

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, MARCH 14, 2017
ALASKA ROOM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES: Regular Monthly Meeting of February 14, 2017

IV. APPROVAL OF AGENDA

V. PUBLIC COMMENTS

VI. UNFINISHED BUSINESS

A. Northwest Development Area (NWDA) Water & Sewer Extension. On March 13, 2017, the Airport Operations Committee will have its second meeting regarding the possible extension of water and sewer to the private hangars in the Northwest Development Area (NWDA). Utilities are planned to be extended to the Snow Removal Equipment Building (SREB) in NWDA and will be funded by the Federal Aviation Administration (FAA). The extension and stub-out to the private hangars are not FAA eligible, so FAA will not participate in that portion.

Staff was asked to explore tenant interest in water/sewer to the private hangars in this area. Staff was asked to poll the tenants to see if tenants were interested and estimate how much more the ‘up front’ costs would be for the Airport to forward fund and collect from tenants as they are hooked up.

Staff will provide an update at the time of the Board meeting and suggestions (if any) from the March 13 Airport Operations Committee meeting. Since the contract work for this area is time critical, any additional (private hangar) water/sewer extension forward-funding would need to be approved by the March 14, 2017 Airport Board meeting.

B. Electrical Panel Upgrade Project - Gate 2 Passenger Board Bridge (PBB). With the end of ‘combi’ aircraft coming into JNU by the end of 2017, the addition of a new Passenger Boarding Bridge (PBB) at Gate 2 is required for efficiency and safety. The project will include electrical panel upgrades for the increased demand. The Airport has put in a pre-application for the Gate 2 PBB and associated electrical work. Until the FAA grant is awarded, staff suggests forward funding the project through the Airport Terminal Renovation Project funds. This electrical problem (overload) was originally brought before the Board last fall; however, there is now a need for a more extensive upgrade to handle the PBB loads. This is FAA eligible along with the Gate 2 PBB. Once the FAA grant is received, the Airport can reimburse the Terminal Project for the Federal funding portion. Total cost of the PBB and electrical upgrades is estimated at just under \$2M.

Board Motion: *“Approve the use of \$211,000 of the existing Airport Terminal Renovation Project funds for the forward funding of the terminal electrical panel*

upgrades and design of Gate 2 Passenger Boarding Bridge (PBB); to be reimbursed upon receipt of FAA Airport Improvement Program (AIP) grant.”

VII. NEW BUSINESS

A. Appropriate Passenger Facility Charge (PFC) 7 Amendment. At the October 2016 meeting, the Board approved an increase to the Part 121 Ramp Capital Improvement Project (CIP) to construct an Air Cargo Hardstand, and a concrete slab at Gate 5, using a PFC7 amendment in the amount \$309,000, as well as remaining funds in the CIP (about \$310K) that have accrued from interest. Staff reported that further approval to appropriate the PFC amendment would be requested after the PFC amendment process was complete, and FAA approval issued. Staff has received FAA approval in the amount \$309,578.

Board Motion: *“Approve appropriation of PFC7 amendment #6 in the amount \$309,578 to the Part 121 Ramp CIP Project (A50-068)”.*

B. FY 16 Actuals; FY 17 / FY 18 Updated Budgets (Attachments #1, #2 and #3)

1. **FY16.** The Airport Board Finance Committee met on March 6, 2017 to review the FY16 Budget Actuals, as well as review FY17 Projected Budget and FY18 Updated Budget; as shown in Attachments #1, #2 and #3. FY16 finished in the ‘black’ by \$886,251, much higher than originally anticipated. This adds to the Airport Fund Balance. The budget was a combination of increased revenues and decreased expenses compared to original projections.

2. **FY17/FY18.** Last year, FY17 budget was balanced using \$137,600 of Airport Fund Balance (also raised Airport rates/fees starting FY17), and FY18 budget was submitted as a deficit budget of \$157,600.

As presented at the March 6, 2017 Finance Committee meeting, the Airport will begin phasing to a new runway deicer (New Deal) starting FY17 (now). This deicer meets EPA standards which we do not meet with Urea (ammonia). The Airport has violated its multi-sector general permit (with Department of Environmental Conservation) by exceeding the allowable amount of ammonia. The Airport needs to take steps to correct this violation by changing its runway deicer. The positive side is that since the Environmental Protection Agency ruling, more deicing products have been developed; and more importantly, costs have come down dramatically. The increases to the FY17 and FY18 budgets (shown in the attachments) phase in the new deicing chemical and phase out the urea. With other budget changes (increase in Airport Rescue/Fire Fighting chemicals, increase in Juneau Police Department (JPD) contractual security costs, decrease in Personnel costs and projected decreases in Revenues for both years due to Delta Air Lines seasonal operations), the bottom line for FY 17 shows a -\$240,000 deficit, and the bottom line for FY18 shows a -\$438,000 deficit.

