

MINUTES of  
AIRPORT BOARD MEETING  
November 14, 2024  
6:00 p.m. Alaska Room/ZOOM

- A. **CALL TO ORDER:** Chair Dennis Bedford called the meeting to order at 6:00 p.m.

**SPECIAL:** Chair Bedford thanked Dan Spencer for his work on the Board and wished him well in his future endeavors. He also welcomed Jerry Godkin to the Board. He said Jerry served the full three terms, including quite a while as Board Chair.

- B. **ROLL CALL:**

Members Present:

Dennis Bedford  
Jason Custer  
Jodi Garza

Jerry Godkin  
Chris Peloso  
Eve Soutiere

Charlie Williams

Staff/CBJ Present:

Patty Wahto, Airport Manager  
Paul Khera, Deputy Airport Manager  
Andres Delgado, Airport Sup't

Ke Mell, Airport Architect  
Sherri Layne, CBJ Law  
Nicole Lynch, CBJ Law

Public:

Sarah Lowell, Coastal Helicopters

- C. **APPROVAL OF MINUTES:**

1. *Jodi Garza moved to approve the October 10, 2024, minutes. The motion passed by unanimous consent.*

- D. **APPROVAL OF AGENDA:** *Jerry Godkin moved approval of tonight's agenda. The motion passed by unanimous consent.*

- E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

- F. **AIRPORT BOARD MEMBERS/OFFICERS:** Chair Bedford asked if there were any comments by anyone. He said he preferred putting this off to the next meeting, at least, to give Mr. Godkin and Mr. Williams a little more time to get their feet on the ground. This was moved to the next meeting.

- G. **UNFINISHED BUSINESS:**

2. Airport Security Requirements and Additional Staffing: Airport Manager Patty Wahto said Paul Khera has been working on this to figure out how to fill the Aviation Workers Screening (AWS) and some other vacancies/needs within the security field. Deputy Airport Manager Paul Khera said the security responsibilities at the airport went from 20% of the time to about 80%, which includes his last two predecessors. It has become more

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demanding with more security requirements and a progressive plan is needed to keep up with it. Staff are being used to meet the security duties, which is not their job, and they need to do what they were hired to do.

Starting with AWS requires nine hours per week, but it is growing. It is based on a random schedule that is produced. It could be done during business hours, weekends, holidays, early in the morning and late at night. The Airport is currently using Customs and Border Protection to help the Airport. They are in their off season, but come March, this will go away as they will be very busy. Two part-time security specialists need to be hired. In addition to AWS, they can do many other security tasks that are needed. They can patrol the curb and do many more things. They could allow the police officers to do more of their police work. The two positions will cost approximately \$92K per year, which cost can be covered by increasing passenger screening fees by \$.27 per passenger. This is an unskilled position.

Another thing that will happen in March is demand for badges will go up. The Airport has one badging person, and a lot of time is lost because people show up at the Badging Office without their proper identification media, without the paperwork filled out, it has to be checked over, scanned and copied. It is very time consuming. A badging software system could automate the process. It could provide a direct link to the aviation channeler that the TSA (Transportation Security Administration) requires to cover the Security Threat Assessments that everyone that gets a badge has to have. It could save 1,200 hours per year of labor, which equates to about \$50K a year in savings on a system that will cost about \$40K per year. When this is toned down to \$38K, this could be covered by increasing badging fees by \$2 per badge, which would cover the costs for a badging software system. The badging system would also save a lot of time with the twice-a-year audits done by TSA. This would free up time to do other things.

The last step would be to hire a Security Manager. It has become its own classification. Other airports the size of JNU have hired a stand-alone Airport Security Manager, or they hired more staff and take pieces of the security puzzle. Either way, it is more staffing. The cost of an Airport Security Manager is estimated to be approximately \$116K to \$150K depending on where they fall in the classification, what is asked to be done and what level of responsibility is involved. He did not have a way to pay for this at this time.

Mr. Khera thought the Airport needed to start with a badging software system and hiring two Security Specialists to try to get this online by March, which means this needs to get going as soon as possible. *Jason Custer moved to approve the addition of two part-time Security Specialists for Aviation Worker Screening and other security functions at a cost not-to-exceed \$92K, funding to be provided by an increase to the Passenger Screening Fees, and to approve the acquisition of an automated badging software system at a cost not to exceed \$40K annually, funding provided by an increase to the badging fees.* Board Member Jodi Garza asked the Airport if biennial badges could be done as it is done at

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other airports, which would save time as well. She asked with the labor savings, would the person in the job be doing additional duties or would there be less labor costs because of the potential savings on labor hours. Mr. Khera said that the technology has improved since it was last brought before the Board and the cost has come down. Other things will be done by the current person in the Badging Office. Using that person might also fend off or delay having to hire an Airport Security Manager. Ms. Wahto said part of the savings is not just the Badging Office but also the time the Deputy spends doing audits, which is time consuming. Ms. Garza said the Airport is also fighting this as part of the class action. Ms. Wahto said the part that the Airport is fighting is the actual AWS, which is the first motion. It does not affect the second piece, which in and of itself is time consuming due to audits, which is separate from AWS. It may be months before a decision is made.

