

## **INTRODUCTION AND SUMMARY**

Juneau International Airport (JNU) is owned by the City and Borough of Juneau (CBJ) and operates as a CBJ enterprise fund. This document provides an overview of the Capital Improvement Program (CIP) for the Operations Committee's review, to inform subsequent Board and Assembly budget actions and capital project decisions.

The FY27 budget outlines the resources required to operate and maintain safe, reliable airport facilities while advancing priority capital projects. Operating costs are primarily supported by airport-generated revenues, including airline rates and charges, tenant and user rents and fees, and concessions and other non-airline revenue. Capital projects are funded through a combination of federal grants and local sources, with local funds often used for required match, non-federally eligible work, and timing needs when costs must be advanced ahead of reimbursement.

### **Background**

The FAA Reauthorization Act of 2024 includes a time-limited increase in the federal share for AIP Airport Infrastructure Grants (AIG) awarded to non-hub primary and non-primary airports. For Federal Fiscal Years 2025 and 2026, the federal share may be up to 95% of allowable project costs, which improves grant leverage for eligible work programmed in FFY 2026 and reduces the local match requirement compared to prior years.

Several projects in this packet are completed or nearing completion and were initially forward funded with local dollars to maintain schedules, secure production slots, or complete work within short construction windows. These projects are included in the PFC application to reimburse eligible local match components, including sales tax paid on eligible project costs where applicable. This reimbursement approach effectively “unspends” the sales tax and other local match used to deliver the work, replacing it with approved PFC revenues after the fact, subject to airline consultation and FAA approval.

JNU's capital program will continue advancing in FY27 and beyond as projects move through planning, design, and construction, supported by federal grants, Passenger Facility Charges (when approved), airport revenues, and other eligible funding sources.

## **Passenger Facility Charge (PFC) process**

JNU's objective for the PFC program is a transparent, well-documented application that supports eligible capital improvements and provides a defensible strategy for reimbursing local match and other allowable costs. The PFC package is built from the Airport's CIP and project profiles, refined with current cost estimates and schedules, and supported by required planning, environmental, and ALP documentation. Each project is evaluated for PFC eligibility and use category, and supporting schedules summarize sources and uses, distinguish completed or near-complete work from future work, and separate one-time capital costs from ongoing operating expenses. Where final costs or grant participation are not yet fully determined, estimates are used and updated as information becomes available.

The PFC process runs in parallel with federal grant programming and requires formal coordination and consultation with Part 121 air carriers. PFC revenues are proposed as a tool to reimburse eligible local match components, including applicable sales tax where allowed, and to support project delivery when costs must be advanced ahead of reimbursement. Following air carrier consultation, the application is submitted to FAA for review and approval. Once approved, PFC collections and uses are tracked and reported to ensure compliance and to support efficient delivery of the Airport's capital program.

| CBJ CIPs           | #  | Project Name                                            | Estimated Total<br>Project Cost | JNU Local<br>Funds  | Federal Grant Funds  | PFC Amount          |
|--------------------|----|---------------------------------------------------------|---------------------------------|---------------------|----------------------|---------------------|
| <b>PFC10 DRAFT</b> |    |                                                         |                                 |                     |                      |                     |
| A50-104            | 1  | 121/135/RON Apron Rehab - (DESIGN & CONSTR)             | \$ 20,092,697                   | \$ 1,024,227        | \$ 17,875,000        | 1,193,469.67        |
| A50-090            | 2  | Design Twy A Rehab/E&D-1                                | \$ 1,949,046                    | \$ 251              | \$ 1,826,996         | 121,799.73          |
| A50-091            | 3  | RSA 2C-NE/NW Quad Apron                                 | \$ 9,870,533                    | \$ 349,671          | \$ 8,922,738         | 598,124.12          |
| A50-092            | 4  | Float Pond Access Road                                  | \$ 3,328,672                    | \$ 66,298           | \$ 3,058,475         | 203,898.35          |
| A50-095            | 5  | Gate 2 Pax boarding bridge                              | \$ 1,758,457                    |                     | \$ 1,648,554         | 109,903.57          |
| A50-107            | 6  | Gate 5 PBB                                              | \$ 2,022,064                    | \$ 10,419           | \$ 1,885,918         | 125,727.87          |
| A50-113            | 7  | Master Plan Update                                      | \$ 999,691                      | \$ -                | \$ 936,897           | 62,794.00           |
| A50-118            | 8  | Wetland Rescue Vehicle (ARFF)                           | \$ 320,200                      |                     | \$ 300,200           | 20,000.00           |
| A50-112            | 9  | RSA Grading - (DESIGN)                                  | \$ 552,000                      |                     | \$ 517,000           | 35,000.00           |
| A50-112            | 10 | RSA Grading - (CONSTRUCT)                               | \$ 4,000,000                    |                     | \$ 3,750,000         | 250,000.00          |
| A50-114            | 11 | ARFF Truck - Replacement/Acquisition (A-2)              | \$ 1,092,644                    | \$ 5,000            |                      | 1,087,644.00        |
| A50-119            | 12 | Snow Removal Equipment - Acquisition (Grader+Vac Truck) | \$ 1,097,875                    |                     | \$ 1,037,875         | 60,000.00           |
| A50-115            | 13 | Departure Lounge ADA Elevator - (DESIGN & CONSTR)       | \$ 2,500,000                    |                     | \$ 2,343,750         | 156,250.00          |
|                    | 14 | Snow Removal Equipment - Acquisition (SRE)              | \$ 4,910,000                    |                     | \$ 4,664,500         | 245,500.00          |
|                    | 15 | Movement Area Markings (4-year, FY26-FY29)              | \$ 1,000,000                    |                     | \$ 950,000           | 50,000.00           |
|                    | 16 | ARFF Truck                                              | \$ 1,655,064                    |                     |                      | 1,655,064.00        |
|                    | 17 | TWY E-1 Apron - Reconstruct                             | \$ 12,000,000                   |                     | \$ 11,250,000        | 750,000.00          |
|                    | 18 | Terminal Area Plan - Conduct                            | \$ 800,000                      |                     | \$ 760,000           | 40,000.00           |
|                    | 19 | PFC Application Preparation                             | \$ 40,000                       | \$ -                | \$ -                 | 40,000.00           |
| <b>TOTALS</b>      |    |                                                         | <b>\$ 69,988,944</b>            | <b>\$ 1,455,866</b> | <b>\$ 61,727,903</b> | <b>\$ 6,815,175</b> |

