



AIRPORT BOARD AGENDA

September 08, 2022 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNLd2p1OFI3TnY3NUpKa3BRQmFidz09>
or Dial: 1-833-548-0276, Meeting ID: 828 5699 5400, Passcode: 697369

TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 PM ON SEPTEMBER 7, 2022

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

- [1.](#) Minutes August 11, 2022
- [2.](#) Minutes August 18, 2022

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

- [3.](#) **Hangar Flooding Update** (Attachment #1). On August 16, 2022, the Airport Board Operations Committee met to discuss the hangar flooding issues; specifically the east side general aviation hangars. Most of the hangar flooding occurs during snow, ice, rain and berm build-up, and lack of drainage with frozen ground. Although general drainage issues do occur due to flat ground with no slope for runoff. Mapping of the east end was completed by DOWL and showed a very flat airport with very little slope drainage on the surface. A couple things came out of the meeting:
 - a. For future hangars: make changes in Leasing Policy, Lease and/or Minimum Standards that address owner responsibility for hangars and recommend grade to be as high as runway/taxiway, recommend concrete vapor barrier, recommend addressing rain/flood mitigation (door flaps, gutters, grade, etc.). Changes to the documents would go through Law, prior to coming back to the Board for approval. The Committee agreed to move forward with this.
 - b. Hangar mitigation measures for current hangars included: installation of gutter system, raise floor slab 1", door flaps/seal, and tenants need to shovel the areas on their leased space to avoid berms and water build up. Anything on hangars or within leased footprint is tenant obligation.
 - c. Hangar flooding liability question: Board members wanted to confirm that hangar flooding issues were not the responsibility of the Airport and requested that staff ask the Law Department for guidance. Does the Airport have any liability to hangar owners flooding given the topography and drainage of the Airport? Attorney Sherri Layne concurred that modifications to hangars should be tenant/hangar-owner responsibility. Regarding Airport liability for hangar flooding, Attorney Layne wrote "No liability unless the airport has purposely done something to direct the water towards the hangars and that is the cause of their flooding." Attorney Layne explained further that "The airport does not have any liability for flooding into hangars unless the airport has made some adjustments or constructed something to re-route water towards the hangars and that is the

definite cause of the hangar flooding. Just having a flat airport or even having lousy drains is not enough to make the airport/CBJ liable. The common enemy doctrine covers most things snow, rain, wind related.”

Staff was further concerned that if the Airport paid for mitigation of hangar flooding on leased property, that would be construed that the Airport takes responsibility and will set a precedence for other hangars now or in the future for any weather event.

Based on Operations Committee recommendations, and Law Department’s determination, staff presents the information to the Board. Staff is working on clarifying language in the lease. Further mitigation would be the tenant/hangar-owner responsibility with suggestions for hangar flooding mitigation (#b. above) to be discussed between tenants and their engineer or other professionals in the trade.

The Airport received a comment via email on this (Attachment #1).

G. NEW BUSINESS

[4.](#) **Airport Manager's Report:** See Attached Report

H. CORRESPONDENCE

I. COMMITTEE REPORTS

- 5. Finance Committee
- 6. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE

O. EXECUTIVE SESSION

P. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

MINUTES of
AIRPORT BOARD MEETING
August 11, 2022
6:00 p.m. via ZOOM

- I. **CALL TO ORDER:** Acting Chair Dan Spencer called the meeting to order at 6:02 p.m.
- II. **ROLL CALL:**
 Members Present:
 Dennis Bedford Jerry Kvasnikoff Eve Soutiere
 Jodi Garza Chris Peloso Dan Spencer
- Member Absent:
 Al Clough
- Staff/CBJ Present:
 Patty Wahto, Airport Manager Wade Bryson, CBJ Assembly
 Phil Adams, Deputy Airport Mgr. Sherri Layne, CBJ Law
 Ke Mell, Airport Architect Mark Fuelle, CBJ Fire Dept.
 Chris O'Brien, Airfield Maint.
- Public:
 Ken Nichols, DOWL/HKM
- III. **APPROVAL OF MINUTES:** *Jerry Kvasnikoff moved approval of the minutes of the July 14, 2022, Board meeting. The motion passed by unanimous consent.*
- IV. **APPROVAL OF AGENDA:** Airport Manager Patty Wahto asked to add Item A2 under New Business, Terminal Ramp Apron Capital Improvement Project Phase 1 Contract. *The agenda was approved by unanimous consent.*
- V. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.
- VI. **COMMITTEE ASSIGNMENTS:**
 A. Finance Committee: Jodi Garza (Chair), Chris Peloso, Dan Spencer
 B. Operations Committee: Dennis Bedford (Chair), Jerry Kvasnikoff, Eve Soutiere
- VII. **UNFINISHED BUSINESS:** None.
- VIII. **NEW BUSINESS:**
 A. **Passenger Boarding Bridge/Jetbridge 5 Design Grant.** Ms. Wahto reported the City received an FAA (Federal Aviation Administration) grant in the amount of \$187,442. A contract has been negotiated with Jensen Yorba Wall. The budget was \$200K for design. Approval is needed for the grant only as the local match (1% sales tax) has already been appropriated. *Jodi Garza moved to approve the appropriation of*

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an FAA AIP grant award in the amount \$187,442 for Design of the Passenger Boarding Bridge/Jetbridge 5 Replacement. The motion passed by unanimous consent.

B. Terminal Ramp Apron Capital Improvement Project (CIP) Phase I Contract.

Ms. Wahto said the Airport went out for the design of the Terminal Ramp Apron. One proposal was received from DOWL. The Airport has negotiated a contract with DOWL. Local funds have been appropriated as match. Staff would like to move forward with Phase I of the contract in the amount of \$182,501. Paperwork for the grant has been submitted, which will generate a meeting hopefully next week. This would allow DOWL to get preliminary work done. *Jodi Garza moved to approve the Terminal Ramp Apron Capital Improvement Project Phase I contract with DOWL at a cost of \$182,501 to be forward funded by previously appropriated local match funds. The motion passed by unanimous consent.*

C. Airport Manager's Report:

1. Airport Fund Balance and Capital Revolving Account Balance (Attachment #1).

There has been no change on these documents. Staff continues to work with the Finance Department to get updated numbers.

