vehicles at the front curb. This will require work with downtown/Law Department and may take time.
2. Place an LED sign regarding the increased fines (if/when the fine increases).
3. Utilize U.S. Customs officers during off-season months (Oct-April) to help with random patrols and deterrent.

4. Place an LED sign regarding 'no parking/no waiting' on Shell Simmons as you drive up to the Airport.
5. Use of social media/ads, etc., to alert the public of the curb restrictions.
6. Look into use of Juneau Police Department (JPD) (Community Service Officers) or contract security (through a Request for Proposals (RFP) process) to assist with enforcement efforts/ticketing on a regular basis (7 days/week at peak flight times).

The Committee thought that the Federal restrictions of parking on the front curb was just not hitting home with many of the drivers and perhaps a stricter fine and more education was required. The one action item moved/approved by the Committee was the increase in the fine amount. If the Board approves this increase, the Airport will work with the Law Department on the steps and requirement for increasing this fine. The Committee discussed starting at a minimum of \$100, with an escalation for recurring violations; however, the fine is assessed on the vehicle and not the driver.

Board Motion: *"Approve the increase to the front curb parking violation at the Airport terminal to \$100 per violation and begin the public process to adopt this change in code."*

G. Airport Manager's Report:

1. Enhanced TSA Passenger Screening Procedures. The Transportation Security Administration (TSA) will be implementing new passenger screening procedures mid-October. These procedures have been tested at several pilot airports around the United States. The new procedure includes removing anything electronic that is larger than a cell phone from your carry-on bags, as well as encouraging passengers to reduce clutter in the bins for faster vetting. This change may increase wait times, and we strongly encourage passengers to arrive two hours before their scheduled flight.
2. Escalator/Elevator Injury Reporting. The Airport has recently been informed that any injury that takes place on an escalator or elevator must be reported to the State of Alaska Labor Standards and Safety Division. This came to light recently due to a fall on the escalator. For minor injuries the escalator/elevator does not need to be put out of service, but there will need to be reporting conducted to the State of Alaska. However, if someone is injured due to mechanical or structural reasons the escalator/elevator will need to be put out of commission until the a safety inspection is conducted by the State of Alaska Mechanical Inspector.
3. Food and Beverage (F&B) Concession Request for Proposal. Staff is finalizing the F&B concession RFP and aiming for a contract start date of April 1, 2018.
4. Emergency Table Top Exercise. The Airport held its annual emergency exercise on September 25, 2017. This year was a table top exercise. Scott Rinkenberger, Airport Superintendent, developed a scenario that had many agencies thinking. It involved a diverted, wide-body foreign aircraft with foreign passengers that turned combative; and eventually turned into a hijack situation with a landing off the runway. It was a good exercise for all from Air Traffic, Fire, JPD, FBI, U.S. Customs,

TSA, airlines, Bartlett Regional Hospital, emergency services, staff and many others. It was well thought out and facilitated by Scott.

5. ‘Ceremonial’ Last Combi-configured Aircraft Flight. Alaska Airlines (ASA) is scheduled to retire their combi-configured 737-400 aircraft this fall. On October 4, ASA Flight 66 was the official ceremonial flight passing through JNU to say farewell to this iconic aircraft. At the same time, Alaska has started their all-cargo service with converted 737-700 cargo configured aircraft.

6. Airport Engineer Report (Attachment #1)

7. Airport Architect Report (Attachment #2)

8. Airport Superintendent Report. Scott Rinkenberger, Airport Superintendent, will give a presentation on this past summer’s work and projects by the airfield crew.

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. Operations Committee: The Operations Committee met on September 29, 2017, to address several issues. In addition to the Front Curb Enforcement (see above, Unfinished Business), the Committee discussed the following:

Float Pond Improvement: The group discussed the closure timing with a couple of float pond operators. They thought the pond would be too low to operate, as well as congested on the west end during construction. The best time for them would be the December-March time frame during the 2018-19 winter shut down which gives plenty of advanced notice.

Aircraft Push-backs (Gate 2). A diagram of push-back areas and roadways was shown (Attachment #4). There were many comments about the loss of the south road (135 ramp) and the loss of the west road near air cargo, once/if TWY Charlie is reconfigured. People were asked to provide comment on the roads and aircraft push-back.

Northwest (NW) Development/Utilities. The cost to install water/sewer to the current and future tenants in the NW development is estimated at \$422,145 (\$14,556 per tenant). Discussion focused on who would up-front the cost for the utilities, in particular, the future tenants; and how would this be written into their leases to collect. The Committee thought it best to send letters to the current tenants to see whether it was a viable option to move forward or not. The tenant request would need to be unanimous, not some ‘for’ and some ‘against’. Once replies are received, the Airport would know if the funding question would be the next step. Replies would be needed before the December Board meeting (deadline of November 30 for answers) for work to be in the contractor schedule.

- 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., November 14, 2017, Alaska Room
- XV. EXECUTIVE SESSION
- XVI. ADJOURN

ATTACHMENT #1



MEMORANDUM

TO: Patricia Wahto
JNU Airport Manager

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

RE: Monthly Report

DATE: October 5, 2017

General

Project specific summaries of project status and activity are presented below. Additionally, I have attached a table of project status information.