Board Member Charlie Williams asked if the increased cost of both the additional labor costs and the Security Manager could be paid by passenger fees. Ms. Wahto replied that the AWS would be covered by the passenger fees because it is wholly related to the screening passengers going into the secured areas, which is airlines. When the job works 40% in other areas, the fees come from a different area. This has not been calculated or split out to different charge areas. The first two items may solve the problems.

Ms. Wahto said the biennial renewal would still require everyone testing on an annual basis. The printing of the badge is cheap. It is the time involved for making sure people are tested, still employed, hangar owner, etc., that are required annually. It works better for the Airport for auditing. People would still have to come in annually. It does fulfill the checks and balances that are required for getting a badge renewed. In some cases, it is not just the TSA portion, but the FAA (Federal Aviation Administration) component of movement area/restricted area training and testing. Some of this would be automated, but some practical aspects would have to continue.

Mr. Khera said the two positions that are requested would change as the AWS expands. They could expand it to the Alaska Seaplanes area and Air Cargo. Right now, it is planned to hire two people at 20 hours per week. The Airport could probably cover a lot more if it gets expanded without adding staff. As the Airport is walking people up to the checkpoint and TSA is doing the screening, it only requires one person at a door. If TSA changes their mind and makes the Airport do the screening, it will take two people at a door. Ms. Wahto noted that TSA has requested the Airport to supply the type of equipment it would buy if the Airport did the screening.

Board Member Jason Custer asked to track KPIs, like the number of incidents, etc., that these personnel would be helping with. Ms. Wahto said part of the problem is the Airport is not getting all of the reports. It is found out well after the incident has occurred. She suspected there is quite a lot more that the Airport is not aware of at least immediately and sometimes not at all. Mr. Custer said he would appreciate getting a handle on what all is

going on and how many incidents and how it changes. It is a huge problem and is getting worse and more visible.

Board Member Eve Soutiere said some of the things may not be required if we win the lawsuit, but given the unhoused, theft, etc., it is something that needs to happen. With the TSA mandates, the Airport is in the process of trying to comply. Is this like the FAA, when you are in the process of trying to comply, they give you a grace, rather than just bring the hammer down? Wouldn't approving these do double duty for that? Ms. Wahto said they are two very different federal agencies. TSA, from our experience, has handed down more letters of investigation, warnings, fines, etc. They were very clear about AWS. You need it by this deadline, or you are in non-compliance. The Airport got an extra year while working through the litigation, but the Airport had to show it was working toward compliance. Meeting the compliance right now means people are having to come in at 4 a.m. or come in on a Saturday evening. This will cause problems once Customs is not helping. Ms. Soutiere asked if by passing the two motions, would the Airport be closer to compliance. Ms. Wahto said the Airport is meeting compliance but struggling.

*The motion failed. Ms. Garza moved to approve the addition of two part-time security specialists for aviation worker screening and other security functions at a cost not-to-exceed \$92,000; funding to be provided by an increase to the Passenger Screening Fees. The motion passed by unanimous consent.*

*Ms. Soutiere moved the Board approve the acquisition of an automated badging software system at a cost not-to-exceed \$40,000/annually; funding provided by an increase to the Badging Fees. Ms. Garza was going to vote no because she did not think it is matching – the Airport is going to spend \$40K to save \$38K and put \$2 more of badging fees on the tenants. She wanted to see an endeavor to go to biennial, which was part of the larger discussion the last time. Mr. Khera said the additional \$2K would be split between all badge holders. This program needs to run first and then the biennial can be looked at later. Doing annual badges makes audits much easier. Ms. Wahto said the cost savings is not only from the badging costs; it includes administration time, too. The costs are a snapshot in time, and fees may go up or down during the budget process. The motion passed on a vote to six to one (Jodi Garza). Ms. Soutiere, Ms. Garza and Mr. Williams all asked to keep biennial badges in mind going forward.*

#### H. NEW BUSINESS:

##### 3. Passenger Facility Charge (PFC) 10 Projects (Attachments #1 and #2):

Attachment #1 is the CIP (Capital Improvement Program), and Attachment #2 is the list of the projects sent to the FAA. This is a fluid document as the FAA could change it or by the time they are sent out to Alaska Airlines and Delta Air Lines (airlines), they could vote something down. This is the early stages of the PFC 10 application. It needs to go before the Board to start the process. PFC applications cannot go more than two years in advance for projects, the Airport can go backwards and reimburse past projects. This

frees up more flexible money, such as the sales tax money that the City gave the Airport and allows the Airport to prepay some of the local match and other things (like the airport revolving account, fund balance or anything paid by a temporary means), and it can be paid back so that it could be used later. She noted that one thing the airlines don't like to do is start and stop the PFC collections. *Jerry Godkin moved the Board approve the proposed PFC10 projects as listed on Attachment #2 and proceed with the public PFC10 process/collection. The motion passed by unanimous consent.*