2. CARES/CRRSAA/ARPA Fund Balance (Attachment #2). There has been no change on this document. A Finance Committee meeting needs to be held to review some of the information on there and see if more projects can be moved forward.

3. FY 2022 FAA Contract Tower (FCT) Competitive Grant Program projects under the Bipartisan Infrastructure Law (BIL) were announced August 4, 2022. An application for a new control tower was sent in and denied. The letter also asked that the Airport reapply. Ms. Wahto will continue to try to get a new Air Traffic Control Tower.

4. Jordan Creek Slough Slough and Culvert. The slough that is behind the hangars has sloughed off due to heavy rains. Staff is monitoring this area. Community Development has been notified. At the same time this problem was noted, a dip when entering Gate K has been noticed. When staff looked at this, it is fatigue of the culvert. Staff is looking at possibly replacing the culvert. This is a very important area as it gives access for the fire trucks onto the airfield. This failure seems to be occurring fairly rapidly. The funding for this would be CARES Act funds as this is a maintenance item.

5. LAB Hangar. Staff was informed that the sale has fallen through at this time. The Board will be informed of any further developments.

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6. Bag Claim Floor Tile. Staff has received a price of \$176,226 to complete the tiling on the first floor, which is currently carpeted. This would make the area continuously tiled. A supplemental agreement will be needed by the Assembly as it is going through the Terminal project. This is part of the Terminal Project local match.
7. Block M Hangar Flooding/Topo Map. An Operations Committee meeting has been scheduled for August 16 at 2:00 p.m. to discuss this area. A map was done by DOWL and shows that the area is pretty flat. Another tenant has come from the west side to note hangar flooding.
8. United Parcel Service (UPS) Package Bin Theft. UPS has been experiencing theft. Because they are open for limited hours, people are shoving their packages or dropping them near the drop boxes outside their door. This has pulled a lot of people over there that have taken and opened packages. Staff is working with UPS to come up with something to prevent this in the future.
9. Airport Triennial Wheels-rolling Emergency Exercise. This drill took place on July 23. There were just under 100 volunteers. The debrief was held yesterday with a lot of good comments. Ms. Wahto thanked Phil Adams for his work on this drill. He did an excellent job.
10. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Reports:
 - *Title 49 (Jordan Creek) Variance Request.* In talking with Community Development, they thought the Airport could have had a little stronger presentation within the variance request. They asked for several items, with one remaining. Until then, it has been pulled from the Planning Commission agenda. The Board will be apprised when that goes before the Planning Commission.
11. Airport Project Managers Reports (Attachments #3 and #4): Ms. Wahto reported the Terminal Reconstruction Project continues with the punch list items, including a few more items that have been added (i.e., the tile in the baggage claim area). The roof inspection has been rescheduled after some work has been done. The glass for the upper floor center section has not been received.

The Terminal Fire Alarm Project has one more final testing, to be done at night.

The Sand/Chemical building roof has some leaks. The roof has not been accepted. Carlisle will not warranty a roof that is not to their satisfaction.

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The Float Pond Improvement Project Phase II was bid with a closing date of August 17. A special Board meeting will be held on August 18 for the float pond design and grant. The grant corresponds with the Federal fiscal year.

A few items are being wrapped up on the Taxiway Project. A meeting will be held with the Contractor Secon and a few of the sub-contractors to go over some open items to be able to close out the project.

The Snow Removal Equipment Building (SREB) Wash Bay Protection is awaiting the proposal from Dawson.

The Airport has given a notice to proceed to AEL&P (Alaska Electric Light & Power) for two projects that will extend power to the float plane pond and power to the northwest development area. Respec will be contacting the tenants to tie in with this as the power is taken down the float pond road.

Ke Mell, Airport Architect, reported the Bagwell Mechanical Repair preconstruction meeting is scheduled for August 15.

The Sand Chemical Backup Electric Boiler contract modification for \$16K has been sent to Morris Engineering for their signature. Because of the lead time for the electric boiler, it will not be installed this fall. The Airport will have rent a boiler from Harri Plumbing.

The Airport expects a proposal early next week from DOWL for the Parking Lot Repairs for their Phase II work.

Ms. Mell met with TSA (Transportation Security Administration) regarding the Outgoing Baggage Belt Repair and Replacement. The TSA Planning Team will evaluate the peak bag belt usage to determine if the existing system needs to be upgraded. There is a fairly tight timeframe on this because there is a long lead time for the equipment.

IX. **CORRESPONDENCE:** None.

X. **COMMITTEE REPORTS:**
A. **Finance Committee:** None.

B. **Operations Committee:** Chair Bedford reminded everyone that there would be a meeting on August 16.

XI. **ASSEMBLY LIAISON COMMENTS:** None.

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

XIII. **BOARD MEMBER COMMENTS:** None.

XIV. **ANNOUNCEMENTS:** None.

XV. **TIME AND PLACE OF NEXT MEETING:**

A. The Operations Committee will meet on August 16, 2022, at 2:00 p.m. in the Alaska Room and via Zoom.

B. The next regular Airport Board meeting will be held on September 8, 2022, at 6:00 p.m. in the Alaska Room and via Zoom.

XVI. **EXECUTIVE SESSION:** None.

XVII. **ADJOURN:** *Jodi Garza moved to adjourn. The motion passed by unanimous consent and the meeting adjourned by unanimous consent at 6:37 p.m.*

MINUTES of
AIRPORT BOARD MEETING
August 18, 2022
10:30 p.m. via ZOOM

I. **CALL TO ORDER:** Acting Chair Dan Spencer called the meeting to order at 10:30 a.m.

II. **ROLL CALL:**

Members Present:

Dennis Bedford

Jerry Kvasnikoff

Dan Spencer

Jodi Garza

Chris Peloso

Member Absent:

Al Clough

Eve Soutiere

Staff/CBJ Present:

Patty Wahto, Airport Manager

Ke Mell, Airport Architect

Phil Adams, Deputy Airport Mgr.