Airport Sustainability Master Plan

Presentation at October 10 Airport Board meeting and October 23 Assembly Committee of the Whole Meeting

Runway Safety Area Expansion Phase IIB

Secon predicts substantial completion on October 18 (depending on weather).

Runway 8/26 Rehabilitation

The project was physically complete in 2015; however, final payment cannot be made until the final paperwork is received from the Department of Labor and Secon.

Air Cargo Hard Stand

The project was physically complete on July 15. Final payment and closeout is expected soon.

Alaska Department of Environmental Conservation Storm Water Multi-Sector General Permit

The next inspection will occur in November. Due to the change in pavement deicing chemicals sampling for ammonia may be discontinued. Sampling for BOD, COD, and pH as well as visual assessments will continue.

Float Pond Improvements

PND provided the 60% design package. The next design submittal will be in December.

Taxiway A Rehabilitation Planning and Taxiway C, D, E Runway Incursion Mitigation (RIM)

Awaiting permit from Alaska Division of Natural Resources. PDC submitted the final RIM report. Potential apron restriping was discussed at the Airport Board Operations Committee meeting last week.

ATTACHMENT #1

Taxiway A Rehabilitation and Taxiway E/D-1 Realignment Design

Survey and geotechnical investigation is underway.

Maplesden Access

Staff met with the Federal Aviation Administration (FAA) on August 14, and staff arranged a meeting between FAA and Law Department to review the procedures for land use or disposal/swap.

Emergency Vehicle Access Road Extension

FAA has requested additional justification for this project before proceeding ahead.

Lavatory Waste Dump Station

Design of this project has again been delayed due to competing priorities and new initiatives.

ATTACHMENT #1 PROJECT STATUS

Prepared by Kenneth S. Nichols, PE, CM

Project	Status	Schedule	Contractor	Notes
Airport Sustainability Master Plan				
Finalize ALP	Final Draft	October 2017	AECOM	
Economic Impact Report	Final		AECOM/Sheinberg	Complete
Finalize Report	Final Draft	October 2017	AECOM	
Runway Safety Area Phase I				
Closeout	In Progress	Construction Complete		Final Easement to be Recorded
Runway Safety Area Phase IIA				
Closeout	In Progress	Construction Complete	Secon	Grants Closed Out
Runway Safety Area Phase IIB				
Construction		October 18, 2017	Secon	Near substantial completion
Runway 8/26 Rehabilitation				
Closeout	In Progress	tbd	Secon	Awaiting final paperwork
Air Cargo Hardstand				
Closeout	In Progress	Construction Complete	Secon	Awaiting final paperwork
Runway 26 MALSR				
Planning and Permitting	tbd	tbd	staff	Ongoing dialogue with FAA and Lobbyist
ADEC Storm Water Multi-Sector General Permit				
Monitoring	In Progress	Quarterly	Staff	Next event in November
Float Pond Improvements				
Planning and Permitting	Permitting	Fall 2017	PND	USACE Nationwide
Design	In Progress	Fall 2017	PND	60% Submitted
Bidding		Early Spring 2018	PND/Staff	
Construction		Winter 2018-2019	tbd	
Taxiway A Rehab, Taxiway C, D, E RIM				
Formulation, Planning, Permitting	In Progress		Staff/PDC	Awaiting last permit from DNR
Design	In Progress	Fall/Winter 2017	PDC	Survey/Geotech underway

ATTACHMENT #1

PROJECT STATUS

Prepared by Kenneth S. Nichols, PE, CM

Construction	Future	2019-2020	tbd	
Maplesden Access				
Feasibility	tbd	tbd	Staff/proponent	
EVAR Extension				
Environmental Assessment	Internal Draft	tbd	DOWL/Staff	Justification needed for FAA
Lavatory Waste Dump Station				
Design	50%	Fall 2017	PDC/Staff	
Construction	tbd	tbd	tbd	



ATTACHMENT #2

MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: October 5, 2017

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of September 2017 Activity

Two important construction milestones for the Snow Removal Equipment Building (SREB) were met in September: the roofing and the interior concrete radiant slabs were completed. Multiple trades are now working simultaneously and in dry conditions - framing, mechanical ducting, interior piping and fire suppression systems, and electrical rough-ins are active. The Storm Water Pollution Prevention Plan (SWPPP) monitoring is nearly complete, and the project was acknowledged by Alaska Department of Environmental Conservation as being exemplary in meeting SWPPP requirements. The Federal Aviation Administration (FAA) approved Juneau International Airport's (JNU) interim Airport Improvement Program \$290,764.65 grant amendment request for eligible change order items.

Design work for the next phase of SREB (Phase 2b) is actively underway. The scope will include the Wash Bay and an additional Mechanic's Bay. An additive alternate of additional mechanic flex space is also being designed to capture additional scope if bids allow. The project will begin construction in Spring 2018 and be ready for Airport use by the end of 2018.

The Electrical Panels Upgrade that is part of the Gate 2 Passenger Boarding Bridge (PBB) project was completed in September for a total cost of \$97,826. The bid period for the Gate 2 PBB project remains open, with addenda being developed for issuance to bidders.

The Radio Coverage Improvements Project achieved Substantial Completion by the end of September. A final piece of equipment is scheduled to arrive by mid-October. Meanwhile, radio reception is greatly improved within the terminal. The final closeout is expected by the end of October 2017.