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

a. Clesson Napiha'a Retirement/Employee Recognition. Clesson Napiha'a has been with the Airport for 24 years as Maintenance Mechanic I. He is officially retired, and the Airport wishes him well in his retirement.

b. FAA Certification Inspection. The Airport will entertain the FAA Certification Inspectors on November 19 through 21. This will cover everything from ARFF (Aircraft Rescue/Fire Fighting) to wildlife to everything that happens on the airfield, as well as all of the manuals. There is already an updated packet that covers all of the changes that have occurred.

c. Airport Staffing. An email is being circulated regarding scheduling a Committee of the Whole to discuss staffing and progression of staffing. Hopefully this meeting can occur soon.

d. Parking Lot Equipment. Republic Parking has pretty much taken care of most of the hiccups. There have been audio problems, but everything else is working in the parking lots. Martin Klein, the Regional Manager, has been in town a lot to make sure things are up and running. She reminded the Board Members to look for their QR code from TIBA through their emails (under spam or junk). These are sent to VIP people who had parking passes before. This QR code will be scanned as you enter and exit the lot. The Airport has one time use tabs to validate parking as well. They are still updating the software program, so they have accountability of when a lot is full. A letter was sent to the Board, but it will be included in the December packet due to the timing of the receipt of the email.

e. Budget Process. The Airport will begin the budget process in the next few weeks before the scheduled January meeting.

f. ARFF Crash Fire Rescue Problem. Ms. Wahto reported Truck A-3, a 2003 truck being replaced next year, had an error in the valves. The foam contaminated the water tank by cross feeding into the tank. The truck cannot be used because the water is contaminated. In addition, it spilled out and notification to Department of Environmental Conservation and cleanup were done. This spill was on pavement,

and it was able to be cleaned up. The contamination cleanup will be covered by the Risk Management program. Mark Fuelle, Capital City Fire Rescue, said the truck is contaminated and is out of service. It is the piercing truck. The tank is a 1,500-gallon tank with foam mixed in. The only time it can be used right now is if an incident occurs on the airport. It is stored in the station until it can be figured out how to get rid of the product and clean out the truck so no more product exists. They were foam testing for the FAA coming into town. It was being put back in service after the testing and a wrong switch was hit. The product started moving through the whole truck. The truck does not normally have product in the water tank. It is in a separate portion. There is a system to test where no foam is actually used. The back in service date is not known at this time. Ms. Wahto confirmed that the vehicle can be used in an emergency. Mr. Fuelle said the Airport has not been downgraded as they have another vehicle, the Palmer vehicle, and it is being used at this time in place of A-3. Ms. Wahto said there are three vehicles: a 3,000 gallon and two 1,500 gallon. The Airport is required by our index to have a minimum of 3,000 gallons and two trucks. The third vehicle is a backup. Any time one goes down, the Airport wants to maintain the Index C. If the Airport goes down to Index B, it has to let the airlines know. There is a period of time for correction.

**5. Airport Projects Report – Ke Mell.** Ke Mell, Airport Architect, reported on the *Master Plan Update*: Michael Baker International (MBI) has tentatively rescheduled their visit to JNU for December 3 and December 4. The detailed schedule for the visit will be sent to the Technical Advisory Committee (TAC) as soon as it is received. She thanked Jerry Godkin for stepping forward to represent the JNU Board on the TAC.

*North Dog Yard*: The Service Animal Relief Area (SARA) is complete and available for use. She thanked Greg Jerue and Kris Ritter, who made it happen.

**6. Airport Projects Report – Mike Greene.** Ms. Wahto reported the *Terminal Reconstruction Project* does not have many changes. The RFPs (Requests for Proposal) have been issued. Most of them are for non-federally funded pieces.

*Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron.* Secon is in winter shut down right now. There is not much left to be done on this project. It is expected it will be wrapped up next year, which is world-record for trying to work the logistics. She appreciated everyone's work – from DOWL to Secon and Mike Greene's oversight.

*Safety Area Grading at Runway Shoulder and Navigational Aids (NAVAIDS):* The consultants are making use of the non-snow weather, and they are out surveying the edges of the safety area and have been doing this all week. HDR is doing the survey work so that the bids can be put out to have the work done next year.

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I. **CORRESPONDENCE:** None.

J. **COMMITTEE REPORTS:**

7. **Finance Committee:** Chair Jason Custer said a meeting was held. The CIP projects were discussed as presented tonight. The minutes of the meeting were prepared. He thought it would be good to have the minutes attached to the Board packets.

8. **Operations Committee:** Chair Dennis Bedford had no report.

9. **Committee of the Whole:** Chair Chris Peloso said some preliminary meetings had been held. Staff is scheduling a meeting in the next few weeks and there should be a report after that.