Additionally, FY17 projected expenses are expected to exceed FY17 approved expenses by \$43,900. This means that the Airport must get supplemental spending authority from the Assembly.

3. **Airport Fund Balance.** At the close-out of FY15, the Airport had \$3.738M Airport Fund Balance. FY16 ended in the ‘black’, but the Board also approved the use of Airport

Fund Balance to use as forward funding for several Capital Improvement Program (CIP) local match (scheduled for repayment with a future PFC application).

Between FY16 year-end fund balance, the CIP match transfers and the 3-month operating reserves, the Airport has \$2,923,400 (\$2.923M) of unrestricted Fund Balance available. *(CBJ Finance has determined that since the Airport maintains an Airport Fund Balance with a 3-month operating reserve, this would suffice for the PERS liability, and no additional reserve would be required.)* This means that we can apply the projected deficit of -\$240,000 for FY17, and the projected deficit of -\$438,000 for FY18 to the \$2,923,400 Fund Balance, and project a remaining *Unrestricted* Airport Fund Balance of \$2,245,400 at close-out of FY18.

4. Budget Action. The Finance Committee agreed to continue to use Airport Fund Balance to cover both the FY17 and FY18 projected budget deficits at this time. This means that by FY19/20 budgets, tenants/users should plan to budget their share of deficit; rates and fees increases are projected even if the budget is status quo.

Board Motion: *“Approve the FY17 Projected Budget and the FY18 Updated Budget, as show in Attachments #1, #2 and #3 (dated March 6, 2017), with the use of \$240,000 of Airport Fund Balance to balance FY17, and the use of \$438,000 of Airport Fund Balance to balance FY18; and request Supplemental Spending Authority from the Assembly in the amount of \$43,900, for FY17 projected expense increase; and forward to the Assembly for approval.”*

C. Maplesden Road - Access for Bicknell Property. On March 13, 2017, the Airport Board Operations Committee will discuss the request/options for Bicknell, Inc. to gain access to their property via Maplesden Road. Bicknell owns the property north of TEMSCO and east of Maplesden Road, commonly known as the ‘Honsinger Pond’ area. Bicknell is looking to develop the property and has recently been granted a rezone for 23 acres from Rural Reserve to Industrial, contingent upon them acquiring legal access to their property. Their current access is a driveway located on the on-ramp from Yandukin to Egan. Any changes to the rezone/use would negate the State of Alaska Department of Transportation (DOT) permit for the driveway since they cannot have legal public access on an acceleration ramp. Additionally, State DOT is looking to develop the West Egan Drive Corridor (WEDCOR) that was planned in 2003 which could further impact this area.

The Airport must follow FAA requirements since the land that Maplesden Road is located on was acquired and developed through Federal means and funding. The FAA will have the final decision/approval once the Airport and Bicknell choose a path. Staff will provide an update at the time of the Board meeting and suggestions (if any) from the March 13 Airport Board Operations Committee meeting.

D. Airfield Updates – Presentations by Scott Rinkenberger, Airport Superintendent
1. Fence Line Brushing/Tree Trimming and Wildlife Mitigation Update. Airfield crew has been trimming brush/tree limbs along Berners Avenue, along the Fuel Farm and JPD impound lot area. The fence to the fuel farm/police impound yard has been cut two times since last summer. The fence line break-ins are occurring in the thicker brush and

low tree limb area. Airfield is cleaning the area up to not only discouraging camping and break-ins, but this is a TSA security-mandate to maintain a six-foot clear area around the fence line.

2. **‘Eagle Sweeper’ Anti-perching Device.** USDA Wildlife Services and our Airfield crew have looked at innovative ways to keep wildlife (birds) from perching on building, navigational aids and anything ‘perchable’ on the approach paths of the Airport. They have kept the Board apprised of these ideas that utilize recycled items from the airport whenever possible, which has kept costs to a minimum. The newest idea is the Eagle Sweeper to keep eagles off the 26 end approach MALSR building.