Architectural programming and project planning for the next phase of terminal renovation continued. Once the scope of the next phase is defined, a Request for Proposals will be issued for professional design services. The scoping documents are due to the FAA by November 1, 2017.

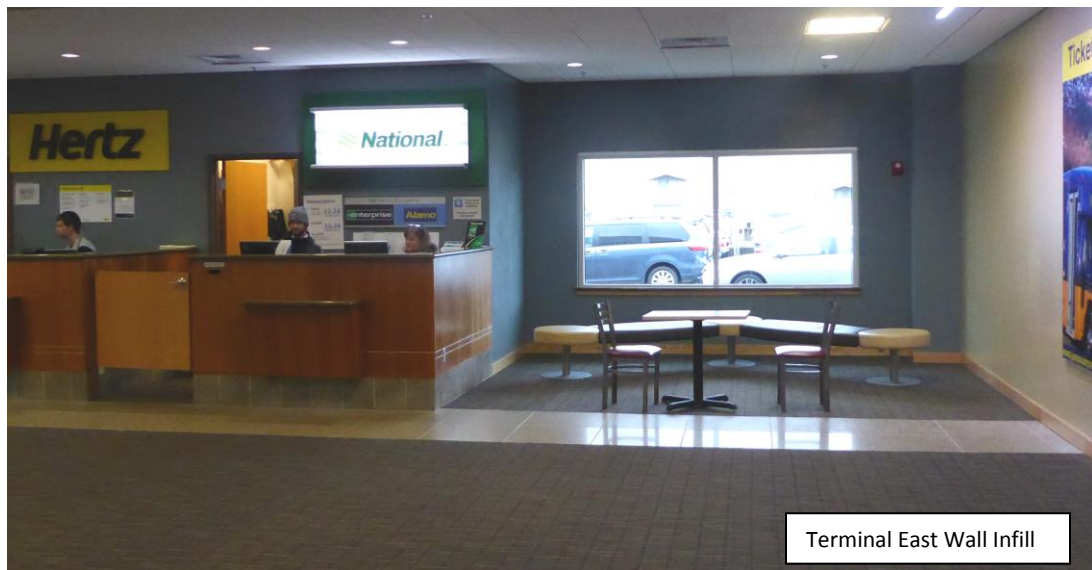
Terminal maintenance and tenant improvement projects during September included:

- Completion of the TSA employee Break Room
- Completion of Lactation Room for Federal employees by contract (TSA and FAA)
- Completion of Gate 6 interior painting



SREB from Southwest Corner

ATTACHMENT #2



ATTACHMENT #3



The Juneau Chamber of Commerce

9301 Glacier Hwy, Suite 110 • Juneau AK 99801

Board Members

Eric Eriksen

President

AEL&P

Richard Burns

President Elect

Juneau Radio Center

Dan Fabrello

Past President

Jensen Yorba Lott

Bruce Denton

Treasurer

Juneau Self Storage

Mike Satre

Secretary

Hecla Greens Creek Mine

McHugh Pierre

Goldbelt Inc.

Bruce Abel

Don Abel Building Supply

Max Mertz

Elgee Rehfeld & Mertz

Travis McCain

Alaska Litho

Hayden Garrison

Creative Source

Eric Forst

Red Dog Saloon

Charlie Williams

Valley Paint Center

Linda Thomas

Alaskan Brewing Co

Erica Simpson-Qureshi

Blue Latitudes LLC

Benjamin Brown

Attorney at Law

Capital Members

AVISTA

AEL&P

Diamond Members

Alaskan Brewing Co.

Alaska Seaplanes

Elgee Rehfeld Mertz

October 9, 2017

David Epstein, Chair

Members of the Board

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 Chair Epstein and Airport Board;

As you know, in 2012 the voters approved general obligation bonds which included \$6.9 million for north terminal renovation. In 2014, CBJ issued \$1 million of these bonds, of which a small amount of the proceeds used for preliminary conceptual design work for the north terminal. The airport has further identified additional funding towards this project.

There are two phases relative to airport terminal renovation. The first, completed recently, was the renovation of the main passenger terminal. That project renovated approximately 40,000 square feet and added an additional 13,000 square feet. The second includes the renovation of the north terminal along with what is referred to as the 'knuckle', an area of mechanical, kitchen and offices between the main terminal and the north terminal. The 2012 general obligation bond measure related to phase 2.

Conceptual design work for the north terminal, performed in 2014 by Jensen Yorba Lott, included at least two concepts. One was a complete renovation of the knuckle and the north terminal. The other was to leave the knuckle intact (saving the work on that component for a future phase three), and only renovate the north terminal. We understand that the complete renovation is anticipated to cost approximately \$16 million, and to date the airport has been unable to secure all of the funding needed to proceed with this work. We also understand that the construction cost estimate (does not include project overhead) for the north terminal renovation alone was approximately \$9.55 million and that the funding accumulated to date – bonds and other funding – should be sufficient to proceed with north terminal renovation.

As we know you agree, the north terminal is an important asset and component of the airport. It is the main transportation hub for much of Southeast Alaska, and their gateway to Juneau. During the summer of 2017, over 500 people flew in and out of

ATTACHMENT #3

the north terminal every day. That is roughly equivalent to four 737's worth of passengers, spread out through an entire day.