## ACQUIRE ARFF TRUCK (ENGINE A-2 REPLACEMENT)



### Project Description and Justification

Acquire a new Aircraft Rescue and Firefighting (ARFF) vehicle to replace Engine A-2 and restore long-term reliability of JNU's ARFF fleet. The project includes specification development, procurement, factory build, delivery, acceptance testing, training, and commissioning into service. Replacing A-2 will reduce the risk of ARFF equipment outages, support required Part 139 ARFF index capability, and improve operational resiliency during peak air carrier operations and emergency response events.

### Schedule and Key Milestones

- Finalize performance specifications and procurement. (Completed)
- Manufacturer build and progress checks. (In-Progress, production completion date Early May 2026)
- Delivery to JNU and acceptance testing/documentation. (Not Yet Completed)
- Training, commissioning, and placement into service. (Not Yet Completed)
- Engine A-2 Surplus (Completed)

### Financial Strategy

This acquisition was initially pursued using an FAA AIP grant; however, the grant was later rescinded. The purchase was forward funded using Airport Fund Balance to protect ARFF fleet continuity and retain the production slot. JNU intends to seek reimbursement through the upcoming Passenger Facility Charge (PFC 10) application, subject to air carrier consultation and FAA approval.

Total Project Cost (FY25): \$1,092,644

Requested PFC Amount: \$1,087,644

## ACQUIRE WETLAND RESCUE VEHICLE



### Project Description and Justification

Acquire a specialized wetland rescue vehicle capable of operating in soft, saturated terrain near the airfield to support aircraft incident response and passenger rescue in areas not accessible by standard rescue or ARFF vehicles. The vehicle will be integrated into JNU's emergency response plan to improve responder safety and reduce response times for potential accidents in wetland areas. This capability supports the airport's emergency planning and operational readiness expectations for the critical aircraft served at JNU.

### Schedule and Key Milestones

- Finalize operational requirements and vehicle specifications. (Completed)
- Complete procurement package and award. (Completed)
- Manufacture vehicle and complete acceptance. (In-Progress)
- Delivery to JNU, inspect, and commission. (Not Yet Completed, Delivery Date of October 2026)