E. Airport Manager’s Report:

1. Wings of Alaska - Fjord Flying Operations. The Airport has been verbally notified that Wings of Alaska – Fjord Flying ceased operations in February. We will work with them over the next few weeks to cancel leases and vacate their premises.

2. Airport Engineer Report (Attachment #4)

3. Airport Architect Report (Attachment #5)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:** The Airport Board Finance Committee met March 6, 2017. See VII New Business, B. for summary/action item on budget.

B. **Operations Committee:** The Airport Board Operations Committee met March 13, 2017. An update and Agenda Addendum will be provided at the time of the Airport Board meeting.

X. ASSEMBLY LIAISON

XI. PUBLIC COMMENTS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., March 14, 2017, Alaska Room

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1**3/6/2017****EXPENSE SUMMARY**

	FY 15 ACTUALS	FY 16 PROJECTED/ UPDATED	FY 16 ACTUALS	FY 17 APPROVED	FY 17 PROJECTED	FY 18 APPROVED	FY 18 UPDATED
PERSONNEL	2,438,400	2,502,300	2,434,732	2,754,000	2,744,500	2,789,500	2,726,900
SUPPLIES	777,800	845,200	736,360	758,600	873,500	724,000	972,800
SERVICES/CHARGES	2,427,400	2,836,100	2,657,361	3,276,700	3,223,300	3,320,500	3,340,600
TRAVEL/TRAINING	15,000	20,600	18,203	32,800	24,700	30,300	23,700
CAPITAL OUTLAY	205,200	0	0	0	0	0	0
DEBT SERVICE	0	0	0	0	0	0	0
TOTALS	5,863,800	6,204,200	5,846,656	6,822,100	6,866,000	6,864,300	7,064,000

ATTACHMENT #2

3/6/2017

REVENUE SUMMARY

	FY 15 ACTUALS	FY 16 PROJECTED/ UPDATED	FY 16 ACTUALS	FY 17 PROPOSED/ APPROVED	FY 17 PROJECTED	FY 18 PROPOSED/A PPROVED	FY 18 UPDATED
STATE/FED REVENUE	236,732	268,600	272,277	288,700	285,000	288,700	285,000
FUEL FLOWAGE FEES	822,663	829,000	922,860	849,100	841,900	849,100	841,900
LANDING FEES	1,865,125	1,885,000	1,956,207	1,958,700	1,846,500	1,977,300	1,846,500
USER FEES/SECURITY FEE	487,549	523,900	517,744	631,700	612,200	635,300	612,200
RENTALS	2,662,774	2,739,800	2,785,056	2,739,800	2,765,800	2,739,800	2,765,800
INTEREST/PENALTIES	37,249	43,300	76,727	26,100	66,100	26,100	66,100
FINES/MISC./OTHER	208,117	190,400	202,036	190,400	208,500	190,400	208,500
TRANSFERS/CBJ/MPF	0	0	0	0	0	0	0
TOTALS	6,320,209	6,480,000	6,732,907	6,684,500	6,626,000	6,706,700	6,626,000
AIPORT FUND BALANCE	0	0	0	137,600	240,000	0	438,000
TOTALS AFTER FUND BALANCE APPLIED	6,320,209	6,480,000	6,732,907	6,822,100	6,866,000	6,706,700	7,064,000
					PROPOSED		PROPOSED

ATTACHMENT #3

3/6/2017

EXPENSE vs. REVENUE SUMMARY

	FY 15 ACTUALS	FY 16 PROJECTED/ UPDATED	FY 16 ACTUALS	FY 17 PROPOSED/ APPROVED	FY 17 PROJECTED	FY 18 PROPOSED/ APPROVED	FY 18 UPDATED
EXPENSES	(5,863,800)	(6,204,200)	(5,846,656)	(6,822,100)	(6,866,000)	(6,864,300)	(7,064,000)
REVENUES	6,320,209	6,480,000	6,732,907	6,684,500	6,626,000	6,706,700	6,626,000
DIFFERENCE	456,409	275,800	886,251	(137,600)	(240,000)	(157,600)	(438,000)
AIRPORT FUND BALANCE APPLIED (to REVENUES)	0	0	0	137,600	240,000	0	438,000
TOTAL OVER/(SHORT)	456,409	275,800	886,251	0	0	(157,600)	0

PROPOSED

PROPOSED



MEMORANDUM

TO: Patricia Wahto
JNU Airport Manager

FROM: Ken Nichols, P.E., C.M.
Nichols Engineering LLC

DATE: March 8, 2017

RE: Monthly Report (Contract MR17-227)

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

Airport staff reviewed financial information with the consultants by telephone on February 24. While FAA is reviewing the ALP, the consultants are preparing the Financial Plan, which is the final chapter to be prepared in the document. Once a draft financial plan is prepared, a draft of the entire document will be circulated for review.

