

## ATTACHMENT #2



TO: Patricia deLaBruere,  
JNU Airport Manager

DATE: February 6, 2014

FROM: Catherine Fritz, AIA  
JNU Airport Architect

### **Terminal Renovation.**

The Request for Proposals for interim food and beverage concessions was re-issued in January, and one proposal was received from Alaska Promotions, LLC on February 4, 2014. We are pleased that owner, Ethan Billings, who has been operating the restaurant and bar since January 1, 2014, is interested in continuing his business at the airport. Many positive comments have been received from the public to date. Staff will be working closely with Ethan over the next few weeks to execute the details of his proposed concession into a contract. This will include operation of the new coffee café in the secure Departure Lounge.

Phase II of the terminal renovation is actively underway. Consultants are completing as-built drawings of areas of the building that will be affected by construction. Project staff has developed the list of spaces that will be needed in the new building areas. Please see the separate memo dated February 6, 2014, (Attachment 2-1) that articulates the status and next steps of the project in more detail.

Project staff is working with Delta Air Lines to meet their facility needs to resume operations at JNU in May 2014. During Delta's visit on January 29, we toured the terminal and identified possible areas for passenger check in, baggage handling, and gate access. We have provided AutoCAD base sheets to Delta's facilities staff who will now prepare drawings and other information needed for a JNU tenant improvement request. Once we receive the drawings and tenant improvement application, project staff will be able to assess the specific impacts to other operations, and work with Delta and other tenants as needed to have facilities ready for their May flights.

TSA baggage screening issues were discussed during January. Several meetings with JNU staff and TSA, Alaska Airlines, and Delta Air Lines were held. The existing single screening machine is not keeping up with the loads, especially for the morning flights. This problem is exacerbated during the summer season, and is expected to be an even greater problem once Delta resumes service in Juneau. TSA has submitted a request for a second screening machine, but has no indication whether or not the request will be granted. TSA also reported that budget cuts have affected the staffing at JNU. To address the concerns of the summer season, TSA has requested several temporary (up to 90 days) staff, and is awaiting a response to this request, as well.

Projects staff revisited baggage handling concepts that were developed in 2010-12 by Av Air Pros (through a contract with Alaska Airlines). These showed several design possibilities for adding a second piece of screening equipment, although each of these has financial and logistical impacts on current facilities. Project staff also prepared a scaled as-built drawing of the Bag Screening room that can be used to develop additional design ideas.

Given the long lead time for equipment and uncertain funding, TSA staff feels it is unlikely that a permanent change could be made inside the Baggage Screening room by Summer, even if the equipment request was approved immediately. Therefore, the current direction is for airport staff to look at possible space for a "stand alone" screening machine in the check-in lobby. This would be similar to the temporary set up that

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was used in 2011 during the renovation project. Even if the stand-alone screening equipment arrives by early May, there continues to be concern about TSA staffing levels to operate a second machine.

While JNU staff looks at temporary baggage screening space, the airlines are evaluating the necessary staffing and logistics if no equipment changes are made for the coming summer. This would likely expand the current practice of sequencing bags on the belt to follow the departure schedule. Only bags associated with imminent departures proceed through TSA bag screening, while bags associated with later flights are pulled from the belt and stockpiled in the lobby in front of the screening room.

The Assembly sent a letter to the Congressional Delegation regarding the TSA equipment and staffing. Both Delta Air Lines and Alaska Airlines are working with their government affairs experts to urge restoration of TSA staffing and funding of an additional bag screening machine at JNU.

### **Snow Removal Equipment Facility.**

During January, airport staff worked with ECI/Hyer to complete the analysis of a possible alternative site for the SREF. The drawings and narrative are currently being finalized alongside a financial comparison of the two options.



## ATTACHMENT 2-1

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Phase II of the terminal renovation is underway. The concept for this work was developed in 2012 and was funded through local bonds in October of that year. Combined with remaining project funds from Phase I, there currently exists approximately \$10 million for this upcoming project phase. The renovation needs of the terminal continue to be greater than the funds available, so a continued effort of prioritization and phasing will be necessary.

The current scope focuses on replacing the portion of the terminal that was constructed in 1957. This is the two-story area that houses restrooms, security office, projects office, and a portion of Alaska Seaplanes' space on the first floor. The second floor includes airport administration offices, FAA offices and equipment room, and the restaurant's kitchen. The old tower (currently occupied by Alaska Airlines) is also included. Replacement and relocation of the escalator, stairway, and elevator that are located near the main entry are part of the concept, as well. Other terminal needs have emerged as priorities since the 2012 scoping study. These include security exit lane improvements and overcrowding in the secure Departure Lounge. These areas are also part of the updated conceptual design currently underway.

The consultant teams of Jensen Yorba Lott Architects, with engineers Doug Murray, Ben Haight, and Chris Gionotti have been studying the existing building systems that will be affected in the next phase of renovation. JNU Project staff is working with the team to identify specific space needs for the replacement building. These two components, existing conditions and space needs, are the basis for the updated conceptual design documents.

The drawings and support information will be ready for review on February 20, 2014. I suggest that the Board schedule a work session to receive a presentation from the design team. The format used for similar meetings in the past has included a public reception to view drawings and talk informally with consultants, followed by a presentation by the consultants.

Once we have gathered comments from the Board and the public about the concept and scope, we will analyze the specific impacts of the project to all tenants and airport operations. A meeting with tenants will be scheduled to share information, review the impacts, and get feedback regarding specific concerns. A tentative date for this meeting is February 27, 2014.

Once the project scope and impacts are clear, the 2012 cost estimate will be refined and the project schedule will be updated. While formal action of the concept is not required, it is suggested that the Board endorse the concept at their regular meeting in March 2014.