



AIRPORT BOARD AGENDA

September 11, 2025 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/81320381493>

Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

TO TESTIFY: CONTACT SHANNON VAN VALIN, 907-586-0962

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
5. **UNFINISHED BUSINESS**
6. **NEW BUSINESS**

A. ATCT Rehabilitation & Funding

JNU's Air Traffic Control Tower (ATCT) is airport-owned but federally operated, an uncommon arrangement that falls outside traditional AIP and PFC eligibility. While the Infrastructure Investment and Jobs Act (IIJA) Airport Terminals Program (ATP) specifically includes airport-owned towers, the most recent Notice of Funding Opportunity (NOFO) deadline has passed. The FAA is now expected to release an Airport Infrastructure Grant (AIG) Funding Reallocation (AFR) NOFO, which will competitively redistribute unused BIL funds. AFR will emphasize shovel-ready projects that address facility deficiencies, enhance resiliency, and extend useful life.

To prepare for this opportunity, staff have begun preliminary design work with an estimated cost of \$25K, inclusive of consultant services of \$16K and staff time. Establishing this seed funding will position the Airport to apply promptly when the AFR NOFO is announced, maximizing competitiveness for this rare funding opportunity to rehabilitate JNU's unique air traffic control tower.

Board Motion: Approve the appropriation of Airport Capital Reserve funds of up to \$25,000 to establish a new CIP for preliminary design work related to the rehabilitation of the JNU Air Traffic Control Tower, to position the airport to apply under the forthcoming FAA Airport Infrastructure Grant (AIG) Funding Reallocation (AFR) Notice of Funding Opportunity (NOFO).

B. Ramps Rehabilitation – Apron Light Pole Height Correction

Corrective and acceleration work to resolve apron light-pole height issues (per FAA direction on June 5, 2025) totals \$72,244. Staff requests approval to transfer ~\$72K from the Terminal Renovation CIP to the Ramps Rehabilitation CIP. A consultant reimbursement is being handled under a separate item.

Board Motion: Approve the transfer of Airport Funds in the amount of \$72,244 from the Terminal Renovation CIP to the Ramps Rehabilitation CIP to fund apron light pole height corrective work.

C. Accept DOWL's Proposal

To partially offset the apron light-pole corrective/acceleration costs, DOWL and Morris Engineering Group (MEG) have offered \$45,000 in relief (\$35,000 DOWL / \$10,000 MEG). Payment timing and method will be coordinated with the consultants and will be deposited to the Ramps Rehabilitation CIP.

Board Motion: Approve the acceptance of a \$45,000 reimbursement from DOWL and Morris Engineering Group (\$35,000 DOWL/\$10,000 MEG) toward apron light pole corrective work, to be deposited to the Ramps Rehabilitation CIP.

D. SIDA/ADA Elevator

Following the Board's Dec 12, 2024 approval, the Assembly appropriated \$50,000 on Mar 4, 2025 from the Airport Capital Reserve. Staff requests the Board approve an additional \$15,000 from the Airport Capital Reserve to the SIDA/ADA Elevator CIP to complete concept design and cover staff/coordination time, keeping the project on schedule; the project is FAA (AIP/BIL) eligible.

Board Motion: Approve the appropriation of an additional \$15,000 in Airport Capital Reserve funds towards staff time and completion of concept design for the Departure Lounge Americans with Disability Act Elevator CIP, to be reimbursed with future FAA grant funding.

7. STAFF REPORTS

A. Airport Manager's Report

B. Airport Project Manager's Report- Ke Mell

C. Airport Project Manager's Report — Mike Greene

8. CORRESPONDENCE

9. COMMITTEE REPORTS

10. ASSEMBLY LIAISON

11. BOARD MEMBER COMMENTS

12. ANNOUNCEMENTS

13. NEXT MEETING DATE The next regular Airport Board Meeting will be held on Thursday, October 9th at 6pm in the Alaska Room/Zoom.

14. EXECUTIVE SESSION

15. ADJOURNMENT



TO: JNU Airport Board
FROM: Andres Delgado, Airport Manager
DATE: September 6, 2025
RE: Airport Manager's Report

A. Airport Triennial Emergency Exercise

The triennial full-scale emergency exercise concluded with the final hotwash/after-action meeting on August 22, 2025. Appreciation is extended to the nearly 200 personnel and volunteers who participated.