Runway Safety Area (RSA) Expansion Phases I and IIA

The Federal Aviation Administration (FAA) Engineering Services delivered another set of as-built drawings, which arrived today. Final grant closeout for Grant 55 is expected in March.

RSA Expansion Phase IIB

Secon has started delivering submittals. A pre-construction conference has been set for March 16. I expect on-site work to begin in April.

Runway 8/26 Rehabilitation

A portion of the mobilization (5%) is withheld as retainage pending receipt of final paperwork and resolution of in-pavement light damage.

Air Cargo Hard Stand

All documents have been submitted to Engineering Contracts to finalize the re-bid package. The original bid last summer was over the available budget. In order to increase the funds available, the interest from Passenger Facility Charge (PFC) #7 has gone through the PFC modification process to increase the project budget. The action to appropriate the interest is now before the Airport Board (agenda item) this month and before the Assembly April 3.

Runway 26 MALSR

I reviewed permit requirements in February. In summary, the permits are needed from the following: U.S. Army Corps of Engineers, Alaska Department of Fish & Game, and City & Borough of Juneau. FAA Engineering Services will need to conduct National Environmental Policy

ATTACHMENT #4

Act (NEPA) analysis. Wetland mitigation will be required, since this project element was not covered in previous permit work.

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

A facility inspection was completed on February 17. Laboratory results from the February 15 sampling event indicate no exceedances of permit limits.

Float Pond Improvements

I expect to submit a grant application package in March.

Taxiway A and F Rehabilitation, Taxiway C, D, E Runway Incursion Mitigation

The next stakeholder meeting is scheduled for April 10. A Safety Risk Management Panel will be conducted on April 11.

Maplesden Access

Information on access will be presented at the Airport Board Operations Committee meeting on March 13.

Emergency Vehicle Access Road Extension

I reviewed the internal draft Environmental Assessment which will be sent to the FAA for their review soon.

Lavatory Waste Dump Station

I was unable to complete final design work in February. I expect to complete the design in March.

ATTACHMENT #4**PROJECT STATUS**

Prepared by Kenneth S. Nichols, PE, CM, Nichols Engineering LLC

Project	Status	Schedule	Contractor	Notes
Airport Sustainability Master Plan				
Finalize ALP	DRAFT		AECOM	FAA Review
Economic Impact Report			AECOM/Sheinberg	Final
Finalize Report		tbd	AECOM	Schedule depends on FAA review of ALP
Runway Safety Area Phase I				
Closeout	In Progress	Construction Complete	AIC	Final Easement to be Recorded
Runway Safety Area Phase IIA				
Closeout	In Progress	Construction Complete	Secon	Additional As-Built Drawings to be received from FAA
Runway Safety Area Phase IIB				
Design	Complete		DOWL	
Bidding	Complete		DOWL	NW Development Area
Construction		April to September 2017	SECON	
Runway 8/26 Rehabilitation				
Closeout	In Progress	tbd	Secon	Warrantee Period
Air Cargo Hardstand				
Design			Stantec	Re-design Complete
Bidding	Re-bid	March 2017	tbd	
Construction	tbd	April-June 2017	tbd	
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	Monthly	Staff	
Float Pond Improvements				
Planning and Permitting	Permitting	Summer 2017	staff	USACE Nationwide
Design	tbd	RFP March-April 2017	tbd	

ATTACHMENT #4

PROJECT STATUS

Prepared by Kenneth S. Nichols, PE, CM, Nichols Engineering LLC

Construction	tbd	Winter 2017-2018	tbd	
Taxiway A & F Rehab, Taxiway C, D, E RIM				
Formulation, Planning, Permitting	In Progress	Summer 2017	Staff/PDC	Next Meetings March 2017
Design	Future	Fall/Winter 2017	tbd	
Construction	Future	2018-2019	tbd	
Maplesden Access				
Feasibility	tbd	tbd	staff	
EVAR Extension				
Environmental Assessment	Internal Draft	tbd	DOWL/Staff	
Lavatory Waste Dump Station				
Design	50%	Winter 2016-2017	PDC/Staff	
Construction	tbd	Spring 2017	tbd	