Public:

Mike Wilson, Coastal Helicopters

III. **NEW BUSINESS:**

Airport Manager Patty Wahto said a couple of projects were still pending bids and negotiated contracts. The last bid was received yesterday for the Float Pond Construction. Things need to be done in steps, where the grant is approved first and then approval of the contract award for each project. One grant application has been sent to the FAA (Federal Aviation Administration), and the other one will be sent this afternoon. The grant will then be received from the FAA. This will come before the Assembly for introduction for the appropriation of the grants on August 29, with a public hearing and actual appropriation scheduled for September 12. They will not award the contracts until the grants are in place and the money is appropriated.

A. **Ramp Improvements AIP Design Grant.** An FAA Airport Improvement Program (AIP) entitlement grant is anticipated to be awarded to JNU for Design of the 121/135 Apron Rehabilitation, New Remain Over Night (RON) Aircraft Ramp, and North Ramp Lighting, Fencing and Drainage Improvements. One bid was received from DOWL. Local match (provided by CBJ 1% sales tax) to this grant was previously appropriated. The motion will approve the FAA AIP portion of this grant for \$2,017,881. *Jerry Kvasnikoff moved the Board approve the appropriation of an FAA AIP grant award in the amount \$2,017,881 for Design Ramp Improvements Capital Improvement Project contingent upon receipt of grant. The motion passed by unanimous consent.*

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B. Ramp Improvement Contract Award to DOWL. At the last Board meeting, the Board approved a partial contract (Phase I) with DOWL for \$182,501 of this contract to get the project started using local match funding, until the FAA grant was awarded. The remaining cost of the DOWL contract is \$1,769,567. This project is FAA AIP funded at 93.75% participation with award contingent upon receipt of grant and go through the appropriation process. *Dennis Bedford moved to approve the contract for the remaining phases of the Design Ramp Improvements Capital Improvement Project to DOWL at a cost of \$1,769,567; funding provided by FAA AIP grant, contingent upon receipt of grant. The motion passed by unanimous consent.*

C. Float Pond Access Road Phase II AIP Construction Grant. The bids were received yesterday, with three bids that were very close. After all tabulations, this will be a \$2.4M project of which \$2,254,418 will be the grant award from the FAA. Again, the local match was already appropriated. When asked what the alternatives were, Ms. Wahto said Additive Alternate A is Pave Base Bid Road; and Additive Alternate B is Pave West Finger Road. *Jodi Garza moved to approve the appropriation of an FAA AIP grant award in the amount \$2,254,418 for the Float Pond Access Road Phase II Capital Improvement Project, contingent upon protest period and receipt of FAA grant. The motion passed by unanimous consent.*

D. Float Pond Access Road Phase II Bid Award. The bid award will be to Secon, the low bidder for all three portions, the base, and both additive alternates. This is part of the grant the Board just approved. It also has to go through the protest period that ends at 4:30 p.m. The grant will need to be appropriated by the Assembly after receipt of the grant from the FAA.

Bidders	Base Bid	Alternate A	Alternate B	Total Bid
SECON	\$1,144,495	\$595,000	\$532,968	\$2,272,463
Island Contractors, Inc.	\$1,103,920	\$679,200	\$597,200	\$2,380,320
Dawson Construction, LLC	\$1,247,401	\$618,827	\$525,244	\$2,391,472
<i>Engineer's Estimate</i>	<i>\$1,103,875</i>	<i>\$571,800</i>	<i>\$552,310</i>	<i>\$2,203,405</i>

Board Motion: *Jerry Kvasnikoff moved that the Board approve the bid award for the Float Pond Access Road Phase II including the additive alternates to SECON at a cost of \$2,272,463; funding provided by FAA AIP grant and local match previously appropriated; and pending protest period and contingent upon receipt of FAA AIP grant. The motion passed by unanimous consent.*

E. Emergency Replacement of Jordan Creek Culvert near Gate K. Since the August Board meeting briefing, staff has witnessed the continued pavement sinking and cracking

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spreading at the underground culvert located inside the fence. Looking into the culvert, there are two bulges showing culvert failure. Staff believes this is an emergency situation since this is the main access through Gate K, and more importantly the ingress/egress for Aircraft Rescue/Fire Fighting truck leaving the fire station to the taxiway/runway in an emergency. Staff would like to begin the investigation and design, simultaneously, to replace the culvert and repave the area. *Chris Peloso moved to approve the emergency investigation and design of the Jordan Creek culvert Gate K repairs, at a cost not-to-exceed \$50,000, funding provided by the Airport operations budget/CARES funds. The motion passed by unanimous consent.*

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

V. **ADJOURN:** *The meeting adjourned by unanimous consent at 10:45 a.m.*

From: Brian Benjamin <brianbenjamin@mac.com>
Sent: Monday, August 29, 2022 5:19 PM
To: Patty Wahto <Patty.Wahto@jnuairport.com>
Cc: Pam Chapin <Pam.Chapin@jnuairport.com>; ed@wardair.com; Scott Rinkenberger <scottr@jnuairport.com>
Subject: Flooding f/u Hangar bank M

Ms. Wahto,

Thank you for your conversation and information. I know this is a draft, but I wanted to comment on a few things.

As an overview: We continue to have issues with water infiltration into the hangars, now both in summer and winter. Before the taxiway Hotel improvement project, that repaved the entire area in-front of our hangars including (and mistakenly) within the 5 foot area directly in front, we would occasionally have water come into the hangars only in the winter when we had a heavy snow-rain-refreeze-rain that created an “ice damn” within a foot of the doors. Since the repaving we now get water winter and summer, with the major issue in the winter when the ground freezes causing frost heave which results in the asphalt extending several feet in-front of the hangars to be noticeably 1-2 inches higher than the concrete slab, thus all water runs into the hangars. It is my understanding that the area within 5 feet of the hangars are “owner/tenet responsibility” and that the airport had no right or authority to re-pave or do any work in that defined area.