B. New Staff Hired:

Senior Mechanic – Jacob Shaver
Equipment Operator I – David Munson

C. ARFF Truck Status

A-3 is out of service long-term at Seaside Diesel for a major oil leak diagnosis that will require transmission/engine removal in coordination with Oshkosh. A-2 remains the front-line unit. A-1 is operational but leaking at the bumper-turret valve with a replacement part now enroute. While JNU remains in ARFF index, the fleet now has no spare apparatus, creating a single-point-of-failure condition where any additional fault could require a temporary index reduction and subsequent operational impacts.

This situation underscores the need to begin proactive fleet replacement planning so community impacts can be mitigated. In close coordination with CCFR, Staff will be initiating an ARFF apparatus replacement strategy (spec development, grant programming, procurement timeline, and financing options) to address aging units and long lead times.

Hot Topics – The following items highlight ongoing issues staff is addressing in addition to regular Airport Project Reports.

D. UPDATE – Aviation Worker Screening (AWS) & Litigation

Oral argument was held on Oct 17, 2024. On Aug 22, 2025, the D.C. Circuit vacated TSA's AWS National Amendment for failing to use APA notice-and-comment but withheld the mandate; TSA must file status reports every 60 days, so AWS remains in effect during rulemaking. D.C. Circuit Court of Appeals TSA's "informed-compliance" period ended Sept 25, 2024; full enforcement has applied since. JNU remains compliant with randomized screening across all hours (nights/weekends).

E. NO CHANGE - Passenger Facility Charge (PFC10) Application Process

The Airport has initiated the public process for the PFC10 application. Draft projects and costs were provided to the airlines, with a consultation meeting held on March 11, 2025. Several proposed projects have since been removed; the application remains in draft status, and additional eligible projects will need to be identified before the application can be completed.

F. NO CHANGE – Passenger Facility Charge (PFC) Cap Increase

JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

G. NO CHANGE – Juneau–Douglas North Crossing

The PEL Study continues to advance. Level 2 Screening results were released in February 2025, followed by a Draft Final PEL in May, with the final study due after the June 9 comment deadline. The July 2025 report confirmed all five alternatives remain viable for NEPA review, with Salmon Creek scoring highest. DOT&PF and DOWL continue to assert that any alternative conflicting with approach surfaces or the ALP will be modified or removed. Additional information and documents are available at www.jdnorthcrossing.com, and comments may be directed to JDNorthCrossing@dowl.com.

H. NO CHANGE – Encampments on Airport Property

Encampments and trash in the Jordan Creek Greenbelt and other airport areas persist. JPD and JNU staff continue monitoring day and night, with clean-outs ongoing. This remains a continuing challenge for the Airport.

I. NO CHANGE – Egan/Yandukin Intersection Improvements Project

AKDOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.

J. NO CHANGE – ARFF Truck Procurement

In July 2024, JNU was awarded an AIP grant of \$1,007,116 to purchase a 1,500-gallon ARFF truck to replace A3, a 2003 Oshkosh. The FAA Airport Division has rescinded the grant because Sourcewell, the cooperative purchasing contract used, is not an approved method for procuring the ARFF apparatus. The truck was ordered in September 2024, Rosenbauer has begun the build, and delivery is expected no later than March 2026. This equipment is essential to maintaining JNU's Index "C" rating for commercial jet service. Forward funding of this truck is being done through fund balance. The purchase will be shifted to PFC10 funding once collections tentatively begin in Spring 2027, with the draft PFC10 application to be updated after airline consultation. As PFC revenues are received, the fund balance will be reimbursed.



MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: September 3, 2025

RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

Mendenhall Riverbank Stabilization: *Island Contractors submitted their final closeout paperwork and JNU staff approved Island's final (only) pay request. proHNS submitted their final pay request and staff approved it. The final pay request for proHNS left \$9914 unspent in their contract, which brings the total cost of contractual services for the project to \$287,046.25, under the \$300K authorized by the Board in their May meeting and the Assembly in their June meeting. Staff will pursue reimbursement from the State of Alaska Department of Military & Veterans' Affairs (DMVA). Staff will seek reimbursement for staff time required to administer the contracts and to coordinate with DMVA, but it is unclear whether JNU will be reimbursed.*

JNU came through the 2025 jökulhlaup without damage. Staff were on site the morning of August 13 at 815a, about the time of peak flow. Water was high, but appeared to be 8-10' below the Emergency Vehicle Access Road/dike trail. Despite a number of trees floating past, the water velocity was relatively slow and was not scouring the riverbank. proHNS visited the site on the next day's low tide and provided a report with photos documenting no damage.