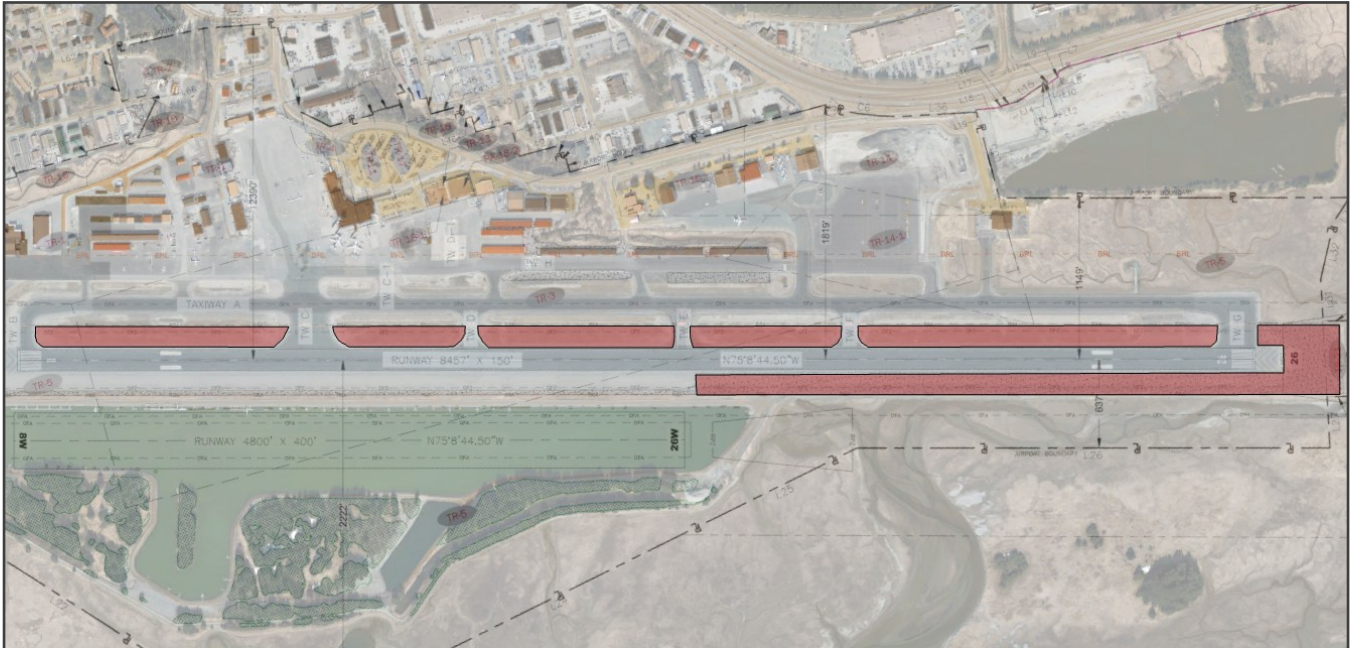
### Financial Strategy

This equipment acquisition is funded through an FAA AIP grant at a 93.75% federal share, with the remaining 6.25% (local match) funded locally. Due to the specialized nature of the vehicle and the limited availability of comparable equipment, the FAA approved a waiver based on uniqueness, allowing the Airport to procure the unit without a traditional competitive solicitation process. JNU intends to reimburse the local match through Passenger Facility Charge (PFC) revenue, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Total Project Cost (FY26): \$320,200

Requested PFC Amount: \$20,000

## RUNWAY SAFETY AREA GRADING (DESIGN)



### Project Description and Justification

During the 2015 Runway Rehabilitation project, staff and the FAA identified uneven runway shoulder safety areas and embankment slopes that did not meet RSA design standards, particularly along the north side and portions of the south side. Because the runway project scope and funding did not include RSA correction, and a change order would have risked both budget and schedule, an interim fix was implemented by grading humps and ruts with available RAP. The Airport subsequently advanced a stand-alone ACIP project to survey, design, and fully regrade approximately 12,402 linear feet of RSA, with design estimated at \$550,000.

### Schedule and Key Milestones

- Execute FAA reimbursable agreement and initiate expanded scope (Completed)
- FAA engineering review and scope refinement (In progress)
- Complete design updates and deliver final bid-ready plans/specs/estimate (Estimated completion Q1 2027)
- Finalize permitting/ALP consistency and secure funding for construction (Concurrent with late design)