K. **ASSEMBLY LIAISON COMMENTS:** None. Ms. Wahto said the new liaison is Alicia Hughes-Skandijs.

L. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

M. **BOARD MEMBER COMMENTS:**

Jodi Garza welcomed Jerry Godkin back on the Board. She thanked him for filling in and was sure Mr. Spencer was thankful for him, as well. She said she wanted to bring up the advocacy that Katie Kachel was working on for getting the PFC rates increased that have not changed in several years. She suggested that with the changes in Congress that this would be the time to take this up. Ms. Wahto noted the maximum rate for a PFC is \$4.50. Not every airport collects PFCs or takes the maximum rate. The Airport has asked for this to be increased for smaller airports, perhaps non-hub or small-hub airports. It has been asked put language in that would allow a higher collection for these airports. What takes some airports six months to collect, would take our airport nine to ten years to collect. She continues to ask that, but no one has stepped up because while airports have a strong advocacy group, the airlines have even stronger advocacy groups. She did not think Alaska and Delta are opposed to it, but it is where you break that down to small airports like JNU. Can language be formed similarly to what we have done in other circumstances, such as the MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights); can it be broken down to where it is allowed? It affects a lot of airports and airlines. The Airport collects from a lot of airlines, not just Alaska and Delta. It is just that when they are stationed here, they have a say. If we could get them on our side, it is just a matter of getting that language in that allows JNU to increase rates and maybe another small airport to raise its rates, but not have it across the board.

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Jerry Godkin said he brought his daughter to the airport at 6:30 a.m., and three cabs were dropping off at the curbside. There has been a lot of money spent creating a nice, fairly close avenue for them and a warm sidewalk. He said he would stand down if this is allowed. Ms. Wahto said the drop off is allowed, but they have to pick up across the street. The UBER/LYFT operators have a very specific place to pickup/drop off. If they are anywhere else, they can get reported. They cannot sit and wait but have to have an active fare.

Dennis Bedford said occasionally he hears around the table that someone has talked to the Mayor. He said if you have a social contact with the Mayor that is one thing. You can contact the Mayor as an individual citizen. If Board business is being transacted through the Mayor, it needs to go through the Chair.

Jason Custer said at the last meeting the Airport Manager volunteered him to create a CAPSIS (Legislative Finance Capital Project Submission and Information System) request for parking garage planning and design. He put that together and sent that his way. He noted that the legislators in Southeast Alaska are in the majority caucuses in the House and the Senate. Senator Stedman from Southeast is co-chair of Finance, specifically for capital projects. Now is the time to bring forward your capital appropriation requests. He wanted to point that out to everyone and consider doing that.

Jerry Godkin asked who the CBJ (City & Borough of Juneau) lobbyist is. Ms. Wahto said it is still Kevin Jardel.

N. **ANNOUNCEMENTS:** None.

O. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on December 12, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.

P. **EXECUTIVE SESSION:** None.

Q. **ADJOURN:** *Jodi Garza moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:26 p.m.*



ATTACHMENT #1

10/16/24												FEDERAL					State						
Project #	Project Name	Anticipated Project Cost	Prior Years AIP	2023	2024	2025	2026	2027	2028	2029	2030+	AIP Entitle	AIP Discretion	Other Federal BIL	Other Federal Funding (Incl CARES/CR RSAA) Sources1	State Leg. Grant	Unidentif. Funds	Passenger Facility Charge (PFC) #9	Passenger Facility Charge (PFC) #10/next	Future PFC	2017 Ballot Measure Sales Tax	M & O Budget	Local Capital Budget3
	Cell Phone Parking/waiting Lot	\$23,900	\$23,900																\$23,900				
	Float Pond Improvement & Access Road	\$3,262,373	\$3,262,373									\$3,058,475							\$203,898				
	Construct NW Apron Ph 2, NE Apron Ph 3	\$9,517,587	\$9,517,587									\$8,922,738							\$594,849				
	DESIGN Terminal Area (121/135) Apron Rehab, RON & N ramp light/fence	\$2,152,407	\$2,152,407									\$2,017,882							\$134,526				
	Construct Terminal Area (121/135) Apron Rehab, RON & 1 N ramp light/fence	\$17,710,467		\$17,710,467								\$5,355,840	\$11,247,723		\$312,500				\$1,136,904		\$794,404		
	DESIGN PBB Gate 5	\$199,937	\$199,937									\$187,441							\$12,496				
2	PBB Gate 5 (new jetbridge)	\$1,914,951		\$1,914,951										\$1,795,267					\$119,684		\$119,684		
3	Design Safety Area Grade; RW Shoulder/NAVAIDs	\$400,000			\$400,000							\$375,000		\$0			\$0	\$25,000		\$25,000			
4	Replace ARFF truck (1993)	\$1,070,116			\$1,070,116							\$1,003,234		\$0					\$63,000		\$66,882		
5	Planning Master Plan/ALP Update	\$972,691			\$972,691									\$911,897					\$60,794		\$60,794		
6	Acquire Wetlands Access Vehicle (ARFF)	\$300,000				\$300,000						\$281,250							\$18,750		\$18,750		
7	Design & RA 26 MALSR	\$900,000				\$900,000								\$843,750			\$0		\$56,250				
8	Const. Safety Area Grade; RW Shoulder/NAVAIDs	\$3,300,000				\$3,300,000						\$3,093,750						\$206,250					
9	Equipment ARFF Tuck (A3) Replacement	\$1,700,000				\$1,700,000								\$1,593,750					\$125,000				
10	Acquire Snow Removal Equip	\$5,000,000					\$5,000,000					\$4,443,750		\$243,750					\$312,500				
11	Construct 26 MALSR	\$6,700,000					\$6,700,000							\$6,281,250		\$93,750			\$418,750				
12	Design E-1 Ramp	\$750,000					\$750,000							\$703,125					\$46,875				