Island Contractors completed the work in late July and staff sent the final engineer's report, with extensive photographic documentation of the completed rock armor, to the State of Alaska Department of Military & Veterans' Affairs (DMVA). Staff have not yet received the consultant's invoices, and ***the project remains to be closed out with DMVA.***

On June 30 staff emailed DMVA requesting an update as to the status of DMVA funds to cover JNU's grant application. Terry Kurth, Public Assistance Branch Chief at DMVA responded: "I talked to Tiffany, our deputy director (at DMVA), and she indicated that the new fiscal funds take time to be available in IRIS (state accounting system). I'm translating the process as best as I can so bear with me. The division will submit our spending plan per disaster to the Governor's office and the legislature for approval before we can have the funds loaded into IRIS. She estimated the funds could be available in September. AK-23-296 is in the line up but it's not at the top. She's aware of the need to fund the disaster, but there are disasters with a higher priority in funding."

Due to the uncertain status of DMVA reimbursement, staff requested and the JNU Board (May 8) and the City and Borough of Juneau (CBJ) Assembly (June 9) approved an appropriation of

\$300,000 to the project from airport funds, preferably to be reimbursed by a grant from DMVA upon completion.

The total project cost—excluding JNU staff time—is likely to exceed the \$276,230 that was submitted to DMVA for reimbursement, as JNU staff did not include the engineer's fees for permitting, and for Construction Administration and Construction Inspection (CA&CI). The \$276,230 was based on the engineer's construction cost estimate of \$258,405 and the engineer's fee of \$12,245 to produce bid documents. ($\$258,405 + \$12,245 = \$276,230$) To that should be added \$5,000 for permitting and \$17,950 for CA&CI, yielding a total project budget of \$299,180, assuming no changes during construction. Of this total, ($\$12,245 + \$5,000 =$) \$17,245 has already be contracted for and paid; the project budget to complete the work is ($\$299,180 - \$17,245 =$) \$281,934.

On April 16, JNU received an email from Terry Kurth. He stated, "I learned yesterday that (the State Division of Homeland Security & Emergency Management (DHS&EM) is unable to obligate (Project Worksheet) PW 0003 for AK-23-296 due to insufficient Disaster Relief Funds (DRF) for that disaster. The remaining disaster funds available are less than the amount needed to award PW 0003 for \$276,230.00. This shortfall of funds is a temporary issue, and we anticipate additional funds becoming available after the current state legislative session. Sorry for this bit of bad news, but it is a temporary setback. This only applies to this disaster for CBJ. Please proceed with the work on PW 0003. We will notify you of any changes to this DRF as they become available." JNU staff followed up and determined that DHS&EM obligates the entire amount of the grant at once; they will not obligate the grant unless they have all the funds required to do so.

Four bids were received on April 9, but the two lowest bidders were deemed non-responsive. One of the non-responsive bidders, RNB Construction, LLC, protested the bid results. The City and Borough of Juneau (CBJ) did not uphold the protest to the declaration of Island Contractors as the apparent successful bidder. RNB Construction did not appeal CBJ's response. The protest and response have been sent to the Department of Military and Veterans' Affairs) DMVA for their review before contract award.

On behalf of JNU, proHNS applied for and received all permits required for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4, 2024, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, 2024, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On October 21, JNU received the permit.
3. On August 12, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, 2024 proHNS submitted an application to the City & Borough of Juneau (CBJ) for a Floodplain Development Permit and a grading permit. The Floodplain

Development permit was received on May 15, 2025. *On June 25, 2025, JNU received the grading permit.*

At the August 21, 2024, low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

The jökulhlaup that occurred on August 5, 2023 stripped approximately 110 lineal feet of rip rap from the Mendenhall River embankment just southwest of the float plane pond. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff assured JNU that the extension would be granted.

Master Plan Update (MPU): *At request of Michael Baker International (MBI, staff have reviewed and responded with comments on MBI's Final Draft Forecast and Preferred NEDA Development Plan. MBI is on track to submit the Final Draft Forecast to FAA by mid-September (9/19). Dependent on FAA feedback/approval of forecast, MBI hopes to have a draft for public comment in mid/late Oct. The Airport Layout Plan (ALP) will follow a few weeks later into November, and the final Master Plan Update in late December, after FAA review.*

Staff continue to assist Michael Baker International (MBI) with their compilation and documentation of the Draft Master Plan Update.

The final Technical Advisory Committee (TAC) meeting took place on June 19 virtually on MS Teams and covered the complete draft MPU, focusing on Alternatives Refinement, Environmental Considerations and the Implementation Plan.

The aeronautical obstruction survey was flown June 24 and 25, however it will take three to four months to process the resulting data.

MBI presented an overview of their work to the CBJ Assembly Public Works and Facilities Committee at the Committee's June 2 regular meeting.