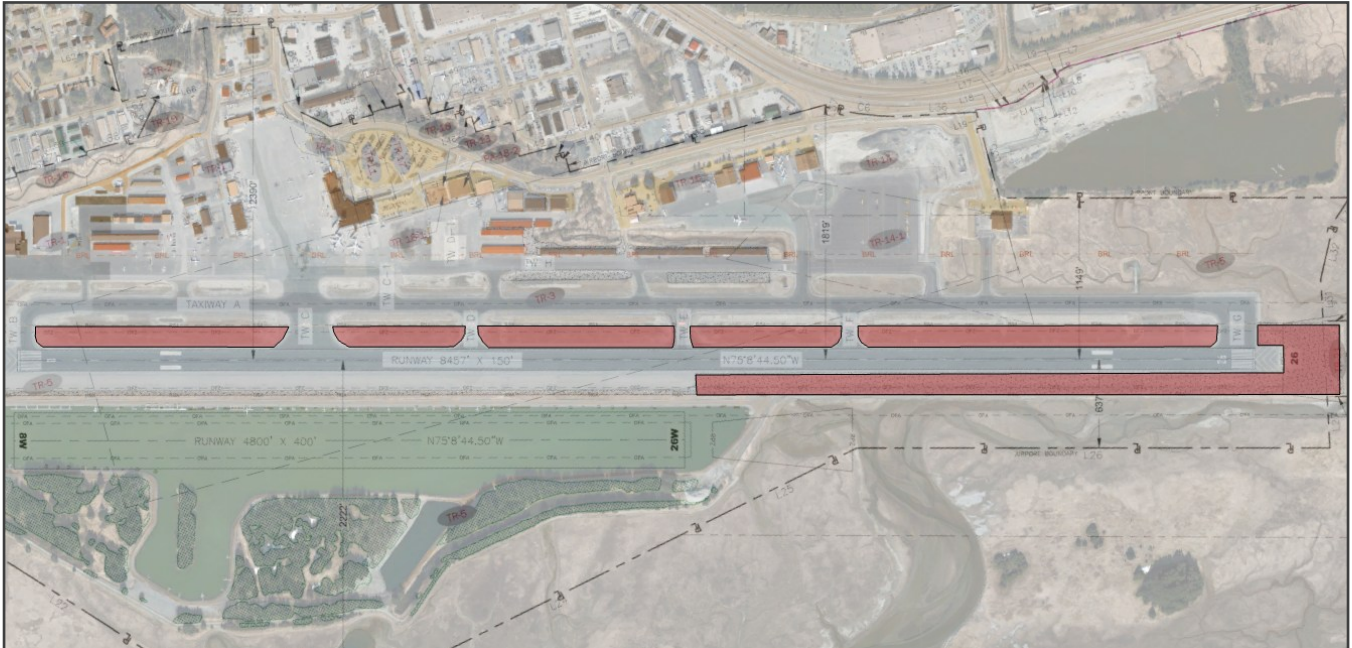
### Financial Strategy

Design and the FAA reimbursable agreement are funded through an FAA AIP grant. The reimbursable agreement was initially funded locally to meet schedule needs, with the expectation of reimbursement through AIP as eligible costs are approved. Any required local match or other AIP-ineligible local components are planned for reimbursement through the Airport's upcoming PFC application, subject to air carrier consultation and FAA approval. FAA review is ongoing and expenses may climb higher under subsequent expansion of scope.

Estimated Project Cost: \$552,000

Requested PFC Amount: \$35,000

## RUNWAY SAFETY AREA (CONSTRUCT)



### Project Description and Justification

Construct runway safety area (RSA) shoulder grading improvements along the north runway shoulder and portions of the south RSA to correct uneven areas and embankment slopes and bring the RSA into compliance with FAA design standards. Work will include earthwork regrading, slope corrections, and restoration of disturbed areas, along with associated adjustments needed to protect, relocate, or re-establish affected NAVAID and visual aid infrastructure. As part of this effort, FAA is also evaluating an upgrade of the existing VASI to a PAPI system, which would improve visual glidepath guidance and align with current standards. This project addresses a documented airfield safety deficiency identified during prior runway rehabilitation, improves the safety margin for aircraft excursions, and reduces reliance on interim maintenance fixes.

### Schedule and Key Milestones

- Complete design updates and secure FAA funding/approvals for construction. (Estimated Q4 2026)
- Bid and award construction in coordination with FAA and airport operational windows. (Estimated Q2 2027)
- Construct and commission RSA grading and associated NAVAID/visual aid work, then close out and restore the RSA to full standard. (Estimated completion 2028)

### Financial Strategy

Construction is expected to be fully AIP-eligible and funded through an FAA AIP grant at the applicable federal share, with the required local match provided from local airport funds. JNU intends to seek reimbursement of the local match through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost: \$4,000,000

Requested PFC Amount: \$250,000

## ACQUIRE SNOW REMOVAL EQUIPMENT (GRADER & VACUUM TRUCK)



### Project Description and Justification

- Acquire a motor grader to support JNU's snow and ice control program by improving precision snow removal, windrow management, and runway/taxiway shoulder maintenance. The grader strengthens fleet readiness, reduces winter surface hazards, and helps keep movement areas open during storms in accordance with the Snow and Ice Control Plan.
- Acquire a vacuum truck to support winter operations by clearing drainage structures and removing slush, standing water, sand, and debris from airfield surfaces. This reduces ponding and refreeze risk, improves post-storm recovery, and supports safe, continuous operations under the Snow and Ice Control Plan.

### Schedule and Key Milestones

- Finalize specifications and confirm eligibility; complete procurement (motor grader via State contract; vacuum truck through competitive bid). (Estimated Q2 2026)
- Award purchases, coordinate manufacturing/upfit as needed, and schedule delivery. (Estimated Q3 2026)
- Receive equipment, inspect and accept and place into service for the next winter season. (Estimated Q1 2028)

### Financial Strategy

The equipment acquisitions are planned to be funded through an FAA AIP grant at the applicable federal share of 95% during FFY 2026 . The required local match has been provided from local airport funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Total Project Cost (FY26): \$1,097,875

Requested PFC Amount: \$60,000

## DEPARTURE LOUNGE ADA ELEVATOR (DESIGN & CONSTRUCT)



### Project Description and Justification

Construct an ADA-accessible elevator providing a direct, secure route from the screened Departure Lounge to apron level for ground boarding at Gate 6 and during passenger boarding bridge outages. Today, passengers who cannot use stairs must be escorted out of the sterile area and routed through the main terminal and bagwell to reach the apron, which is circuitous, disruptive, and introduces avoidable safety and accessibility concerns. The elevator would allow screened passengers to reach apron level efficiently under escort, improving accessibility and operational reliability.