The north terminal is in very bad shape. Built in the 1940's it has deteriorated beyond an acceptable level of condition and many people have told us it 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 airport maintenance department often leaves the operating mechanisms fully exposed for quicker access; and water consistently leaks through the ceiling, into dispatch offices and baggage areas. Its design is also no longer best suited for today's needs.

Juneau's construction industry also needs projects. A project like this one – that has funding available and should be able to come to a construction ready point reasonably quickly – should be pursued as expeditiously as possible.

We encourage you to consider working to complete the north terminal expansion, leaving the knuckle replacement for a future project, as soon as practical. It would be good for the airport, Juneau and the communities of Southeast Alaska who access our Capitol City.

Thank you for the time and energy that you put into serving the community of Juneau.

Sincerely,



Craig E. Dahl, Executive Director
Greater Juneau Chamber of Commerce

Cc: Mayor Ken Koelsch
City Assembly
Patty Wahto, Airport Manager



Wildlife Management Goals and Achievements 2017

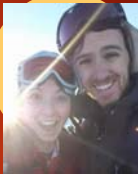
USDA WILDLIFE SERVICES

Index

- ▶ Last Years Tree Removal Efforts
- ▶ Habitat Modification
- ▶ Reduction of Hazardous Trees in the Approach
- ▶ Occurrence of Eagles at the Juneau Airport
- ▶ Questions



I may have to leave mid-presentation



Last years Tree Removal Efforts



Last Years Tree Removal Efforts



Habitat Modification



The Solution



Latest and Greatest



Habitat Modification



MALS BUILDING



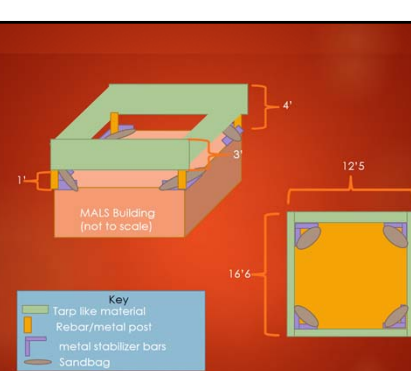
Photo reference



Picture taken from the South East Corner



Picture taken from East



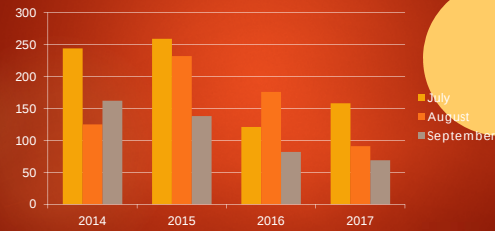
Habitat Modification



The Difference Anti-perching Equipment Can Make



Occurrence of Eagles at the Juneau Airport



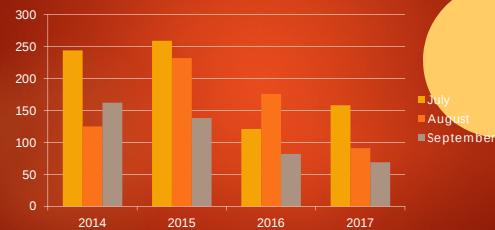
Removal of Hazardous Trees



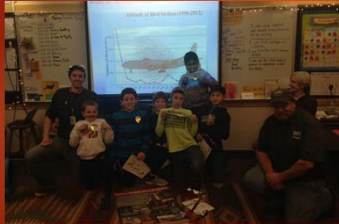
Conclusion

- ▶ Our Efforts
- ▶ The Result
- ▶ The Next Step

Occurrence of Eagles at the Juneau Airport



“Thank you Juneau International Airport”



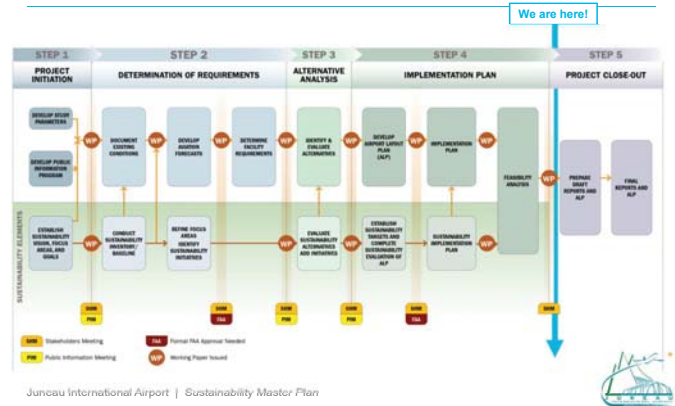
Questions



ATTACHMENT #5



The SMP Process



Coordination To Date

- Four Open Public Meetings
- Five Technical Advisory Committee (TAC) Meetings
- Seven Stakeholder Coordination Meetings
- Six Airport Board Presentations
- Four Committee of the Whole (COW) Presentations



Agenda

- Enplaned Passenger Growth
- Impact On Master Plan Recommendations
- Economic Impact Study
- Financial Implementation Analysis



Updated Information

- Part 121 Enplaned Passenger Levels grew quickly in both 2015 (9%) and 2016 (6%).
 - ❖ Delta created additional demand rather than split Alaska's passengers
 - ❖ Is this growth rate sustainable?
- 2016 passenger levels exceed forecast 2020 levels.
- On-Demand passengers dropped significantly in 2016. Commuter passengers held steady.