MBI presented an overview of their work to the JNU Airport Board at the April 10 regular meeting. Also on April 10, a TAC meeting took place from 1:00 p.m. to 3:00 p.m. Both meetings were held in person at Juneau International Airport and virtually on MS Teams. The Working Paper presented at the TAC meeting covered the refined airport alternatives, the Environmental Action Plan, and a list of suggested capital improvements.

On April 9 MBI held a public open house in the Alaska Room at JNU.

The second TAC meeting took place by videoconference on March 11. The meeting covered Airfield Inventory and Existing Conditions, the Aviation Forecast for JNU, and Airport Capacity and Facility Requirements. Not all members of the TAC were able to attend, so MBI will provide the slide show and recording of the meeting, which will also be available to the public.

MBI visited JNU on December 4 and December 5. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the following year.

The current Airport Master Plan will be updated with regard to data and forecasts of aviation demands, expansion for future planning consideration, Airport Layout Plan, and related Exhibit "A". This update will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan.

Channel/Loken/Coastal Contamination: *As of August 28, Cox Environmental stated, "ADEC is currently taking much longer than their "standard" 30-day window to review submittals."*

As of August 6, the State of Alaska, Department of Environmental Conservation (ADEC) hoped to complete their review of the Site Characterization Report by mid-August.

On June 30 JNU received the Site Characterization Report. Cox Environmental provided this summary:

- Soil: No Gasoline Range Organics (GRO) detected; one Diesel Range Organic (DRO) detection below cleanup levels; arsenic detected above migration to groundwater cleanup levels but below human health standards (considered naturally occurring).
- Groundwater: DRO detected below cleanup levels; arsenic detected above cleanup levels in three wells (considered naturally occurring); lead detected below cleanup levels.
- Extent delineated: Horizontal and vertical extent of GRO, DRO, and arsenic contamination delineated; lead plume delineated with additional wells installed.

CES recommends the site be evaluated for "Cleanup Complete with Institutional Controls" now that lead groundwater contamination extent has been delineated. DEC has not yet responded to the report.

At the January Board meeting the Board approved the appropriation of \$43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.

On December 9 ADEC approved the Site Characterization Report submitted by Cox Environmental on July 15, 2024. In the letter ADEC stated, "Additional site characterization is required south of JIA-12 and west of CF-12 to determine the extent of the groundwater contaminant plume." Cox Environmental has submitted a budget for the work required.

Cox Environmental is under contract for JNU's ADEC required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9, 2024. Cox Environmental reported that "Based on field screening, contamination is likely present in soil borings ... located in the vicinity of the decommissioned waste oil burner. The contamination was present down to the water table which was encountered at a depth of 9-10 ft. below ground surface (bgs). The borings

on the eastern portion of the Coastal/JIA properties did not indicate contamination is likely present. We will issue a full report after we complete sampling of the newly installed groundwater wells next week and have the results of the soil/groundwater samples from the lab.”

Channel/Loken Land Acquisition Support: *(No change)* Staff are reviewing CBJ Purchasing's final draft of the second Request for Proposals (RFP).

The first RFP yielded one proposal from Electric Power Systems (EPS); however, EPS admitted that they did not have FAA experience required by the RFP.

JNU seeks a qualified consultant to provide land acquisition support services and coordination for a FAA funded acquisition of one parcel, currently owned by Channel Flying, Inc., and identified for acquisition on the Airport Layout Plan. The consultant will assist JNU and the CBJ Lands in navigating the FAA's airport land acquisition process. The parcel is currently listed for sale by the current owner, so this would be a willing sale. FAA funded land acquisition is extremely complicated, and JNU does not have current staff expertise in this.

ADL 107380 Conveyance: *On August 28 the State of Alaska Department of Natural Resources (ADNR) reported that, “once we can submit the conveyance for patent, it'll take about 30 days for the Realty Section to issue patent.*

“At this point, the Realty Team is looking to the Southeast Regional Office for some details on a couple easements issued near the west end of the Juneau Airport. When the Realty Team completed its most recent title report for the western end of the airport (C040S065E36), they came across a BLM permitted 44 LD 513 within State tidelands, serialized as AA-000549. Having picked up with case file so far into the adjudication process, I don't have an explanation why this wasn't discovered in prior research. They are updating their research to make sure this is a legitimate Federal right-of-way issued by BLM and held by the FAA, before issuing patent. Federal records in ACRES/TWPALL show an application was received by BLM from FAA in 1967 and BLM issued a right-of-way for the Juneau Municipal Airport Lighting System, Access Road, and Underground Utility Line in 1968, well after Statehood, when the State received these tidelands. The Realty Team is determining if the two easements are associated with the FAA application before reaching out to BLM to seek closure of AA-000549.