### Schedule and Key Milestones

- Procure and award the design contract; complete design, TSA/security coordination, and permitting. (Estimated completion Q4 2026)
- Procure and award the construction contract; construct the elevator installation (including long-lead equipment). (Estimated completion Q3 2027)
- Inspect, test, commission, and place the elevator into service (procedures updated as needed). (Estimated completion Q4 2027)

### Financial Strategy

The project is expected to be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost: \$2,500,000

Requested PFC Amount: \$156,250

## ACQUIRE SNOW REMOVAL EQUIPMENT (VARIOUS)



### Project Description and Justification

Acquire multiple pieces of snow removal equipment to maintain safe, reliable winter operations and meet the Airport's Snow and Ice Control Plan requirements. The equipment package includes two front wheel loaders, a dedicated runway broom, two sand trucks, a friction tester, two snow blowers, and a deice truck. Together, these assets improve the Airport's ability to clear snow, control ice, apply sand/deicer, measure runway friction, and restore movement areas quickly during and after storms. Replacing or supplementing aging equipment strengthens fleet readiness, reduces downtime and maintenance risk, and helps ensure consistent airfield condition reporting and operational continuity during severe winter weather.

### Schedule and Key Milestones

- Finalize equipment specifications and bid package. (Estimated completion Q2 2026)
- Advertise solicitation, evaluate bids, and award. (Estimated completion Q3 2026)
- Deliver, inspect/accept, train operators, and place equipment into service. (Varied, long lead times for some equipment, up to 500 days.)

### Financial Strategy

The equipment package is planned to be funded through an FAA AIP grant at the applicable federal share of 95% during FFY 2026. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost (FY26): \$4,910,000

Requested PFC Amount: \$245,500

## MOVEMENT AREA MARKINGS (FFY26-FFY29)



### Project Description and Justification

Repaint JNU's runway, taxiway, and movement-area boundary markings on a recurring cycle to maintain FAA standards and ensure continued visibility for pilots and vehicle operators, coordinated with off-peak closures as needed. Markings must be repainted each year, as Juneau's marine climate and winter operations accelerate wear; this work is newly eligible for federal participation, allowing routine remarking to be supported with grant funding.

### Schedule and Key Milestones

- Prepare bid-ready documents and solicit bids for the remarking work. (Estimated completion May 2026)
- Perform annual remarking each summer (May–June, weather permitting) for FFY 2026 through FFY 2029.
- Verify completion each season and close out annual work items as needed.

### Financial Strategy

The annual remarking program has historically been paid from local operating funds. This work is now newly eligible for FAA funding under recent reauthorization eligibility updates, and is to now be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost (FY26): \$1,000,000

Requested PFC Amount: \$50,000

## ACQUIRE ARFF TRUCK (ENGINE A-3 REPLACEMENT)



### Project Description and Justification

Acquire a new Aircraft Rescue and Firefighting (ARFF) vehicle to replace Engine A-3 and restore reliability of JNU's ARFF fleet. Engine A-3 suffered a major failure late last year and is not repairable. Following an incident in January that required a temporary ARFF Index reduction to Index B, with continued risk of further reduction, securing a replacement became urgent and unavoidable to maintain required Part 139 capability. When a manufacturer production slot became available, CBJ and JNU coordinated to secure the unit. The project includes procurement, factory build, delivery, acceptance testing, training, and commissioning into service.

### Schedule and Key Milestones

- Finalize performance specifications and procurement. (Completed)
- Manufacturer build and progress checks. (In-progress, production completion July 2026)
- Delivery to JNU and acceptance testing/documentation. (Not Yet Completed)
- Training, commissioning and placement into service. (Not Yet Completed, estimated October 2026)

### Financial Strategy

Replacement of Engine A-3 was determined to be federally ineligible for grant funding until 2031. Following the January ARFF Index reduction and the associated risk to continued air carrier operations, the replacement vehicle was procured using CBJ Fleet Reserve to address an urgent operational need. JNU intends to seek reimbursement through a future Passenger Facility Charge (PFC) application, subject to air carrier consultation and FAA approval.

Total project Cost (FY26): \$1,655,064

Requested PFC Amount: \$1,655,064

## TAXIWAY E-1 APRON (RECONSTRUCT)



### Project Description and Justification

Reconstruct the E-1 aircraft apron area (about 145,000 sq ft) and rehabilitate a portion of Taxiway E-1 to address aging pavement, drainage deficiencies, and related apron perimeter lighting needs. The apron pavement is approximately 18–34 years old and has reached the point where reconstruction is needed to maintain safe, reliable aircraft parking and movement-area operations. The project will renew pavement structure and repair or replace drainage infrastructure to improve safety, reduce maintenance risk, and extend pavement life in this high-use area.