Enplaned Passenger Update

Year	On-Demand	Commuters	Part 121	Total
2014	64,965	31,262	262,252	358,479
2015	71,095	29,895	285,422	386,412
2016	42,737	31,151	302,546	376,434
2020	75,162	33,132	287,289	395,583
2025	83,764	34,212	304,616	422,592
2030	93,374	35,467	323,231	452,072
2035	104,043	36,814	343,272	484,129

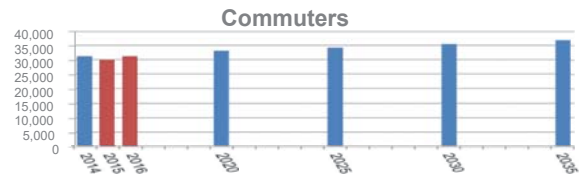


ATTACHMENT #5

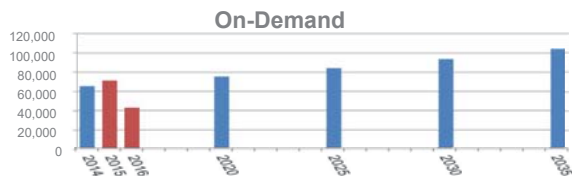
Commercial Airline Enplaned Passengers



Commuter Airline (Part 135) Enplaned Passengers



On Demand Carrier Enplaned Passengers



Forecast Passengers Impact on CIP

Maintenance	Regulatory	Expansion	Sustainability
Purchase new ARFF Vehicle		Expand terminal gate capacity	Geo-Loop - NW Area
Parking lot repairs	ARFF Building Modifications	Improve exit lanes	Replace airfield lighting with LED
Float Pond Improvement	RSA Improvements	Terminal Reconstruction - North Wing	Geo-Loop - NE Area
Sand and chemical storage building	Taxiway A Rehabilitation	Terminal Renovation - Knuckle	
Snow Removal Equipment	Taxiway C and D geometry	Terminal Expansion	
Terminal Apron Reconstruction	SRE Building (under construction)	Parking Garage	
Terminal Improvements	Terminal Security Cameras	Add air cargo position	
East end door repair (under construction)	ADA Improvements - Elevators	NE Area Infrastructure (GA Growth)	
Admin/badge office reconfiguration	EVAR Extension	Alex Holden Way hangar area (GA Growth)	
Main stair lighting	Wetland Access Vehicle	Add floatpond storage (GA Growth)	
Repairs to Alex Holden Way			

Juneau International Airport | Sustainability Master Plan



Passenger Growth Impacts

- Impact of this is:
 - Majority of recommended improvements in the ACIP are safety or maintenance related (not tied to passenger demand)
 - Only the terminal design expansion projects and the construction of the parking garage are predicated on passenger demand levels
- Increased passengers result in increase in annual entitlements and other revenues.

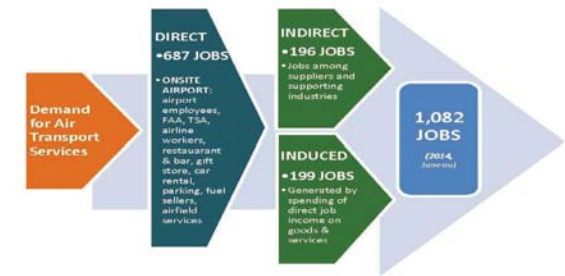


2014 Economic Impact Study

- The combined payroll, capital, and operations and maintenance spending at the airport created 1,082 jobs in Juneau.
- Total labor income for airport workers (private, CBJ, federal) was \$63.6 million.
- The operational and maintenance spending and purchases by the airport and airport related businesses totaled \$51.7 million. Capital spending that year was \$17.5 million.
- Demand for air transportation services and goods at JNU generated \$174 million in income and spending.