“I'm not sure how long this will take. It's my understanding that Realty is meeting with the Regional Office today, but this will take a little time to seek closure of the BLM right-of-way before requesting patent.”

The time to complete processing remains unknown.

During the Runway Safety Area (RSA) project in 2009, the Airport, through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport's property. Once this is completed and recorded, the Airport Layout Plan and 'Exhibit

A' will need to be updated by Michael Baker International to reflect the conveyance in the airport boundaries.

New and Renewing Tenant Leases

Due to the spring's retirements and resulting extreme short-staffing, staff are being pressed into duty outside their areas of professional expertise. I have been working with new and current tenants to put new and renewing leases in place, and will continue to do so.

Staff Recruitment

Due to the spring's retirements and resulting extreme short-staffing, I have been working with CBJ Human Resources (HR) to update the position description and fill the position in support of the JNU projects office that Kris Ritter formerly occupied. I will continue to do so until the position is filled and on-boarded.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:
(No change) On May 8 Northwind Architects submitted their fee proposal; staff are reviewing it.

On February 14, JNU received proposals from two design consultants, Jensen Yorba Wall and Northwind Architects. On March 24 Northwind Architects was selected and will begin contract negotiations with JNU shortly.

On March 4, 2025, the Assembly appropriated \$50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project, funding provided by Airport Revolving Funds. The Airport Board reviewed and approved this at the December 12, 2024, meeting.

Staff thanks Mr. Bedford for participating in review of the two consultant proposals received for design of the elevator installation. In his email returning his comments, he noted: "I think that it is important that the elevator installation have minimum impact on the view of the airport from the sterile area. I think that it is beneficial to the airport and the aviation community as a whole that the traveling public be exposed to and take an interest in airport operations. Both proposals seem to recognize that the area on the ramp level between gates 3 and 5 is extremely congested but I would like to emphasize this point. Although the south wall of the terminal is probably the most logical site for the proposed elevator, that area takes the full brunt of the prevailing southeast wind, and this should be taken into account during the design process."

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected.

An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding for passengers who cannot use stairs, and employee access between the floors. The elevator would require a SIDA badge for access and operation. Federal Aviation Administration (FAA) has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.

E-1 Ramp Rehab: *(No change)* Staff have registered with the Alaska Heritage Resources Survey as a “qualified professional” and are editing the concurrence letters per Federal Aviation Administration (FAA) direction.

When the Categorical Exclusion (CATEX) application was submitted to the FAA in December of 2024, the FAA requested State Historic Preservation Office (SHPO) concurrence that no additional sites eligible for listing have been found or buildings have aged in (become 50 years old) since 2003. This requires a search of the Alaska Heritage Resources Survey website. Within the past year SHPO has restricted access to the website to “qualified professionals”. This would typically require CBJ to issue a Request for Proposals (RFP) for a qualified professional, evaluate their submissions, and contract for the services. For a small project like this, the administrative overhead—both time and money—to obtain the search is considerable. However, “qualified professionals” includes registered architects. JNU staff include registered architects, and staff have been granted access to the website. Normally the concurrence is a two-step process, but in this case—with the limited scope of the project and JNU having a qualified professional on staff, the FAA will approve a direct to findings process, skipping the first step.

Jordan Creek Greenbelt Lighting: *(No change)* Staff are reviewing requirements and considering options. In February staff belatedly realized that the project would require a Variance and a Flood Plain Development Permit, both from CBJ Department of Community Development (CDD). CDD processing time on a typical Variance is currently twelve weeks from submission of the complete application. The Flood Plain Development Permit may also be time consuming, as the Mendenhall River jökulhlaups and resulting flooding have made this a “hot topic” in Juneau. As a consequence, it may not be possible to complete the work this construction season, as the light poles and fixtures have a ten-week lead time for production after submittals are approved. Staff will apply for the Variance and Flood Plain Permit and advertise for bids this season, but the contractor will be allowed to install the fixtures when weather permits. Despite the additional engineering required by the Flood Plain Development Permit, staff are cautiously optimistic that the \$150K budget provided by the Assembly will cover all costs, including JNU staff time.

The Flood Plain Development Permit will require work by a licensed civil engineer; Begenyi Engineering's subconsultant, PND Engineers declined to provide a proposal. Staff will ask CBJ Contracts to solicit interest from qualified engineering consultants under term contract.