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13	Channel Flying Property Acquisition (FAA compliance)	\$3,000,000					\$3,000,000							\$2,812,500					\$3,000,000				
14	ADA Elevator Access Departure Lounge Ground Load Gate 6	\$2,500,000					\$2,500,000					\$2,343,750							\$156,250				
15	Camera/Surveillance Equipment	\$50,000						\$50,000											\$50,000				
16	Reconstruct E-1 Ramp	\$5,500,000						\$5,500,000				\$3,200,000		\$1,956,250					\$343,750				
17	Runway Edge Light Replacement	\$2,000,000						\$2,000,000				\$1,875,000							\$125,000				
18	Replace Trash Compactors/Pads	\$350,000							\$350,000							\$0		\$350,000					
19	Design Fuel Farm Access Rd (airside fence - RSA phase)	\$500,000							\$500,000					\$468,750						\$31,250			
20	Design Conversion RWY 8/26 to 9/27 - MAGVAR	\$400,000							\$400,000			\$375,000								\$25,000			
21	ARFF Truck Replacement A-1 (2016) 3,000 gallon	\$2,000,000							\$2,000,000			\$1,875,000								\$125,000			
22	Passenger Boarding Bridge Gate 6 Design	\$400,000							\$400,000			\$375,000								\$25,000			
23	Construct Fuel Farm Access Rd	\$1,500,000								\$1,500,000				\$1,406,250						\$93,750			
24	Passenger Boarding Bridge Gate 6 Install	\$4,000,000								\$4,000,000		\$3,750,000								\$250,000			
25	Construct RWY Conversion 8/26 to 9/27 MAGVAR (2030)	\$750,000								\$750,000		\$703,125								\$46,875			
26	Design & Reconstruct Alex Holden Way, Cessna and Renshaw	\$2,200,000								\$2,200,000								\$2,200,000					
27	NE Development Area Sewer Infrastructure	\$300,000								\$300,000								\$300,000					
28	Phase IC SREB (remainder of maint shop) non -FAA elig.	\$12,300,000								\$12,300,000								\$12,300,000					
29	Planning Terminal Expansion Planning - Baggage, Departure Loounge	\$600,000								\$600,000								\$600,000					

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30	Terminal Infrastructure Replacement	\$5,000,000									\$5,000,000						\$5,000,000						
31	Snow Removal Equipment Acquisition 2030	\$5,000,000									\$5,000,000	\$1,793,750	\$2,893,750							\$312,500			
32	Design Remaining NEDA/TL / F-1 Rehab/Environmental 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500			
33	Design Emergency Vehicle Access Road (EVAR) extension 2030	\$1,000,000									\$1,000,000	\$937,500								\$62,500			
34	Construct Emergency Vehicle Access Road (EVAR) extension 2031	\$3,000,000									\$3,000,000	\$2,812,500								\$187,500			
35	Construct Remaining NEDA/TL / F-1 Rehab 2031	\$5,000,000									\$5,000,000	\$4,687,500											
36	Design Taxiway C Reconfiguration (RIM)	\$750,000									\$750,000	\$703,125								\$46,875			
37	Construct TWY C (RIM)	\$5,000,000									\$5,000,000	\$3,167,793								\$312,500			
38	Replace Bag Claim (2030)	\$5,000,000									\$5,000,000												
39	Airport Master Plan Update (2034)	\$1,200,000									\$1,200,000	\$1,125,000								\$75,000			
40	ARFF Truck Replacement A2 (2025) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500			
41	ARFF Truck Replacement 32 (2026) 1,500 gallon	\$2,200,000									\$2,200,000	\$2,062,500								\$137,500			
42	Parking Garage /Relocate Rental Cars for Term Expan	\$75,000,000									\$75,000,000						\$75,000,000						
43	Terminal Expansion Construct	\$25,000,000									\$25,000,000						\$25,000,000						
44	Landside Access Roads Pavement Rehab	TBD									TBD	TBD											
45	ARFF Truck Replacement	\$1,700,000									\$1,700,000	\$1,593,750								\$106,250			
46	Snow Removal Equipment Acquisition	\$7,000,000									\$7,000,000	\$7,000,000											
47	Replace Outbd Baggage belt (2034)	\$4,000,000									\$4,000,000						\$4,000,000						