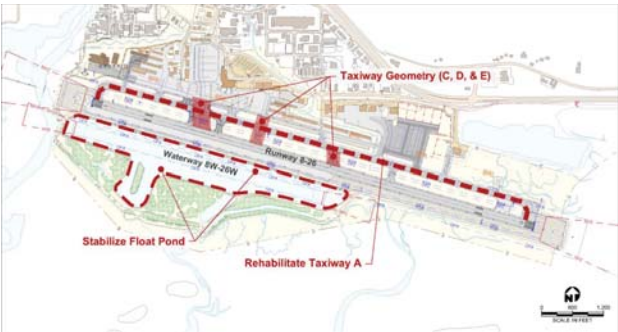
JNU Job Creation



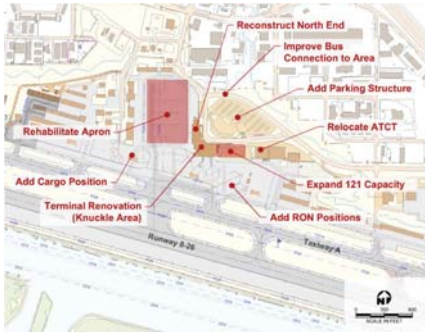
JNU Economic Contribution



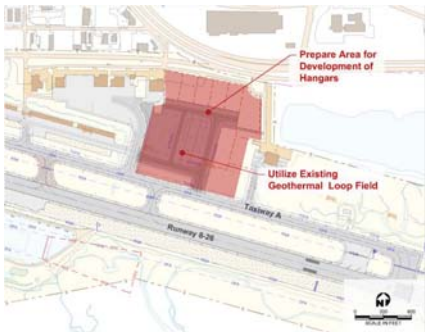
Airfield Recommendations



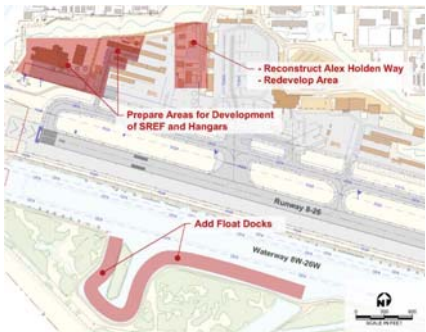
Terminal Area Recommendations



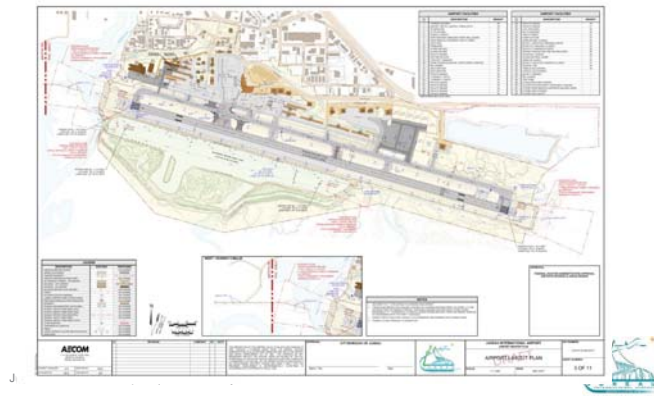
East GA Area



West GA Area



Airport Layout Plan (ALP)



Financial Implementation Analysis Objectives

Evaluate JNU's capability to fund the Master Plan Capital Improvement Program (CIP) and finance operations during three phases of capital development

- Phase I (2017 to 2022)
- Phase II (2023 to 2027)
- Phase III (2028 to 2037)

Juneau International Airport | Sustainability Master Plan



Financial Implementation Analysis Approach

- Review Airport documents related to historical financial operating results, capital improvement plans and Airport policies
- Interview Airport management personnel
- Review aviation demand forecasts
- Review cost estimates and CIP development schedule
- Determine sources and timing of available capital funds

Juneau International Airport | Sustainability Master Plan



Financial Implementation Analysis Approach

- Analyze historical operating expenses and develop 20-year projections
- Analyze historic operating revenues and develop 20-year projections
- Prepare detailed financial projections for the planning period
- Develop a Financial Plan Summary

Juneau International Airport | Sustainability Master Plan



Summary of Sources and Uses of Capital Funding

	Phase I	Phase II	Phase III	Totals
Sources of Capital Funding				
AIP Entitlement Grants	\$17,345,632	\$1,087,608	\$0	\$18,433,240
AIP Discretionary Grants	49,416,323	0	0	49,416,323
ADOT & PF Funding	0	0	0	0
Other Federal Funding	6,837,000	0	0	6,837,000
Passenger Facility Charges (PFCs)	8,553,693	36,254	0	8,589,947
CBJ Capital/Debt	12,845,200	0	0	12,845,200
Other Unidentified Funding	35,522,349	81,208,096	0	116,730,445
Cash Reserves/Net Ops Cash Flow	1,666,870	36,254	0	1,703,124
Total Sources of Capital Funding	\$132,187,068	\$82,368,212	\$0	\$214,555,280
Uses of Capital Funding				
Runway/Taxiway Improvements	\$6,568,000	\$0	\$0	\$6,568,000
Aircraft Apron Improvements	41,365,813	0	0	41,365,813
Terminal & Landside Improvements	48,756,186	23,202,313	0	71,958,500
GA Facility Improvements	4,080,000	0	0	4,080,000
SRE Facilities & Equipment	27,624,046	0	0	27,624,046
ARFF Facilities & Equipment	0	1,160,116	0	1,160,116
Other Improvements	3,793,023	58,005,783	0	61,798,806
Total Project Costs	\$132,187,068	\$82,368,212	\$0	\$214,555,280

Juneau International Airport | Sustainability Master Plan



Statistical Results for Projected Financial Operations

	JNU Average	Small Hub Average
Operating Cost Per Enplaned Passenger		
2017 - 2022	\$17.36	\$21.31
2023 - 2027	\$18.21	\$25.06
2028 - 2037	\$19.62	\$31.36
Operating Revenues Per Enplaned Passenger		
2017 - 2022	\$16.82	\$30.97
2023 - 2027	\$17.79	\$36.42
2028 - 2037	\$19.17	\$45.59
Airline Cost Per Enplaned Passenger		
2017 - 2022	\$8.97	\$9.13
2023 - 2027	\$9.47	\$10.73
2028 - 2037	\$10.20	\$13.44