Begenyi Engineering has submitted bid documents (100% drawings) and the 95% construction cost estimate. The estimate is \$78,641, a slight increase from the 65% estimate of \$73,565. Of the total construction estimate, just under 40% is for the pole foundations. The ground adjacent to Jordan Creek is very wet and although the poles are only 15' tall, local experience indicates that adequate foundations are essential.

The design will be pedestrian scale, compliant with IESNA (Illuminating Engineering Society of North America) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces, with a preliminary estimate of slightly less than \$50K for construction cost. Construction cost does not include JNU or CBJ Contracting staff costs. Incidental to the design, costs will be estimated to

extend pedestrian scale lighting along the path on the north side of Jordan Creek between Teal Street/Jordan Avenue and Alpine Avenue just north of Airport Boulevard if funding is available, extended path lighting could be included in the project.-

In a September 16 email to the Airport Manager, Bruce Denton of the Glory Hall Board said "In the past leftover funds from completed CIP projects have been re-allocated to augment projects that are short. Given that this project is an effort to improve safety of folks who are legitimately using the path to transit between the airport and the adjoining neighborhood, and to deter the use of the path as a hangout or camping spot for vagrants, I would think it warrants the funding needed to do it right. I can't help but think that JPD [Juneau Police Department] and the city manager would support this. I believe this needs to be initiated by the city manager. Does anyone have any idea how much is needed to do it right? I'd be happy to follow up with Katie with an increased funding request."

The \$150K appropriated by the CBJ Assembly appears to be the right order of magnitude. the project will allow for installation of JNU-owned cameras.

Departure Lounge Carpet Replacement: *(No change)* Staff are drafting a scope of work and have estimated the cost at \$150,000. Staff anticipates funding the work through the local match for the terminal renovation project. When staff have a quote, this will come back to the Board for approval. The work is not included in the FY26 budget.

Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet.

JNU Water & Sewer Systems and Subtractive Billing: *(No change)* JNU staff and CBJ Water and Sewer Utility staff will meet to discuss the water and sewer systems and billing for them. This is complicated, and over time confusion has arisen as to how this works. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering.



MEMORANDUM

TO: Andres Delgado, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: September 8, 2025

RE: Project Office Monthly Report

Project specific summaries of project status and activity are presented below.

Air Traffic Control Tower – Temporary Fixes: Following the 07.31.2025 meeting with the Director and Lead Planner with FAA Alaska Airports JNU coordinated with CBJ Contracting and obtained approval to solicit a fee proposal from RESPEC to provide design and cost estimating services to address the following tower upgrades:

- A complete upgrade to the existing tower fire detection and alarm system.
 - o The existing fire detection and alarm devices are obsolete and need to be upgraded to addressable components that are compatible with the new terminal fire alarm system.
 - o The entire system installation needs to be reviewed for code-compliance.
 - o The interconnection between the tower FA system and the terminal FA system is to be maintained.
- The removal and replacement of existing air-handler VU-5 which provides outside (make-up) air to the control tower. Following modifications during the terminal renovation project, this air-handler also provides limited back-up heating to the tower.
 - o The VU-5 replacement would be a compact high-efficiency air-handler with heating coil(s) and a filter bank.
 - o The new air-handler would primarily be controlled by the existing building automation system with some occupant control.
 - o The new air-handler would be capable of providing heating to supplement the heat provided by the ceiling mounted cassettes up in the cab.
 - o The new air-handler would be equipped with Variable Frequency Drives to control fan speeds and supply (make-up) air rates.
 - o The new air-handler would provide positive air-pressure within the tower.
 - o The new air-handler will include an occupant controlled “air-replacement” system used to evacuate air from the tower cab. This system would allow occupants to initiate an automated sequence that would temporarily ramp-up the outside air delivery rate into the cab to flush the cab of excessive heat and/or jet exhaust fumes.
 - o Associated work will include the introduction of temperature-controlled make-up air into the FAA breakroom. This would address a long-standing code deficiency.
- The introduction of a UPS – battery backup system for ATC identified FAA equipment items.
 - o Per FAA ATC request: “Addition of an Uninterruptible Power Supply/ Power Conditioning System (UPS/PCS) to the main branch electrical feed for the entire ATCT structure.”

- Need input from RESPEC on whether to size the UPS based on entire tower load, or on specific equipment power requirements.
- The replacement of the FAA owned primary power disconnect switch.
 - During the terminal renovation project, it was discovered that this switch was in very poor condition. The concern is that there is a possibility that if used to power-down the cab, the switch may not be able to hold when use to return power the cab.
- The introduction of surge protection devices on the four (4) tower electrical service panels.
 - This work is already a part of the existing surge protection / power conditioning project with RESPEC.
- The introduction of additional convenience outlets within the tower cab.
 - Per FAA ATC Request: “convenient and strategic locations within the Tower Cab based upon ATC and Tech-Ops recommendations”
 - JNU has asked ATC to clarify the extent of this request.