ATTACHMENT #5

MEMORANDUM

TO: Patty Wahto, JNU Airport Manager

FROM: Catherine Fritz, AIA, JNU Airport Architect

RE: Architect's Report of February 2017 Activity

DATE: March 3, 2017

Work at the Aircraft Rescue and Fire Fighting (ARFF) station during February primarily consisted of installing rigid insulation, reinforcing bar, and radiant tubing for the concrete floor slabs. Electricians ran under-slab conduit and worked on exterior soffit lights. Weekly progress meetings continued to be held and overall, the project is approximately 47% complete. ARFF operations have not been impacted by the daily construction activities.

Construction resumed on the Snow Removal Equipment Building (SREB) site on February 13, 2017 as the crew began compacting foundation areas and placing forms. Project Architect Sean Carlson of ECI Alaska worked with Airport staff to select colors, and he visited the SREB site on February 22 to review general progress. A pre-installation meeting to review concrete placement procedures was held on February 28; cold weather procedures are in place.

Scoping for the next phase of Snow Removal Equipment Facilities (SREF) began in February. The program of remaining components for the total facility was reviewed, and priorities were given to the Wash Bay and the Mechanics' spaces. The ECI Alaska design team will begin working with Airport staff to develop the next phase into construction documents that will be prepared for bidding by approximately October 2017. Construction will follow the current SREB project.

A Request for Proposals (RFP) was developed in February to solicit consultant design services to plan and design a Passenger Boarding Bridge (PBB) at Gate 2. This project has been included in the Airport's FY17 Airport Improvement Program (AIP) grant applications. The RFP was forwarded to CBJ Engineering Department on February 21, 2017 and advertisement began on March 2, 2017. The pre-proposal meeting will be held on March 16 and proposals are due by March 24.

The electrical panels upgrade project was forwarded to CBJ Engineering Department for bidding on February 10, 2017. Construction bid forms were prepared and the project began advertisement for bids on March 1, 2017. The pre-bid meeting will be held on March 9 and the bids are currently scheduled to be submitted by March 21. The construction cost estimate for this project is \$91,000 and the work is scheduled to be complete by May 1, 2017. This project is included in the Gate 2 PBB Airport Improvement Program grant.

The sign manufacturer for the "Juneau International Airport" sign is preparing samples and will send them for review. This will show the construction of the illuminated channel letters and available color selections. Staff has spoken to Haight Engineering regarding power for this project, and we have been assured that there will be no problem getting power to this area. According to the sign manufacturer, the LED lighting for this sign will be no more than 200 watts.

The Airport has agreed to manage the Radio Coverage Improvements Project that was originally being done by Police and Engineering Departments. In 2015, the City and Borough of Juneau (CBJ) received \$72,000 in funding for construction of radio reception improvements between the terminal building and the airfield. This project was part of a larger grant to the CBJ from the State of Alaska Homeland Security Program. Airport staff will work with consultants to develop the bid documents, then forward to CBJ Engineering

ATTACHMENT #5

Department for bidding. The work is scheduled to be complete by Fall 2017. Projects office staff also provided scoping documents for 2017 Homeland Security grants to the CBJ Emergency Programs Manager. Two grants were requested by the Airport: one to improve the secure passenger exit lane, and the other to improve cameras throughout the airport. We are waiting to hear if these grants are awarded to the Airport.

Terminal Maintenance projects during February included:

- Construction of a storage area in the old kitchen area for the food and beverage concessionaire.
- Construction began on the renovation of the Men's Toilet room that is located on the first floor near the Badging office. Tile work is complete, and the fixtures will be installed next. The toilet room is expected to re-open in mid-March.
- Plumbing repairs to modify the domestic piping in the toilet rooms to get a faster hot water supply response time have been proceeding. Some areas have been completed; others are more complicated and the initial repair did not fix the problem so additional ideas are being tried.
- A term construction contract to make exterior siding repairs around Gate 6 was drafted during February and is awaiting signatures to execute. This work is planned for March and April 2017.



ARFF Station floor slab preparation.



Tile installed in Men's Restroom.



SREB excavation for foundations.



SREB concrete foundations.