Item #2

raising the concrete slab by an inch may seem like a theoretical solution, but the reality is that many of us have installed epoxy floor coating in our hangars (as I have) which would have to be ground off before any new pour is done. In addition, every last thing would need to be removed and stored elsewhere (tools, workbenches, aircraft, etc) for this to be done, which would be an undertaking. I do not want to keep my supercub outside, thus why I bought the hangar, so would the airport provide indoor space for storage?

Item #3

It seems as though the legal team that reviewed the issue either were not consider the entire story, or are ignoring the facts.

As I explained above, and as was stated repeatedly at the one board meeting where this was discussed: This was NOT an issue, or at-least not a major issue, until the airport designed, approved, and enacted the taxiway H project which including, wrongly, the repavement all the way up to our concrete slabs beyond the 5 foot easement area which is the owners'/tenets' responsibility. This was done, by the airport, without any consent by any of the Hangar owners/tenets.

Our minor water intrusion issues only in times of rare and extreme winter weather before the taxiway project/repaving have now become a major flooding problem year-around directly as a result of actions taken by the airport into and beyond our 5 foot easement without our consent. I

understand the grading issues, but, again, this was NOT a problem before the taxiway improvement/repaving into the 5-foot area.

Therefore, I would argue their conclusions regarding liability are incorrect and we would argue that the airport bears responsibility for correcting the problem created by the airport during the taxiway H repaving done within our 5 foot easement without our consent.

Thank you again for your time. You have my permission to include this email in the board information and to the lawyers as public comment from a hangar owner.

If you could please forward me the details, I will try to listen into the next board meeting.

Thank you for all of the excellent work you do for the airport and the community,

Brian Benjamin, MD

AIRPORT MANAGER'S REPORT

1. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). The Airport Fund Balance reflects what is reported to/adopted by the Assembly, and aligns with the CBJ Comprehensive Annual Financial Reports (CAFR). The report also reflects updated/revised FY21/22 budget amounts based on the February 18, 2021, Airport Board meeting, including the proposed use of CARES Act funds to cover the projected operational budget deficits. The CRAB reflects the approved use of the additional \$108K for funding the Float Pond Phase 2 Design work until the grant is awarded after bidding. Note, while the Assembly recently adopted the budget, this has not yet updated to reflect FY22 Projected. The update does now include the FY23/24 budgets as shown in the June 2022 CAFR.

2. CARES/CRRSAA/ARG Fund Balance (Attachment #3). The breakdown of CARES Act/CRRSAA funds used and proposed to be used/proposed to-date is detailed below. This is an update based on June Board motions, bids and updates to accruals. Attachment #3 shows the updated spreadsheet of the projects and expenses for the CARES Act funds. The list shows the projects and funding already in use, as well as projects for consideration. At this time, the Airport is looking at approximately \$7M still available and looks to the Board for approval on additional projects. The spreadsheet provides further detail for the table (below). Two items have been lowered; fork lift actual is slightly lower than the \$50K estimate, and the continuation of the terminal lighting was determined FAA AIP eligible, so decreased \$75K. The two highlighted items (Snow Removal Equipment Building pump and Sand/Chemical Building boiler) are anticipated to increase due to added requirements (TBD, will advise the Board).

CARES/CRRSAA/ARG Act Use		9/1/2022	
30,590,133	Grant awards*		
(727,145)	FY20 Operational Expenses		
(3,427,111)	FY21 Operational Exp incl tenant relief; yearend		
(602,375)	FY21 Airport GO Bond debt service		
(662,625)	FY22 Airport GO Bond debt service		
(203,028)	TWY Regulator Upgrade (appropriated)		
(1,610,000)	Bag Belt Replace - Est; + \$50K design (10/21)		
(600,000)	Parking Lot Design (max) - Estimate		
(238,400)	Bagwell Gas Detect \$43k desgn+construct 195.4k pend		
(165,000)	SREB Circulation Pump Upgrade *May 22 bids		
(175,000)	Sand/Chem bldg Back-up Boiler TBB July 2022		
(48,715)	Forklift vehicle		
22,130,734	Balance		
	<i>Proposed Use</i>		
(98,347)	Required Concession Relief (not for other use)		
(1,200,000)	FY22 Tenant Rent Relief (est)		
(2,192,800)	FY22 Operational Expenses (est) + 107.9K int hit		
(1,200,000)	FY23 Tenant Rent Relief (est)		
(1,572,100)	FY23 Operational Expenses (est)		
(1,421,500)	FY24 Operational Expenses (est)		
(660,300)	FY23 Airport GO Bond debt service		
(657,000)	FY24 Airport GO Bond debt service		
	April 2022 Board Project Approvals		
(100,000)	Terminal Seating		
0	Terminal Lighting		
(350,000)	Terminal Ceiling		
(20,000)	Man Lift		
(35,000)	Fuel Station Access Control & Generator		
(20,000)	TSA Bag Screening Floor		
(32,000)	SREB Wash Bay Protection		
(296,400)	NWDA Electrical Upgrades		
(190,000)	Float Pond Electrical Upgrades		
(5,000,000)	Parking Lot Construction -TBD -Est (in design)		
7,085,287	<i>Proposed/estimated balance FY22 end</i>		

3. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineering Project Reports:

- **United Parcel Service (UPS) Package Bin Theft**. With the limited hours of operation, customers are dropping outbound (return) packages into one of two drop boxes at UPS which

fill/overflow quickly, and subsequently theft of packages. Airfield crew found the remains of several opened packages that were stolen from the overflow and pilfered through in an adjacent area at the Airport. The Airport contacted UPS who is working to get larger drop boxes (which will take time) as well as possible increase in hours of operation in the interim.