### Schedule and Key Milestones

- Complete condition assessment refinements and develop bid-ready design documents. (Estimated Q1 2027)
- Coordinate FAA review/approvals and secure funding for construction. (Estimated Q1 2027)
- Advertise, bid, and award the construction contract. (Estimated Q2 2027)
- Construct apron reconstruction and taxiway rehabilitation within an approved work window, then commission and close out. (Estimated completion Q3 2028)

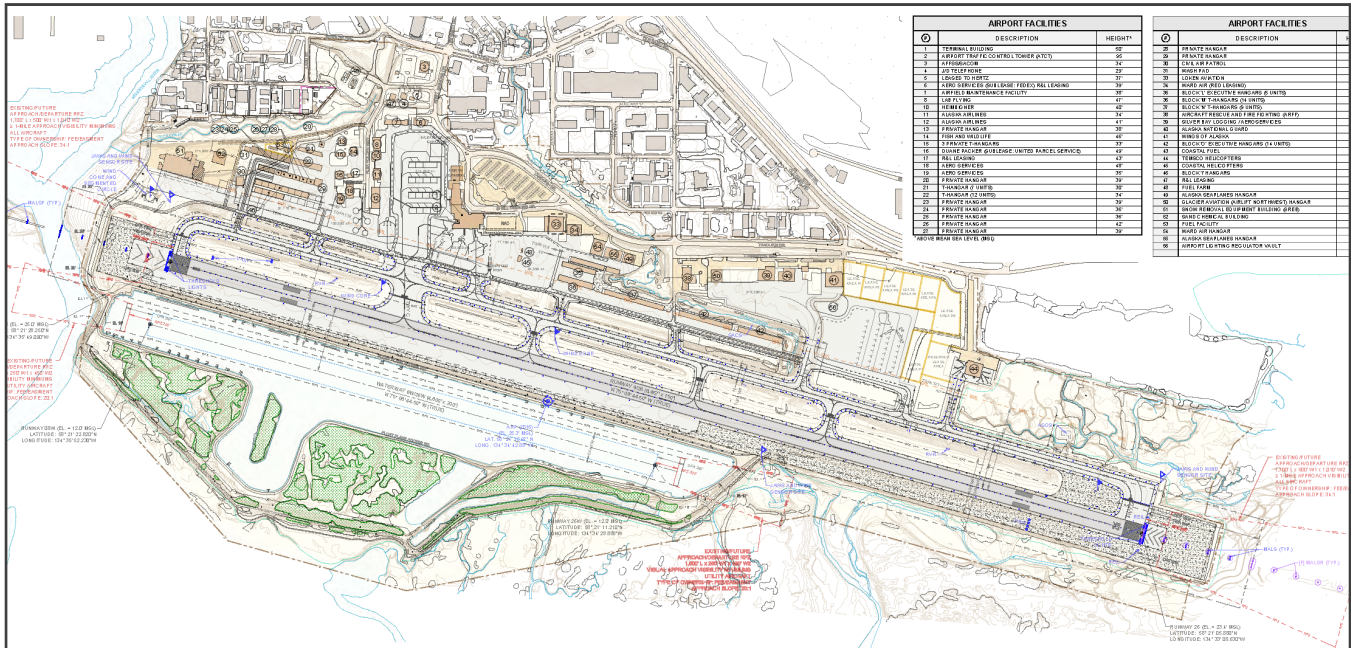
### Financial Strategy

The project is expected to be funded through FAA AIP grants at the applicable federal share, likely issued in two phases: one grant for design and a subsequent grant for construction. The required local match will be provided from local funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated Project Cost (FY26): \$12,000,000

Requested PFC Amount: \$750,000

# MASTER PLAN UPDATE



## Project Description and Justification

Update the Airport Master Plan and Airport Layout Plan to refresh outdated forecasts and planning assumptions and ensure JNU's long-range development program reflects current and projected demand. This effort will update the 2014 TAF projections and incorporate changes in capacity, fleet mix, and operational needs since the 2017 Sustainability Master Plan. The update is needed to preserve and enhance safety, protect approach corridors and navigable airspace, and keep future capital projects eligible and grant-ready by ensuring they are supported by current planning and an up-to-date ALP.