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48	Runway Rehab (2035)	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000			
49	NE/NW Apron Rehab	\$25,000,000									\$25,000,000												
50	Taxiway Rehab (2040) A-H	\$30,000,000									\$30,000,000	\$3,000,000	\$25,125,000							\$1,875,000			
51	PBB Gate 2 Replacement (2035)	\$3,500,000									\$3,500,000	\$3,500,000											
52	PBB Gate 5 Replacement (2044)	\$3,500,000									\$3,500,000	\$3,500,000											
53	Main Apron /Gate Rehab (2044)	\$25,000,000									\$25,000,000	\$25,000,000											
54	Terminal Rehab / Extend 2045	\$40,000,000									\$40,000,000						\$40,000,000						
55	Design/ Construct 2nd Parallel RWY & Environ/mitigation	\$250,000,000									\$250,000,000	\$3,000,000	\$231,375,000						\$15,625,000				
56	Relocate/Construct FAA ATCT	\$50,000,000									\$50,000,000				\$50,000,000								
57	Multi-Modal Feasibility Plan	\$100,000													\$0								
58	Sand Chem brine tank ladder	\$20,000													\$0								
59	Block O paving/drainage	\$280,000													\$280,000								
60	Biffy Dump Station	\$100,000													\$100,000								
61	Compass Rose	\$50,000													\$50,000								
62	Sidewalk Plow/blower w/attachments	\$30,000													\$30,000								
63	Water/Sewer Extension	TBD																					
64	Gate upgrades (chain driven)	TBD																					
65	East end access road	TBD									TBD												
66	Civil Air Patrol Hangar Relocate	TBD									TBD												
67	Fish & Wildlife Service Hangar Relocation	TBD									TBD												
	TOTAL	\$731,337,849										\$119,491,416	\$303,244,598		\$64,518,256	\$93,750	\$164,750,000	\$231,250	\$22,296,003	\$5,787,500	\$1,560,511	\$0	\$0
1FAA:Facilities & Equipment, Transportation Security Administration, Homeland Security, Federal Economic Development Agency, CARES/CRRSAA grants, etc.																							