- **UPDATE - Title 49 (Jordan Creek) Variance Request.** Title 49 Variance and Permit Applications, along with supporting documentation, were submitted to CBJ Community Development Department (CDD) on March 15, 2022. The Airport has now submitted everything requested by CDD for the variance request outside the fence along Jordan Creek (requesting limbing and vegetation removal along Jordan Creek on Airport property). The Airport is now waiting for the date for the **Planning Commission Hearing**. The variance request highlights safety, security and law enforcement. Staff worked with John Hudson, Southeast Watershed Coalition to produce a detailed mapping of the 0-25ft, 25-50ft areas where cutting and limbing is proposed. Once all information supporting the variance is submitted, CDD staff will reschedule and a staff report will be available at <https://juneau.org/community-development/planning-commission>.
- **NO CHANGE – Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting.** Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. The language would add MALSR equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA even if paid for through Airport Improvement Program (AIP) funding. This is now pending final Senate and House approval.
- **NO CHANGE – Alaska Department of Natural Resources (DNR) Land Conveyance/Easement.** During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted and required additional land (safety area) at each end of the runway. The installation of the Runway 8/26 approach lighting (MALSF (Medium Intensity Approach Light Systems with Sequenced Flashing Lights)/MALS (Medium Approach Light System)) requires easement into State wetlands. Two tracts of land at each end are in the process of finalize conveyance to the Airport. Staff is working with DNR to close out this project. The conveyance process is in final DNR review. Airport staff and DNR expect that the final review and recording will occur later this fall. A third tract of land (west end) that is currently used for FAA approach lighting is easement only.
- **NO CHANGE - Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP).** Continued testing, tenant paperwork requirements and program update.
- **NO CHANGE - Spill Prevention and Control Countermeasure (SPCC) Plan.** The Airport reviewed another draft SPCC plan, provided comments and should have the final draft in hand for review soon. This is an ADEC requirement.

- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, survey the test wells to determine flow direction, including two private wells within the test radius.
 - **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.
 - **NO CHANGE** – *Juneau Douglas North Crossing Project – PEL Study*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. Please visit the ADOT website for the project www.idnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.
 - **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.
 - **NO CHANGE** – *FAA Disabilities Compliance and Title VI Review*. Staff will be following up the plan and self-evaluation programs now that the terminal has substantial completion.
 - **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.
 - **NO CHANGE** – *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.
 - **NO CHANGE** – *TSA passenger screening checkpoint equipment*. This project has been put on hold due to construction requirements for the larger equipment.
 - **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to look at maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.
4. Airport Project Manager Reports (Attachment #4 and #5)

ATTACHMENT #2

Section G, Item 4.

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

*Represents all three Capital Accounts: Airport Revolving Captial Reserve Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

**Terminal bonds have been sold; all funding is in place; temp forward funded \$675K to be credited once Controller's completes transfer back to acct

ATTACHMENT #2

Section G, Item 4.

AIRPORT

	FY21 Actuals	FY22		FY23 Adopted Budget	FY24 Approved Budget
		Amended Budget	Projected Actuals		
EXPENDITURES					
Personnel Services	\$ 2,892,100	2,988,200	2,837,700	3,261,400	3,295,600
Commodities and Services	5,095,700	5,065,700	5,360,900	5,570,700	5,623,900
Capital Outlay	27,600	-	433,000	-	-
Debt Service	2,073,500	2,722,300	2,722,300	2,721,100	2,719,600
Support to:					
Debt Service	602,400	662,600	662,600	660,300	657,000
Total Expenditures	10,691,300	11,438,800	12,016,500	12,213,500	12,296,100
FUNDING SOURCES					
Charges for Services	2,892,900	3,368,200	3,633,300	4,173,900	4,326,900
Licenses, Permits, and Fees	336,800	342,000	451,000	455,000	480,000
Sales	4,000	4,000	4,000	4,000	4,000
Fines and Forfeitures	1,800	8,000	5,000	8,000	8,000
Rentals and Leases	945,300	1,039,200	2,243,400	2,359,100	2,419,100
Federal Revenue	16,111,900	3,779,300	3,249,300	2,360,100	2,206,200
State Shared Revenue	112,400	-	50,000	100,000	100,000
Investment and Interest Income/(Loss)	90,900	54,000	(85,100)	22,800	22,800
Other Revenue	79,500	9,500	9,500	9,500	9,500
Total Funding Sources	20,575,500	8,604,200	9,560,400	9,492,400	9,576,500
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	1,412,800	11,563,200	11,563,200	8,840,900	6,119,800
Increase (Decrease) in Reserve	10,150,400	(2,722,300)	(2,722,300)	(2,721,100)	(2,719,600)
End of Period Reserve	\$ 11,563,200	8,840,900	8,840,900	6,119,800	3,400,200
Available Fund Balance					
Beginning of Period	3,699,800	3,433,600	3,433,600	3,699,800	3,699,800
Increase (Decrease) in Fund Balance	(266,200)	(112,300)	266,200	-	-
End of Period Available Fund Balance	\$ 3,433,600	3,321,300	3,699,800	3,699,800	3,699,800