ATTACHMENT #6

AIRPORT BOARD AGENDA ADDENDUM March 14, 2017, 6:00 p.m.

OPERATIONS COMMITTEE REPORT AND RECOMMENDATIONS

VI. UNFINISHED BUSINESS.

A. Northwest Development Area (NWDA) Water and Sewer Extension. At the February 13, 2017, Airport Board Operations Committee meeting, the Committee discussed the possible extension of water and sewer to the private hangars in the Northwest Development Area (NWDA). Staff was asked to ‘poll’ these hangar owners to determine interest in water/sewer hookup and cost estimates that they would be willing to pay for the utilities. Eight of the twelve tenants in the Block ‘I’ hangars responded that they would be interested in hooking up to these utilities (one stated ‘just water’), but they would only pay up to \$5,000.

At the March 13, 2017, Airport Board Operations Committee meeting, Airport Engineer, Ken Nichols outlined the options and estimates for the various hangar blocks.

Future Blocks G/H hangars (10)	est. \$50,000 to \$100,000
Existing Block I hangars (12)	est. \$10,000 to \$120,000
Future Block I hangars (7)	est. \$35,000 to \$70,000

The Airport can write these options into the bid requests as ‘additive alternates’. This will give us actual costs for the tenants and Board to base their decision. The Committee agreed to wait until the bids (with additive alternates) were received before deciding if the Airport should forward fund the ‘up front’ costs.

Staff will bring this back before the Board once bids are received.

VII. NEW BUSINESS

C. Maplesden Road - Access for Bicknell Property (Exhibit A). Bicknell, Inc. owns the property north of TEMSCO and east of Maplesden Road, commonly known as ‘Honsinger Pond’ area. Bicknell is looking to develop the property and has recently been granted a rezone for 23 acres from Rural Reserve to Industrial, contingent upon them acquiring legal access to their property. Their current access is a drive way located on the on-ramp from Yandukin to Egan. Any changes to the rezone/use would negate the State of Alaska Department of Transportation (DOT) permit for the driveway since they cannot have legal public access on an acceleration ramp. Bicknell has been working with the Airport to gain public access off of Airport property on Maplesden Road. Currently, Maplesden Road is Airport property for Airport use and development; not a right-of-way (ROW). The request would be to make a portion of it City ROW. Additionally, the State of Alaska DOT has resurrected the 2003 West Egan Drive Corridor (WEDCOR) study which could further impact Bicknell’s property.

On March 13, 2017, the Airport Board Operations Committee heard Bicknell’s request and discussed options for a ROW. In order to make a portion of Maplesden Road a ROW, approximately 0.8 acre would be required to provide the access at the requested point (approximately 200 feet south of Yandukin, see attached ‘Exhibit A’). The Operations

ATTACHMENT #6

Committee discussed a land exchange for ROW purposes rather than land disposal (sale) as this was thought to be a more palatable option for the Airport and the FAA. If a ROW is granted, the City would need to be involved. Any decision to grant a ROW by the Board will require FAA final decision/approval, as well. FAA review and approval can also take a bit of time.

The Operations Committee recommended that all three land exchange options be sent to the Board, but listed their preferred option as the 'L-shaped' portion that borders Maplesden and the frontage road for TEMSCO (see attached 'Exhibit A').

Option 1 (Operations Committee Preferred Option): The 'L-shaped' parcel east of Maplesden and north of the TEMSCO frontage road.

Option 2: The rectangular parcel east of Maplesden.

Option 3: The rectangular parcel north of the TEMSCO frontage road.

Additionally, the FAA will want to see a fair value for land exchange; developed property (filled/paved) for developed property (filled/paved) of equal size, or additional undeveloped property for developed property. If the Board approves the concept and general location of a land exchange for the Maplesden ROW, these specifics (as well as ROW ownership and maintenance) can be worked out later.

Board Motion: *"Approve a portion of Maplesden Road (approximately 0.8 acre) for use as a City and Borough of Juneau right-of-way in exchange for a parcel of property of equal fair value, as shown in Exhibit A, the preferred Option 1: 'L-shaped'. Furthermore, direct staff to: work with the City on the ownership and maintenance of the ROW, and the fair value land exchange, then forward to the Federal Aviation Administration for approval."*

ATTACHMENT #6

Exhibit A: Maplesden Access Options



Option 1
Not to Scale



Option 2
Not to Scale



Option 3
Not to Scale