JNU PFC10 Project List

10/07/2024

Project #	Project Name	PFC Amount	Project Description	Project Justification	Financial Plan (i)	Project Objective	Estimated Project Implementation Date (mm/yy)	Estimated Project Completion Date (mm/yy)
1	Design & Construct Terminal Area (121/135) Apron Rehab, RON & lighting	\$1,271,430	This project provides local match for two AIP grants (91& 100) in the design and construction of the Terminal Area (121/135) Apron Rehabilitation and construct new remain overnight ramp (RON). This project would rehab aging pavement and correct drainage/ponding.	The thirty year-old Part 121 and 135 aprons, drainage/catch basins were deteriorating and creating FOD, and are well beyond their useful life with Index ratings of 'poor'. Areas of ponding, potholes and asphalt spalling were throughout the ramps. In accordance with the Sustainability Master Plan, the Remain Overnight (RON) lage aircraft parking was needed to accommodate large aircraft that were getting towed to the small aircraft parking ramp due to shortage of parking and demaind with increased operations. AIP grants were awarded for Design and Construction phases--local match was temporarily provided from local sales tax, to be reimbursed from PFC.	Total Project Cost--\$19,862,874; AIP--\$18,621,444; PFC Requested--\$1,241,430	This project improves safety, and preserves capacity. The project follows the Master Plan and Pavement Condition Report, as well as further age-related deterioration of the pavement surface.	09/22	12/26
2	Design & Install Passenger Boarding Bridge - Gate 5	\$132,180	This project provides local match for two AIP grants (92& 98) in the design and installation of the Passenger Boarding Bridge at Gate 5.	In December 2013, Delta Air Lines announced it's return to service to JNU, effective May 2014, using B757 aircraft. The 1984 PBB at Gate 5 only served B737 aircraft and would not accommodate larger aircraft. The PBB was also old and beyond it's useful life. Juneau had to procure a used jetbridge quickly, and found a used one available until a new one could be planned in the CIP. By 2022, the used jetbridge was twenty-two years old and was failing; fatigue, metal rot, leaking in the inclement weather, no heat, and operationally failing, including auto-leveler to aircraft and hydraulic/electronic actuators. Lights inside the PBB were also failing. No system integration was viable for this antiquated PBB. A new system would also supply an integrated GPU. A new PBB would also accomodate a variety of aircraft types. AIP grants were awarded for Design and Installation phases--local match was temporarily provided from local sales tax, to be reimbursed from PFC.	Total Project Cost--\$2,114,888; AIP--\$1,982,708; PFC Requested--\$132,180	This project enhances Safety of passengers while boarding the aircraft. Passengers are not ground loading in the elements or around ground equipment operations.	08/22	07/24
3	Construct NW Apron Ph2, NE Apron Ph 3	\$594,849	This project provides local match to AIP grant (AIP73) for the construction of new aprons in the NE/NW areas that were started as part of the RSA project.	JNU was lacking sufficient number of aircraft tie-downs and large aircraft parking and access to hangar development areas to satisfy existing demand for commercial and general aviation aircraft. This project is a continuation of project elements that were planned but not completed in previous Runway Safety Area Improvement projects. The project elements are consistent with the 2007 EIS Record of Decision. FAA staff concurred with this position on August 13, 2015. AIP grant was issued for this project. The Design phase of this project was on PFC 9, but not construction.	Total Project Cost--\$9,517,587; AIP--\$8,922,738; PFC Requested \$594,849	This project enhances capacity. It provide access to new hangar development areas, and increase in aircraft parking.	09/17	01/23
4	Equipment Acquisiton ARFF Truck (1993) A-2	\$63,000	This project provides local match to AIP grant (AIP 101) for the acquisition of an Aircraft Rescue and Firefighting Truck.	This truck replaces the thirty-one year old A-2 ARFF truck that was taken out of service due to it's inability to meet FAA specification for chemical testing, and continuous breakdown and lack of parts. JNU is currently leasing an ARFF truck to meet FAA requirements for our Index C. JNU received an AIP grant for this truck in FFY24.	Total Project Cost--\$1,070,116; AIP--\$1,007,116; PFC Requested \$63,000	This project enhances safety of the flying public by providing an ARFF response vehicle.	07/24	12/24
5	Master Plan Update	\$60,794	This project provides local match to an AIP grant (AIP 102), for an update to the 2014 Sustainability Master Plan study.	This project will provide an update to the 2014 Master Plan for TAF (forecasts), update planning proposed, airport layout plan (ALP), Exhibit A and obstruction survey. The update will provide a plan for future approach corridors for projected increase in capacity and aircraft growth that was not considered with the 2014 plan. The ALP will also include proprietary approach corridors for the Required Navigation Performance (RNP) procedures that are used by JNU's commercial operators. JNU received an AIP grant for this project in FFY24.	Total Project Cost--\$972,691; AIP--\$911,897;PFC Requested--\$60,794	This project preserves or enhances Safety, and preserves Capacity by addressing the approach corridors, and obstruction survey; in a study in accordance with AC 150/5070-6B.	09/24	12/24
6	Float Pond Improvements and Access Road	\$203,898	This project provides local match to two AIP grants (AIP 72/93), to replace the outlet structure for flood control, and raise the south road to prevent embankment erosion.	This project replaces a failing valve with an electric valve outlet to control water levels in the float pond to maintain a specific depth for the docks/and float plane operations. Additionally, wave attenuation on the pond is undermining the access road embankment. Raising the road and adjusting the embankment will preserve the road while also allowing continuous access to the south side of the pond for wildlife mitigation and emergency access to perimeter gates during and aircraft emergency. JNU broke this project up into two phases and received two AIP grants for this project. This project was previously approved for PFC 9, but project/collections were deleted from that PFC application.	Total Project Cost--\$3,262,373;AIP--\$3,058,475; PFC Requested--\$203,898	This project enhances safety, by properly managing float pond levels, protecting the float pond access road and providing access on the south side of the float pond for wildlife mitigation and emergency vehicle access.	09/17	05/24
7	Design & Construct RW 26 MALSR Continuation	\$475,000	This project would provide local match to AIP for the design and construction of thw RW 26 MALSR approach lighting continuation out to 2400 ft.	This project would complete the Medium Intensity Approach Lighting System (MALSR) for Runway 26 approach; increasing accessibility, reliability and safety into JNU. Missed approaches were common into JNU due to weather and terrain, until the development of Required Navigation Performance (RNP) which utilizes the MALSR approach lighting. The project initially began in 2010 with a Congressional Site Survey and the first 800 ft of MALS was commissioned in 2013 which demonstrated improved access and safety. The additional 1600 ft. of approach lights would further reduce minimums (visability and ceiling); improving accessibility and safety. In the FY24 FAA Reauthorization Bill, Congress approved the language to add MALSR to the list of NAVAIDs that Airport's could fund and transition to the FAA for ownership and maintenance.	Total Project Cost--\$7,600,000; AIP--\$7,125,000; PFC Requested--\$475,000	This project enhances safety by providing an additional 1600 ft of approach lighting for RW26; allowing for better visual to RW and lower minimums. Less missed approaches also provides efficiencies/cost-savings.	07/25	12/30
8	Runway Edge Light Replacement	\$125,000	This project would provide local match to AIP grant for the change out of the runway edge lighting to LED. The current incandescent light fixtures will be obsolete.	This project would replace the current incandescent runway edge lights with LED fixtures. The incandescent fixtures are slated to no longer be manufactured and the current edge lights will be at the end of their useful life. The LED fixtures will also last longer than the incandescent lights and maintain their lumens.	Total Project Cost--\$2,000,000; AIP--\$1,875,000; PFC Requested--\$125,000	This project enhances safety for runway edge lighting with higher intesity, longer life and will replace incandescent fixtures that will no longer be manufactured. The LED lights are also slated for replacement.	09/25	12/27
9	Snow Removal Equipment	\$312,500	This project provides local match to anticipated AIP grants to acquire snow removal equipment.	Routine scheduled replacement of SRE, and new SRE acquisitions per advisory circular allowances.	Total Project Cost--\$5,000,000; AIP Anticipated-- \$4,687,500; PFC Requested--\$312,500	This project preserves safety by ensuring appropriate equipment is available for the Airport to adhere to the snow and ice priority plan during winter operations.	07/26	12/29
10	Design & Construct E1 Ramp Rehabilitation	\$390,625	This project provides local match to anticipated AIP grants to design and reconstruct pavement of E1 ramp and E1 access to twy.	This project would rehabilitate the west E1 Ramp and access to taxiway for transient aircraft parking and emergency access. This access to taxiway is a priority access point for ARFF trucks to runway in an emergency, medevac aircraft access to TWY/RWY and access to Northeast Development Ramp aircraft parking and E1 ramp. The E1 ramp and access is 19 years old and is showing signs of deterioration, potholes and spalling. PCI in 2021 were 60 and 65.	Total Project Cost--\$6,250,000; AIP Anticipated-- \$5,859,375; PFC Requested--\$390,625	This project improves safety, and preserves capacity. The project follows the Master Plan and Pavement Condition Report, as well as further age-related deterioration of the pavement surface. This area is the ermergency/priority access for ARFF trucks to rwy and medevac aircraft.	07/26	12/30