*FY22 not closed out yet

ATTACHMENT #3					
Projects for CARES Funding					
9/1/22					
Project #	Project Name	Cost Est.	Board Approved	Description	Status
	Public Parking Rehab - Design	\$600,000	\$600,000	Design Long, short, employee, rental car	Board approved
	SREB Circulation Pump Replace	\$165,000	\$165,000	Updated May 2022 Board meeting bid \$156.2K	Board approved
	Outbound Bag Belt/ Conveyor Sys	\$1,610,000	\$1,610,000	Design/Construct motor,belts, fire door, MCP	Board approved
	Sand/Chem Back-up Boiler	\$175,000	\$175,000	in design, tbb in July 2022	Board approved
	TWY Regulator Upgrade	\$203,028	\$203,028	cost	Board approved
	Bagwell Gas Detection System	\$238,400	\$238,400	Design and Replace pend bid approv \$195.4K	Board approved - pending
	Forklift for SREB/SCAB Chem	\$48,715	\$50,000	Approved Dec 2021	Board approved
1	Public Parking Rehab	\$5,000,000		LT, ST, employee, rental car, lighting, drainage ADA	
2	Terminal Seating	\$100,000	\$100,000		Board approved
3	Terminal Lighting Replacement	\$0	\$75,000	LED replace fluorescent old/remaining terminal	FAA Elig now
4	Acquire Man Lift	\$20,000	\$20,000	In-terminal Man Lift for maintenance/cleaninng	Board approved
5	Fuel Station Access Control	\$20,000	\$20,000	Automated fuel access control	Board approved
6	Fuel Station Back-up Generator	\$15,000	\$15,000	In-Line and portable generator + enclosure cost ??	Board approved
7	TSA Bag Screening Floor Replace	\$20,000	\$20,000		Board approved
8	Ceiling Tiles Replacement Old/DL	\$350,000	\$350,000	350k-1M Bulk tile order replace all remaining	Board approved
9	SREB Wash Bay Protection	\$32,000	\$32,000	Ext curtains, ceiling protect, seal/paint dr	Board approved
10	Compactor Relocation / Replace	\$350,000		\$250k design/pad electrical \$100K compact	
11	Blk M, N, O trench drain/paving	\$1,000,000		Est for trench drains and paving	
12	Blk O paving behind hangars	\$280,000		may combine with above	
13	North AK Seaplane/Ward Paving	\$150,000		between tenant lease and TL, TL repair work	
14	Power/Electric to Float Pond	\$190,000	\$190,000	est only to extend down north rd, not to each dock	Board approved
15	Water/Sewer Float Pond/Other			TBD	
16	NWDA Electrical 3-Phase Site Only	\$296,400	\$296,400	brought to box only, not to lease lots update 6/22	Board approved
17	Biffy Dump Station	\$90,000		DOES NOT INCLUDE DESIGN/CA	
18	Compass Rose	\$10,500		Siting only; not include painting	
19	Penthouse (2009) DOAS Repair	\$100,000		est for entropy wheel compressors, etc	
20	Alex Holden Re-design/Repave	\$2,100,000		Cargo Road, raise bed, curb gutter, drainage, pave	
21	Sidewalk Blower/Plow	\$30,000			
22	SREB Maintenance /Addition	\$12,300,000		Est ECI, FAA ineligible maintenace bays/shops	
23	Penthouse (2009) Cooling System	\$30,000		erminal project	
24	Sand/Chem Ship Ladder - Mix Tank	\$15,000		plus shipping??? 2019 quote	
25	Floor Tile Replacment Dep. Lounge	\$10,000			
26	Lighting&Cameras/Security Upgrade			no est yet	
27	Coastal Helicopter Paving			TBD...part of RON parking in master plan	
28	Chain Drive Security Gates			tenant request	
29	Anchor West End Pull-out				
30	Power to N Terminal Ramp Side			tenant request	
31	Water to N Terminal Ramp Side			tenant request	
32	Lactation Pods North End			tenant request; not federal requirement	
33	Food Concession 1st Floor			tenant request; concessionaire viability	
		\$25,549,043	\$4,159,828		
		Total Project	Approved spending	NOTE: Projects only, not operational uses	



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: August 31, 2022

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *Harri Plumbing's contract has been extended for 60 days (to October 7, 2022 for Substantial Completion and November 5 for Final Completion). We are negotiating the installation details for the alternative variable frequency drives (VFDs) that Harri Plumbing has proposed substitutions for those specified. The pumps and the alternative VFDs are in Juneau. (Harri Plumbing will absorb the cost and use the alternative VFDs on another project if they are not approved for this project). The specified VFDs that control the pumps have a 50-52 week lead time, which would put Substantial Completion in mid-summer 2023 and force JNU to heat the SREB with the electric boiler all next winter.*

Bagwell Mechanical Repairs: *Schmolck Mechanical provided a schedule allowing three and one-half months of lead time for the equipment being ordered, and anticipating construction after the first of the new year, with closeout in mid-February, comfortably before the early March 2023 contractual Substantial Completion.*

Sand/Chemical Back-up Electric Boiler: *Morris Engineering is finalizing their study of the heating and electrical loads associated with the future SREB addition and have determined where to draw power from SREB for the Sand/Chemical electric boiler with no impact on SREB's current operations and minimizing the impact on the SREB future addition. Morris Engineering and team are finalizing the construction documents. Due to boiler lead times, we expected installation in early spring 2023. This will require renting the temporary boiler from Harri Plumbing again this coming winter. John is working with Purchasing on this.*

Parking Lot Repairs: *We have received a Scope of Work from DOWL for Phases 2 through 5, which takes us through the rest of design, construction documents, and bidding. **We await their fee proposal for the work.** DOWL completed their Phase 1 (Site Investigation and Concept Development) work and presented it to the Board at the July 14 meeting. On September 1, JNU will meet with Republic Parking to discuss their operations during the two construction seasons—2023 and 2024. It would be too disruptive to attempt all the work in one season. JNU is also looking at options for temporary employee parking during construction. With regard to parking after construction, JNU staff are looking at automated parking options that would enable the Airport staff to manage parking, with a potentially significant increase in revenue.*

Airport Architect's Report
August 31, 2022
Page 2

Gate 5 Passenger Boarding Bridge Replacement: *Jensen Yorba Wall Architects and their aviation planners are working with JNU, Delta Air Lines, and Alaska Airlines to determine needs and evaluate options. Deliverables are due September 29, 2022. The work is funded by JNU's local match until the Board and CBJ Assembly approve the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant for design.* The remaining design work will be issued a Notice-to-Proceed upon grant appropriation, expected after the CBJ Assembly's September 12 meeting. JNU has received the Categorical Exclusion (CATEX) Determination for environmental from the FAA.

Outgoing Baggage Belt Repair/Replacement:

The Transportation Security Administration's (TSA) planning team is evaluating the Airport's peak bag load to determine if the system needs to be upgraded in accordance with TSA's Planning Guidelines and Design Standards, ver. 7.0, released October 8, 2020. Considering the system as a totality in light of the most current TSA guidance may be a more appropriate solution than piecemeal replacement of about half of the individual baggage handling belt units.