Juneau International Airport | Sustainability Master Plan



Summary Application of Funding By Source to CIP Projects

Project Groups	AIP Grants		Other Federal Funding	PFCs	CBJ Capital/Debt	Other Unidentified Funding	Cash Reserves/Net Revenues	Total Cost/Funding
	Ent	Disc						
Runway/Taxiway Improvements	\$2,571,563	\$0	\$3,825,000	\$171,438	\$0	\$0	\$0	\$6,568,000
Aircraft Apron Improvements	6,089,443	32,691,006	0	1,776,329	0	0	809,035	41,365,813
Terminal & Landside Improvements								
	2,880,800	1,014,780	612,000	5,630,782	7,123,000	54,663,312	33,826	71,958,500
GA Facility Improvements	0	0	2,400,000	0	0	1,680,000	0	4,080,000
SRE Facilities & Equipment	5,803,826	14,729,155	0	684,433	5,722,200	0	684,433	27,624,046
ARFF Facilities & Equipment	1,087,608	0	0	36,254	0	0	36,254	1,160,116
Other Improvements	0	981,383	0	290,713	0	60,387,134	139,577	61,798,806
Total	\$18,433,240	\$49,416,323	\$6,837,000	\$8,589,947	\$12,845,200	\$116,730,445	\$1,703,124	\$214,555,280



Questions/Discussion

Airfield Summer Update



October 10, 2017

1

Busy Summer



2

Military Traffic



3

Slotted Runway Drain



4

Storm Drain Basins



5

Vehicle Wash Wednesdays



6

Heavy Maintenance



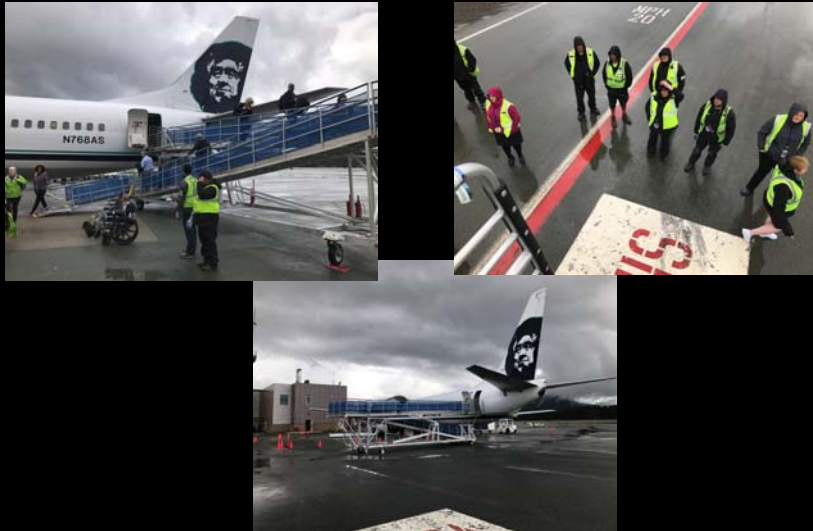
7

New Warning Beacons



8

Alaska Airlines



9

Assisting Tenants



10

Abandoned Vehicles



11

EVAR Trail Parking Lot



12

Main Entry Gates



13

New Main Entry Gates



14

International Arrivals / Customs



15

Painting



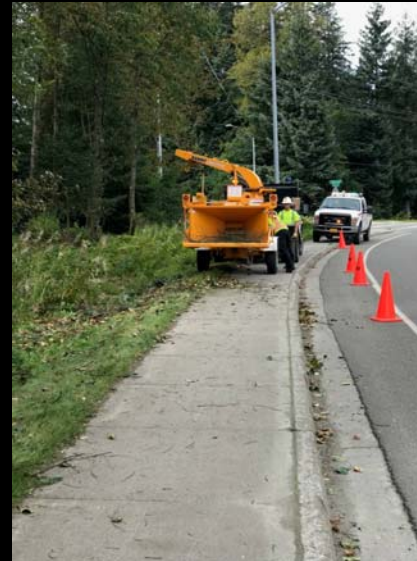
16

Perimeter Fence



17

Tree Trimming / Grounds Keeping



18

Float Pond



19

AFM Training Committee

- Training Committee
 - Members
 - Two Senior Operators
 - Two Equipment Operators
 - Field Training Coach
 - One Airfield Support Specialist
 - Senior Mechanic



20

AFM Training Committee

- Prescribed Practices:
 - Snow Removal Tactics and Practices
 - Snow Removal Priorities
 - Snow Storage Areas
 - Panic Piles / Long-Term Storage
 - Ice Control Measures
 - Runway/Taxiway/In-Ground Lights
 - End of Season Clean-Up

21

AFM Training Committee

- Specialized Equipment Training:
 - Preventative Maintenance
 - Pre Operation
 - Specific Functions
 - Post Operation
 - Specific Equipment Checkrides
 - Brooms
 - Plow Trucks
 - Graders
 - Loaders and Blades
 - Other Equipment
 - Friction Measurements



22

Core Values

- **S**afety Everyone's responsibility
- **O**penness Everyone has a voice
- **A**ccountability Success demands ownership of our actions and outcomes
- **R**espect Honor our customers and each other
- **I**ntegrity Honest and ethical in everything we do with moral soundness
- **N**ice Be kind, courteous and invite collaboration
- **G**rowth Committed to developing our airport and ourselves

23

Winter Snow/Ice Statistics

- **2016-17 Season**
 - Area AFM is responsible for:
 - Runway & Taxiways
 - Main Ramp / Gates / 135 Area
 - East & West GA Areas
 - Alex Holden / Cessna Dr. / Fuel Farm
 - Terminal / Shell Simmons / Employee Parking Lot
 - Float Pond Roads and EVAR
 - **Equals 8,046,123 Square Feet of Area**
 - Equalities 47.6 Miles of 2-Lane Hwy. w/ 4' Shoulders

24

Winter Snow/Ice Statistics

— Snow Calculations

- Total Snow Fall – 65.2 inches (NWS – Airport)
- **43,717,270** Cubic Ft. of snow plowed, swept and removed
- Average Weight: 17.671 lbs. / CF
- **386,264** Tons
- **772,527,876** lbs.