On 08.22.2025, RESPEC submitted a fee proposal, in the amount of \$46,005.00 to address most of the above work items. RESPEC indicated that they could not complete the design and construction documents for the replacement of VU-5 within the \$50K contract cap. Instead, this proposal would complete only a schematic design and ROM construction cost estimate for this work.

Following a review of this proposal, and concerned about committing \$46,005.00 to a design contract that may not be needed if JNU is not awarded the BIL grant, JNU asked RESPEC to provide a revised fee proposal to provide only an initial schematic level narrative and constructive cost estimate for all work - including the replacement of VU-5. This is the information that is needed for the BIL grant application.

On 08.27.2025, RESPEC submitted a revised fee proposal, in the amount of \$16,640.00. JNU has not yet accepted this fee proposal.

Refrigerant Piping Repairs in Control Tower: Approximately 2-1/2 years after installation, the refrigerant piping which extends between exterior heat pump AHP-1 and the four ceiling mounted cassettes (IHP-1 thru 4) within the tower cab started leaking. Because the one-year construction warranty for this work had expired, JNU Building Maintenance started work on repairs. Shortly thereafter, it became apparent that there were more leaks in the installation than originally anticipated, many of which were in inaccessible locations.

On 08.18.2025, JNU reached out to Dawson Construction (General Contractor for the Terminal Reconstruction project) and asked for post-warranty relief to have these leaking pipe runs removed and replaced.

On 09.08.2025, Dawson Construction – Schmolck Mechanical agreed to repair this piping at no cost to JNU. This work will commence as soon as Schmolck’s 4-person crew can be badged.

Outstanding Terminal Work Items: **No change since last report** JNU continues to work with RESPEC (under contract with McCool Carlson Green (MCG) – designers for the Terminal Reconstruction project) on finalizing the following outstanding work items:

Ground Source Loop Field System and HVAC Modifications: **No change since last report.** JNU Building Maintenance continues to observe contaminates/sediment within the loop field medium (methanol), even with the equipment strainers, pump strainers, by-pass filter and dirt separators in place. The continuing concern is that the system is not getting any cleaner over time, and that somehow the contaminates/sediment keeps replenishing itself. In a meeting with JNU staff, JNU Airport Maintenance

and engineers from RESPEC conducted on December 12, it was decided that the samples of these contaminants should be lab-tested to determine what this material is. JNU has asked RESPEC to coordinate with MCG and utilize their remaining contract fund balance to contract with a hydronic system fluid treatment specialist to examine the fluid chemistry, analyze the sediment, and inspect some of the piping in order to recommend or implement a treatment, cleaning, or fluid replacement plan for the distributed ground source piping system.

Terminal Surge Protection: No change since last report. RESPEC has completed the initial design phase / design report, which has recommended the installation of fifty-one (51) surge protection / arrestors as add-ons to the existing electrical distribution panels within the Terminal, the Snow-Removal Equipment Building and the Sand-Chem Building. JNU has asked RESPEC to provide a full construction cost estimate for this work. The preliminary materials cost for the surge protection / arrestors (based upon the manufacturer's literature) is in the range of \$150,000. This cost does not include the associated labor component.

The Board is advised of the following:

- A funding source for the construction phase of this project has not yet been identified.
- A bid schedule / construction schedule for this project has not yet been identified.

Runway Shoulder Grading and Navigational Aids (NAVAIDS): JNU has received no update or direction from the Director or Lead Planner with FAA Alaska Airports following the 07.31.2025 meeting. JNU does not know whether the Federal Aviation Administration's Air Traffic Organization (FAA-ATO) still wants to complete an internal design review of the project - prior to bid - to determine whether the grade slope adjustments within the Runway Safety Areas (RSA's) will adversely impact the FAA owned NAVAIDS that are located on both ends of Runway 8-26.

JNU also does not know whether the FAA will require JNU to remove their VASI and to install a new PAPI as part of the RSA project.

On 09.04.2025, JNU met with Jill Lawhorne and Forrest Courtney w/ CBJ's Community Development Department (CDD) to discuss the status of the Floodplain Development Permit for the RSA Grading project. CDD explained CBJ's position that any development within any flood-prone area as defined by the current FEMA mapping would require a Floodplain Development Permit. They acknowledged that the FEMA mapping was outdated and inaccurate as it applied to the airport's Northeast Development Area (NEDA) and indicated that until the mapping was changed, CBJ would continue to require Floodplain Development Permits for any work on the east end of the airfield.