Jensen Yorba Wall provided 100% bid documents on June 3 to replace about half of the individual units on a one-for-one basis. Current information as to manufacturers' lead times suggests that from bid to installation would be approximately one year. Regardless of the route taken (system replacement or one-for-one replacement), staff will coordinate the installation schedule with TSA, Alaska Airlines, Delta Air Lines, and JNU staff.

Terminal Hazmat Report: Dahlberg Design has a contract to review documentation, sample and test as required to provide a written record of hazmat materials in the remaining portions of the terminal building that have not been renovated since hazardous materials were routinely used in building construction. This contract does not include remediation of remaining hazmat; any necessary remediation will be incidental to a capital improvement project. *Sampling is expected to begin shortly.*

TSA Bag Screening Flooring Replacement: After receiving the Terminal Hazmat Report (see preceding project) which will include the flooring in the TSA Bag Screening area, options will be scoped within the Board approved \$20K budget.

Terminal Furnishings: Work continues. Per Patty's direction, staff is coordinating the best use of the existing terminal furnishings and purchase more as appropriate, starting with more slings/beam lounges (silver frames w/black seats). A cost estimate will be prepared based on cooperative purchasing agreements and needed quantities. The nearly complete terminal renovation expands public areas, necessitating additional furnishings, as well as repair/replacement of severely worn existing furnishings. The Board approved the use of up to \$100K of CARES funding at the May 2022 Board meeting for these furnishings.

Alaska Seaplanes Building

JNU continues working with Corey Wall of Jensen Yorba Wall (architect for Alaska Seaplanes) on the building layout.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: September 1, 2022

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In August, Dawson Construction continued to work on the project punch-list items, completing more of the work items required by the original construction contract, and completing more of the work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Order.

Look Ahead to Upcoming Activity. The Contractor's schedule for September calls for the continued effort to complete all outstanding project work items. This work will include modifications to the control of the existing air-handler in the Air Traffic Control Tower, replacement of the acoustic ceiling tiles throughout the terminal, modifications to the Lumicor panels at the main stair, the installation of the stainless steel handrails at the second floor ramp, the installation of the glass guardrail assembly around the second floor light-well, the installation of the replacement light fixtures throughout the terminal, and the installation of the new 135 ramp lighting.

JNU has requested and received approval from the CBJ City Manager to utilize a Supplemental Agreement to expand the scope of the BE20-020 contract to include Dawson Construction's proposal for RFP 177 which will replace all remaining 2'x2' acoustic ceiling tiles throughout the terminal. Dawson's proposal excluded the relocation of ceiling mounted devices (fire alarm horns and strobes and public address speakers) so this work will need to be addressed as part of the Terminal Fire Alarm Upgrade project. Dawson has advised that the new ceiling tiles have been ordered and they will advise as to when they are scheduled to arrive. JNU also requested and received approval from the CBJ Assembly for a Supplemental Agreement to continue the floor tile on the first floor through the east wing/bag claim area. The cost for the tile installed is \$176,266.32 funding through the terminal local match. Timing of install TBD.

The manufacturer's re-inspection of the new terminal roof assembly is now scheduled to occur later this month. This inspection is necessary as it will initiate the manufacturer's 30 year roof warranty.

JNU continues to coordinate with Dawson Construction on scheduling the Owner training sessions for the new mechanical systems, the new electrical systems, and the access control systems.

Terminal Fire Alarm Upgrade: Johnson Controls and their electrical subcontractor Alaska Electric are currently working on the final testing of the new fire alarm detection, annunciating devices and public address systems.

Look Ahead: The Contractor's schedule for September calls for the completion of all system start-up and testing.

JNU will soon be issuing a Request for Proposal to Johnson Controls to relocate the existing ceiling mounted fire alarm devices and speakers in the areas where Dawson Construction will be replacing the acoustic ceiling tiles. The work will include the removal of the ceiling mounted devices from the old ceiling tiles, and mount them in the new ceiling tiles.

The Substantial Completion date is currently identified within the BE21-159 contract as April 1, 2022, but is going to be extended by Change Order. Haight & Associates (Electrical Engineer & Designer of Record) remains under contract and is providing construction administration services for this project.

Main Ramp (Part 121/135) Rehabilitation & Remain Overnight (RON) Jet Parking Design. DOWL has begun work on the initial information gathering phase for the ramp project. They have begun building the project stakeholder contact list, and will be conducting the first stakeholder meeting on September 7, 2022. Their surveyors have begun work within the proposed RON area, and within the 121 ramp and 135 ramp areas. DOWL has also begun coordinating with the Jensen Yorba Wall (JYW) design team that is working on the Gate 5 Passenger Boarding Bridge (PBB) replacement project and the new Alaska Seaplanes facility.

DOWL has started work on the development of the project Construction Safety Phasing Plan (CSPP) and is currently working with JYW Architects to coordinate the RON-AOA (airport operations area) project schedule with the Gate 5 PBB project schedule. JYW has been asked to determine what the lead-time will be for the new PBB.

The project schedule is still calling for bidding the construction of this project in the spring of 2023.

Sand/Chemical Building – Roof Warranty: No change since last report. In July, a representative from Carlisle SynTec Systems performed an inspection of the Sand/Chemical roof installation as installed by Dawson Construction. This inspection identified a number of items that Carlisle wanted to have revised / re-worked. Dawson began this repair work last week, and this effort has introduced a number of roof leaks. Both old and new. JNU has issued two previous deficiency notices to Dawson Construction relating to roof leaks, in addition to numerous notices reporting leak activity. JNU is now asking Dawson Construction to open up the roof in the leak area to allow an inspection for water damage within the assembly.

Carlisle has not yet re-inspected this roof installation, and has not yet issued the manufacturer's roof warranty.