25

Forecast – Winter 2017/18



26

Forecast – Winter 2017/18

- El Niño or La Niña event across North America?
 - Recurring climate pattern involving changes in water temperature
 - Central and eastern tropical Pacific Ocean
 - Massive impact on the jet stream
 - Changes in winter weather patterns

27

Forecast – Winter 2017/18

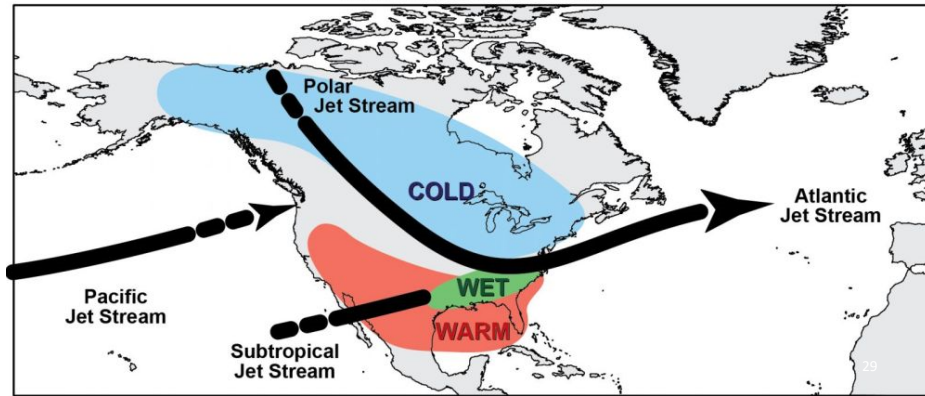
- El Niño or La Niña event across North America?
 - Currently the Climate Prediction Center is calling for a ENSO-neutral
 - Neither a El Niño or La Niña event
 - Remainder of 2017 and into 2018
 - Some models are predicting/leaning for the onset of a weak La Niña event.

28

Forecast – Winter 2017/18

- What to expect?
 - Potential colder than normal temperatures
 - Potential above-average precipitation

ENSO-Neutral Winter Pattern



Forecast – Winter 2017/18



Questions?



Anything is possible, the impossible just takes longer...

ATTACHMENT #7

Juneau & Vicinity Building and Construction Trades Council, Inc.

813 W. 12th Street
Juneau, AK 99801
Phone (907) 586-3050
Fax (907) 586-9614

Affiliates: CARPENTERS LOCAL 1281, ELECTRICAL WORKERS (IBEW) LOCAL 1547, HEAT/FROST INSULATORS LOCAL 97, IRONWORKERS LOCAL 751, LABORERS LOCAL 942, OPERATING ENGINEERS LOCAL 302, PAINTERS LOCAL 1140, PILEDRIVERS & DIVERS LOCAL 2520, PLUMBERS & PIPEFITTERS LOCAL 262, SHEETMETAL WORKERS LOCAL 23, SPRINKLERFITTERS LOCAL 669, TEAMSTERS LOCAL 959

October 10, 2017

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

Re: North Terminal Renovation

Chair Epstein and Members of the Board,

We write to you today in support of the north terminal renovation. Since this project has funds already available, it could be started very soon and would be a much needed, additional project in this already slow year for construction jobs.

Because of the slowdown in local construction jobs, this project would help keep local families from having to seek work opportunities outside of Alaska. We've already seen some of our members jump ship, and we all know it's increasingly difficult to make it back here after moving south as prices continue to rise. Anchoring our local workforce with another sizeable project like the north terminal renovation would be a huge benefit to our economy, one that would be realized by all and not just the members of our local unions.

An additional benefit is the opportunity to train our future Juneau workforce through our apprenticeship programs. Local workers are the main drivers of any economy. Furthermore, succession planning is more crucial now than ever before as so many of our "Boomer" aged workers are finishing up their careers and taking so much of our institutional knowledge with them when they go.

As far as our airport itself goes, it is a building of two eras living under one roof. Since the completion of the main terminal, the poor state of the north terminal is now more painfully obvious than ever. Additionally, the terminal is outdated for its use today. Practically speaking, the terminal needs to be renovated "yesterday!" Please consider implementation of this project as another way to keep Juneau moving ever forward into the future.

ATTACHMENT #7

We thank you for your work on this board, your efforts not only serve our capital city but also the needs of travelers from all over Alaska and beyond.

Regards,

A handwritten signature in black ink, appearing to read 'Rodney Hesson', with a stylized flourish at the end.

Rodney Hesson, President
Juneau Building Trades Council

Cc: Mayor Ken Koelsch
City Assembly
Patty Wahto, Airport Manager