## Schedule and Key Milestones

- Procure and award the planning consultant; initiate coordination and baseline information gathering. (Completed)
- Conduct technical advisory meetings and stakeholder engagement; develop chapter outlines and rough drafts. (Completed)
- Publish the draft Master Plan Update for public review, including an open house and public meeting; incorporate comments. (April 2026)
- Finalize the Master Plan Update and present to the Airport Board and Assembly for adoption and integration into the CBJ Comprehensive Plan. (Estimated completion Q2 2026)

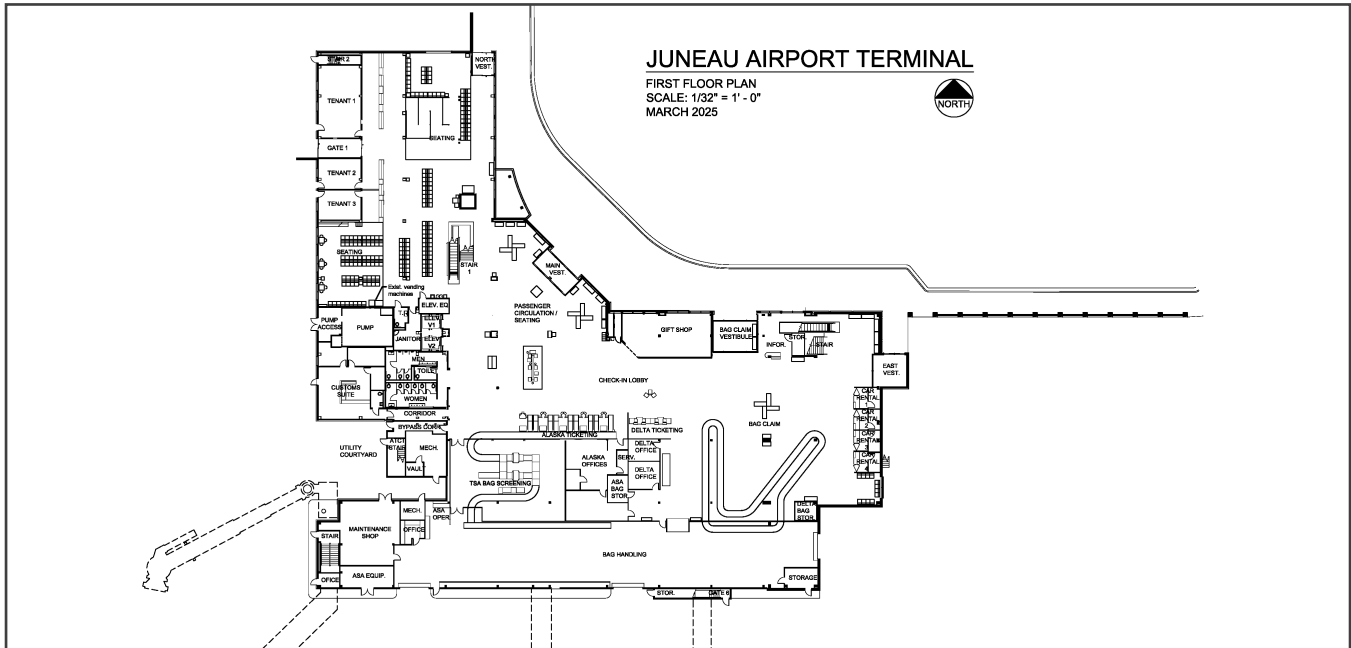
## Financial Strategy

The Master Plan Update is expected to be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local airport funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Estimated project Cost (FY26): \$999,691

Requested PFC Amount: \$62,794

# TERMINAL AREA PLAN



## Project Description and Justification

Develop a Terminal Area Plan (TAP) to define near-, mid-, and long-term improvements to JNU's terminal, gate/apron complex, and landside access, resulting in a preferred concept, phasing plan, and implementation roadmap coordinated with the ALP and CIP. The TAP is needed because JNU's terminal and apron/gate system operate within constrained geometry and irregular peak demand, while aging building systems and evolving safety, security, accessibility, and passenger service expectations place increasing pressure on check-in, screening, gates/holdrooms, baggage, circulation, curbside/parking, and apron operations. The study will evaluate alternatives and align priorities with funding eligibility and financial capacity to support a staged, operationally feasible investment plan.

## Schedule and Key Milestones

- Procure and award planning consultant; initiate stakeholder coordination and data collection. (Q4 2026)
- Develop and evaluate terminal area alternatives; identify preferred concept and phasing plan. (Q3 2027)
- Finalize Terminal Area Plan and integrate priorities into the ALP/CIP for future design and construction programming. (Q4 2027)

## Financial Strategy

The Terminal Area Plan is expected to be funded through an FAA AIP grant at the applicable federal share. The required local match will be provided from local airport funds, with reimbursement of the local match pursued through Passenger Facility Charge (PFC) revenues, subject to inclusion in the next PFC application, air carrier consultation, and FAA approval.