11	ADA Elevator for Departure Lounge Gate6/RON Boarding	\$156,250	This project provides local match to anticipated AIP grants to design and construct/install Elevator in the Departure Lounge (post-security) for access to ground boarding at Gate 6/RON	There is currently no passenger boarding bridge that goes to Gate 6/RON. Wheelchair-bound passengers and those with difficulty navigating the stairs at Gate 6 currently require being escorted out of the departure lounge (after screening) and taken through the busy baggage makeup area and out to the tarmac. Anytime a passenger boarding bridge is inoperable/down for maintenance at any gate, this elevator would be used to take screened passenger down to the tarmac directly and loaded using airline DPL, or ADA ramp.	Total Project Cost--\$2,500,000; AIP--\$2,343,750; PFC Requested \$156,250	This project enhances safety by providing safe passage for passengers ground boarding through Gate 6/RON without having to leave departure lounge and transit through busy baggage make-up area	07/26	12/29
12	Equipment Acquisiton ARFF Truck (2003) A-3	\$125,000	This project provides local match to AIP grant for the acquisition of an Aircraft Rescue and Firefighting Truck.	This truck replaces the twenty-one year old A-3 ARFF truck that is reached it's useful life and is required as back-up to meet our Index C.	Total Project Cost--\$1,700,000; AIP--\$1,593,750; PFC Requested \$125,000	This project enhances safety of the flying public by providing an ARFF response vehicle.	07/27	12/28
13	Land Acquisition	\$3,000,000	This project would acquire private land that is surrounded by airport property and direct access to airfield.	This property is surrounded by airport-owned land, and along the perimeter fence giving direct access to the airfield; a 'through-the-fence' property. In 2019, FAA HQ compliance audit found that the airport needed to acquire this property due to the access going to, and through, the airfield.	Total Project Cost--\$3,000,000; PFC Requested \$3,000,000	This project would bring the airport back into compliance for through-the-fence use, and ensure compatibility land use around the airport.	01/25	12/27
14	Wetlands Emergency Access Vehicle (ARFF)	\$18,750	This project provide match to an anticipated AIP grant for the acquisition of a wetlands emergency response vehicle.	JNU has intertidal wetlands on the south and east sides of the airport/airfield making emergency access and rescue difficult with any traditional emergency response apparatus. This vehicle would be able to go in wetlands at any tide to respond to aircraft rescue in these areas.	Total Project Cost--\$300,000; AIP--\$281,250; PFC Requested \$18,750	This project enhances safety by responding to emergencies in the wetland areas off the runways (land and water).	03/25	12/25
15	Camera/Surveillance Equipment	\$50,000	This project upgrades the security surveillance infrastructure on the airport. System includes cameras, DVRs, software, cabling, and transmission components.	Camera surveillance in and around the airport, and on airfield perimeter access gates, is a principal security function. Component replacements and upgrades are often necessary, and ensure the level of safety and security is maintained and improved.	Total Project Cost--\$50,000; PFC Requested--\$50,000	This project preserves or enhances safety and security, by the use of improved system components.	01/18	12/26
16	Cell Phone Parking/waiting lot	\$23,900	This project reimburses Airport for the construction of the cell phone parking/waiting lot.	Vehicle curbside congestion is an ongoing problem in front of the terminal, and can often completely block the terminal access road; drivers often try to wait at the curb for extended periods. The cell phone waiting lot eases the congestion, improves public circulation thereby improving safety and security.	Total Project Cost--\$23,900; PFC Requested--\$23,900	This project enhances safety and security, by reducing the number of stationary vehicles curbside in front of the terminal.	10/14	10/14
<div>Total Revenue PFC Application#10: \$7,003,176</div> <div>PFC Level: \$4.50</div> <div>Charge Effective Date: XXXXXX</div> <div>Estimated Charge Expiration Date: XXXXXXXX</div>								