Sand/Chemical Building - Commissioning: No change since last report. JNU has directed PDC Engineers to suspend work on the commissioning effort on the Snow Removal Equipment Building (SREB) and Sand/Chemical building mechanical systems until GSHP-1 has been repaired, and until SREB pumps P-1A and P-1B have been replaced.

Float Pond Improvements – Phase 2: Three bids were received for this project, and they were opened on August 27. The apparent low bidder was SECON who submitted a total bid of \$2,272,463. (Base bid plus additive alternates A and B). The award of this bid is pending approval by the Federal Aviation Administration (FAA) and the City Assembly.

The FAA grant money for this project was rolled over to FFY 22 Airport Improvement Program (AIP) entitlements to facilitate this bid schedule.

The scope of work for the project will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing/re-positioning 14

of the existing concrete float plane dock headwalls. The order of the work is critical with the pond embankment needing to be done prior to the road work. Staff and PND are working on this schedule since the pond will need to be drained for this work during the winter months, while also coordinating the timing of the grant.

Runway Safety Area (RSA) Expansion Phase IIC: No change since last report. The project has been determined to be Substantially Complete, and both JNU and DOWL continue to work with the Contractor (SECON) on finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: JNU has received the Owner training for the clean agent fire extinguishing system that has been installed within the new Snow Removal Equipment Building (SREB) Airfield Lighting Regulator Vault (ALRV). With that training complete, and with the clean agent system activated, the ALRV can now be considered to be Substantially Complete and this project can now move into the punch-list and close-out phase.

Outstanding issues:

- Maintenance contract with NC Machinery / CAT for the new generator.
- Maintenance contract with Johnson Controls to provide bi-annual code required inspections of the clean agent system.

Construction Administration & Inspection services continue to be provided by DOWL who is serving as the Project Engineer. Field inspection work is being provided by Morris Engineering Group under contract to DOWL.

Runway Visual Range (RVR) Replacement. The FAA has reported that they have completed all work on the replacement of their RVR equipment. The RVR system (measures visibility for instrument approach aircraft) is back on-line. With this work completed, JNU can now switch the control of the airfield lighting from the old ALRV to the new ALRV.

Lavatory Waste Dump Site: No change since last report. JNU has updated the project construction cost estimate (\$94K), and the overall project budget (\$128K) based on a budgetary fee estimate (\$19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Other Projects: From the April 6, 2022, Airport Board Finance Committee:

Hangar M Site Survey & Topo: No change since last report. JNU received DOWL's topographic map of the site that surrounds the Block M hangars. This map confirms that the surrounding site is extremely flat. It also confirms that the recent work that introduced a trench drain along the south side of the hangar did introduce positive drainage / fall away from the south facing hangar doors. The map also shows that there are areas on the north side of the hangars where the asphalt surface slopes towards the hangar doors. The next step in this investigative process will be to evaluate what can be done on such a flat site to improve drainage away from this hangar.

SREB Wash Bay Water Protection: No change since last report. JNU has issued an updated RFP package to Dawson Construction (the next available Contractor on CBJ Engineering's Term Contractor contract list) for this work. The RFP is asking for a proposal to patch and paint the water damaged gypsum wallboard; to prep, seal and re-paint the interior face of the exterior vertical lift door; and to furnish and install splash curtains and plastic panel ceiling splash protection. Dawson has not yet submitted this proposal.

Fuel Station Access Control/Fuel Monitoring/Tracking: No change since last report. On September 28, 2021, JNU received a fee proposal from RESPEC (formerly Haight & Associates), in the amount of \$4,730 to provide the necessary design documents to expand the diesel-gasoline fuel dispenser system at the NWDA Fuel Station to include access control and fuel usage tracking features. Haight & Associates has been asked to review the site controllers offered by Gas Boy, which is the manufacturer of the Fuel Station fuel pumps. JNU has not yet accepted this proposal.

This work is needed to introduce a reliable theft-prevention system and fuel usage tracking system to the new fuel station. The current set-up cannot track fuel usage in any way, and relies on the use of padlocks on the pumps to prevent unauthorized use / theft.

Fuel Station Back-up Generator: No change since last report. JNU is currently looking into available options (portable generator vs. fixed mounted) for an emergency power source for the Airfield Maintenance fuel station.

The fuel station is currently not connected to any emergency / stand-by power system. In the event of an area-wide power outage, JNU has no safe way to transfer fuel out of the new storage tanks. This work is needed to provide a back-up power system to power the fuel station in the event of utility power loss.

Power to Float Plane Pond: Alaska Electric Light & Power (AEL&P) has completed work to extend a new 15KV 3-phase electrical service to the west end of the float pond. Power has been connected to the valve vault and Airfield Maintenance staff have confirmed that the 36-inch valve actuator, lights and heat are now operational.

This electrical service is now available to those operators that have floats along the north side of the float pond. These operators need to contact AEL&P directly to arrange for hook-ups.



Photo 01: AEL&P preparing the transformer pad near the west end of the float pond.

Upgraded Power to the Northwest Development Area (NWDA): Alaska Electric Light & Power (AEL&P) is currently working to extend a new 12.5 KW 3-phase electrical service into the NWDA. This work will provide upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA.

JNU is working with RESPEC (Ben Haight) to review the power and data/communication distribution plan for this project.

Gate K (Crest Street) Culvert at Jordan Creek: JNU has contracted with proHNS to provide a condition survey of the large half-arch culvert that crosses under the airfield access road at Jordan Creek. Engineers from proHNS completed their site inspection on Friday, August 26, and while on site confirmed that the culvert exhibits deformation, and that the location of the deformed area corresponds to the depression in the asphalt paving above. Following this inspection, it was the opinion of the engineers that the culvert was not in danger of imminent collapse, but did need to be replaced as soon as practical.

JNU, working with CBJ Engineering/Contracts, has issued an RFP to proHNS to provide a proposal to provide design services to complete bidding and construction documents for the replacement of the culvert.



Photo 02: Visible deformation in the north wall of the culvert.



Photo 03: Extent of depression in the asphalt paving directly above the culvert.