JNU is currently working with CBJ on a "Letter of Map Change" which represents the process by which the FEMA mapping is updated. Our best guess is that this process could take up to 6-8 months.

CDD provided a final list of requested revisions to the permit application, which included:

- Submitting documentation materials as documents rather than an e-mail.
- The analysis demonstrating the cumulative effectiveness must be signed and stamped by a professional engineer licensed in the state of Alaska.
- Add the lowest adjacent grade (LAG) of the owner-provided rap stockpile to the appropriate site plans.
- All stamped documents need to be signed.
- Verification that the Flood Zone ID numbers used in the narrative, analysis and site plans are correct.

JNU has submitted these requested revision to HDR Engineering, who will revised and re-submit the application back to CDD. For the third time.

The current plan is to bid the project in the early spring of 2026 and to line up the project schedule to establish two construction phases. The first phase will allow work to begin as soon as the weather allows in

the spring, ahead of the increase in Alaska Airlines summer night flight schedule. The second phase will resume work following the suspension of the increase in Alaska Airlines summer night flight schedule and will end when all work has been completed. The FAA has been advised of this scheduling revision and will delay the construction grant by one year.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: SECON / Chatham Electric have completed work on the installation of the new – shorter – upper pole sections and light assemblies within the 121 apron. During this work, it was discovered that some of the lower lenses of the motion sensors (used to control lighting levels) had filled with water. New waterproof motion sensors have been ordered (at no additional cost to JNU) and will be installed as soon as they arrive in Juneau. In the meantime, the new lights are operational – and are operating at full intensity.

Once the new motion sensors arrive, they will be installed and tested. A full test of the lighting controls will also be tested at that time.



Revised light pole installations – looking west.

JNU once again reached out to DOWL requesting relief for the additional costs incurred to lower these apron light poles. On 08.29.2025, DOWL proposed a contract amendment on the JNU 121/135 Apron CA&I project that applies a total credit of \$45,000 against future work:

- DOWL credit: \$35,000
- MEG credit: \$10,000

With this proposal, DOWL stated; “Our goal is to continue delivering excellent service and to strengthen our collaboration moving forward. There are definitely some lessons learned that we can take from this experience to help avoid these types of conflicts in the future. Please let us know if this proposal is acceptable to JNU.”

JNU has made the recommendation to accept this proposal to the Airport Manager – pending approval to do so by the Airport Board.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: No change since last report. As previously reported, JNU has received the condition survey as prepared by proHNS engineering for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway A and Runway 8-26. In their report, proHNS stated the opinion that an immediate catastrophic failure of the culvert is unlikely. The report goes on to state that continued deterioration is likely, and that repair work is recommended, even if the source of deterioration is determined and eliminated. proHNS has identified three (3) repair-in-place options, recommending them for further study. They would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.

At this time, JNU does not have estimated construction costs for any of the three repair options. JNU has confirmed with the FAA that replacement / repair costs would not be AIP eligible because the culvert is within the 20-year useful life of grant 60-2014 and because the FAA considers this work to be a maintenance project.

JNU has requested a fee proposal from proHNS Engineering to complete the necessary design phase services and to provide bid-ready construction documents (technical specifications and drawings) based upon one of their three repair-in-place recommendations. The RFP has requested that the design consultant complete a structural analysis of the recommended repair option to verify that the repair would become a permanent load bearing replacement for the culvert in the eventuality that the old culvert fully deteriorated away. The RFP also requested that the design consultant prepare detailed construction cost estimates throughout the design process.

It was JNU’s hope that proHNS’ services could be obtained through CBJ’s Term Consultant Contract – which has a \$50K cap. proHNS has advised that they cannot complete the identified scope for under \$50,000. proHNS also advised that based on their research into the three repair options that would not require runway shutdowns, the project is going to require specialty design services. Based on this communication, it would now appear necessary for JNU to obtain design services for this project by issuance of an official RFP for Consultant Design services through CBJ Contracting.

Parking Lot Concrete Repairs: No change since last report. Portions of the concrete curb and gutter within the public short term parking lot, the taxi waiting lot and the secure employee parking lot have been damaged by snow removal operations.

JNU had initially attempted to address this work by RFP 016 through the current construction contract with SECON but is now planning on running this work through CBJ’s small civil term contract. JNU is currently preparing the scope of work package for this small project. A funding source for this work has not yet been identified.

Airport Construction Document Archiving: JNU Staff continues to work on sorting / culling the old, archived construction documents, as-built documents and miscellaneous reports.

End of Report