Total project Cost (FY26): \$800,000

Requested PFC Amount: \$40,000

## PFC APPLICATION PREPARATION



### Project Description and Justification

Prepare and submit JNU's Passenger Facility Charge (PFC) application to secure FAA approval for continued collection and use of PFC revenues to fund eligible airport capital projects. This effort includes project definition and eligibility documentation, airline consultation, financial and cost documentation, environmental and planning consistency review, and preparation of the FAA application package through approval. The PFC program provides a critical funding tool to reimburse local match and advance safety, capacity, and state-of-good-repair projects without placing the full burden on local funds.

### Schedule and Key Milestones

- Consultation kickoff: Issue air carrier consultation notice, hold the consultation meeting within 30–45 days, and receive carrier certifications within 30 days after the meeting.
- Public notice completion: Publish/post public notice and complete a 30–45 day comment period, then finalize responses and assemble the application package.
- FAA decision: Submit to FAA for substantial completeness determination within 30 days of receipt and a final FAA decision within 120 days for a substantially complete application.

### Financial Strategy

PFC Application Preparation represents approximately 400 hours of eligible administrative support at a blended, fully burdened labor rate of about \$100 per hour. This level of effort covers development and assembly of the PFC application package, including air carrier consultation, public notice and comment documentation, preparation of required exhibits and supporting cost information, and response to FAA requests during review.

Requested PFC Amount: \$40,000

## OTHER PROJECTS

The projects listed below are completed or nearing completion and are included in the PFC application to reimburse the local match paid on FAA-eligible work, including applicable sales tax. This approach “unspends” the sales tax used as match by replacing it with PFC revenues after project delivery, reducing the local cost burden while keeping the underlying projects fully funded and compliant.

### **121/135 RON APRON REHABILITATION**

Reconstruct the Terminal 121 apron and designated RON parking areas by repairing subbase failures, upgrading drainage and catch basins, repaving to support Part 121 aircraft loads, and restoring striping/lead-ins, lighting, and fencing as needed. The pavement is beyond its useful life and is producing FOD and recurring failures; stopgap crack sealing and repairs are no longer sufficient. Grant year 2022/2023.

### **TAXIWAY A, E & D-1—DESIGN AND REHABILITATION**

Rehabilitate Taxiway A and reconstruct shoulders to address age-related deterioration and increased loading from serving as a temporary runway during the 2015 runway rehabilitation, while implementing runway incursion mitigation by correcting Taxiway E geometry. The project removed excess Taxiway E pavement and re-mark/realign the taxiway to improve alignment with Runway 8–26 and Taxiway A, reducing confusion and incursion risk. Work will be phased to minimize operational impacts and coordinated with associated airfield improvements. Grant year 2017.

### **RUNWAY SAFETY AREA PHASE IIC, NW APRON**

Develop additional aircraft parking and access in the Northwest and Northeast Development Areas to address a current shortage of tie-downs and near-term demand for commercial and GA parking, particularly for larger transient aircraft. Summer peak activity routinely exceeds existing capacity, forcing ad hoc parking in constrained areas and spillover onto other ramps. The project completed grading, drainage, apron, and circulation improvements to create usable tie-down/apron areas, improve aircraft and vehicle routing, and make minor perimeter fence and access gate upgrades, including replacement of Gate E and an additional access gate near Maplesden Way. Grant year 2017.

### **FLOAT POND ACCESS ROAD**

Complete Float Pond Improvements project (South Roadway and Bank Stabilization) to repair and protect the float pond access road and shoreline. The work will raise approximately 1,800 linear feet of existing roadbed, add a drainage ditch along the south side, armor the pond bank with rock, and reconstruct 14 float dock headwalls undermined by wave action; paving of the raised roadway is included as an additive alternate. Grant year 2022.

### **GATE 2 PASSENGER BOARDING BRIDGE**

Purchase and install a new passenger boarding bridge (PBB) at Gate 2 and complete associated terminal modifications needed to support the installation. The project improves safe, secure, and accessible passenger loading in all weather, reduces reliance on ground boarding, and increases operational efficiency and reliability for airline gate operations. Grant year 2018.

## OTHER PROJECTS

### **GATE 5 PASSENGER BOARDING BRIDGE**

Construct a new passenger boarding bridge (PBB) at Gate 5 to replace the existing used unit, improving safety and operational reliability. The current PBB (installed in 2014 as a time-critical used replacement) and the 1984-era gangway are beyond useful life and experience recurring mechanical, electrical, and auto-leveling failures, along with leaks and winter icing that create safety and service disruptions. A new PBB will reduce outages, improve passenger comfort in harsh weather, and can incorporate fixed ground power to reduce reliance on mobile equipment. Grant year 2022/2023.

### **MASTER PLAN UPDATE**

Update JNU's Airport Master Plan to refresh forecasts, planning assumptions, and the Airport Layout Plan so future development reflects current and projected demand. The update includes stakeholder coordination, technical analysis, and public review to produce an adopted plan that guides capital priorities and supports long-term safety, capacity, and airspace protection. Grant year 2024.