



AIRPORT BOARD AGENDA

November 10, 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 NOVEMBER 9, 2022

- A. CALL TO ORDER**
- B. ROLL CALL**
- C. APPROVAL OF MINUTES**
- D. APPROVAL OF AGENDA**
- E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
- F. UNFINISHED BUSINESS**

1. **Public Seating for the Terminal.** At the April 13, 2022, Airport Board meeting, the Board approved several projects from the CARES 'wish list', as recommended by the Airport Finance Committee. One of those items was the public seating for the airport terminal at an estimated cost of \$100K. The Airport has lacked seating for some time and with the new layout more seating is needed. The departure lounge is severely lacking sufficient seating. Staff plans to pull out all the soft seating from the departure lounge (which takes up too much room and encourages sleeping where seating is limited), place that in the second level waiting area (old dining area) and add the traditional sling back seating in the departure lounge. Configuring this new layout would allow for an addition of more than 100 seats in the departure lounge, plus additional seats that that would take the place of the soft seating.

Staff has been investigating options for seating and decided that the sling back seating (also known in the trade as beam lounges) is the best option for durability, cleaning, to increase seating capacity in the Departure Lounge, and for the rest of the terminal. It was not known what type of seating or how many seats would be needed until a seating layout (including clearances) was completed. Maximizing configuration and spacing would require purchasing 21 two-seater, 33 four-seater, and 17 five-seater units; for a total of 259 new seats for the terminal. Some of the units omit arms between seats for additional space or families. Two quotes were received for budgeting purposes only, ranging from \$180K to \$380K for the various 'lines' of seating. The quotes are for high quality furnishings specifically intended for airports, rail terminals, and other high-traffic public waiting spaces. There are additional costs for shipping and added features (in-seat charging stations). The line for the \$380K is the same seating (Herman Miller) that we currently have in the departure lounge/terminal. This line has lasted a long time with only fabric replacement on a ten-year cycle. The less expensive lines are similar with some stylistic differences and an unknown useful life cycle.

Staff is reupholstering the soft seating for the old dining area, and acquired benches for the main entrance. Procurement could go through a Cooperative Purchasing Agreement for quick ordering or putting it out to bid for possible competition, which would be a lengthy process. Staff would like to pursue the furniture order now so that any delays do not impact the sunset date of CARES funding for long lead items. Staff would like Board approval to purchase the number of chairs needed including some in-seat charging stations where electrical is available, rather than stay within the \$100K range.

Motion: The Board approve an additional \$350K in funding for the slingback terminal seating and charging features, funding provided by the Airport CARES funds.

G. NEW BUSINESS

- [2.](#) Airport Manager's Report
- [3.](#) Projects Update - Mike Greene
- [4.](#) Projects Update - Ke Mell
- [5.](#) Airfield Update - Andres Delgado

H. CORRESPONDENCE

I. COMMITTEE REPORTS

- 6. Finance Committee
- 7. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE: December 8, 2022

O. EXECUTIVE SESSION

P. RED FOLDER: SUPPLEMENTAL MATERIAL

- 8. **Setbacks for Alaska Seaplanes New Building:** Alaska Seaplanes' new building immediately north of the JNU terminal building has been subject to extensive negotiations to ensure that the new building meets the needs of JNU, Alaska Seaplanes, and is in the public interest. JNU and Alaska Seaplanes agree that the public interest would be best served by a waiver of the 5 foot setback from lease lot lines for Lease Lots 1 and 2 leased by Alaska Seaplanes, per CBJ Title 5 Chapter 5.20 Airport Lands [05.20.020(l)]. This would allow their building to line up with the terminal as well as the in-place canopy that Alaska Seaplanes purchased from the Airport Terminal renovation project.

Board Motion: "Approve to waive the 5 foot setback from lease lot lines for Lease Lots 1 and 2 leased by Alaska Seaplanes for their new building immediately north of the JNU terminal building, per CBJ Title 5 Chapter 5.20 Airport Lands [05.20.020(l)]."

Q. 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.

AIRPORT MANAGER'S REPORT

- a. Underground Storage Tank (UST) Follow-up. Staff looked at the documented chart of UST for fuel tanks. The only remaining tank list for the City & Borough of Juneau (CBJ)/Airport (JNU) ownership is the one at the old shop that is in design and proposed to be removed and replaced with an above-ground tank. The remaining USTs are privately owned. Staff is looking for a disposition on these tanks (abandoned in place, certified abandoned or if they have been removed) so that our records can document the status.

- b. Federal Aviation Administration (FAA) Annual Certification Inspection. FAA Certification Inspector Matt Stearns was in Juneau October 31 – November 2, 2022, for the annual airport certification inspection. Inspector Stearns was pleased with the inspection and complimented JNU in all aspects of the inspection. Two 'write ups' were noted, one of which was closed on the spot. JNU (ARFF (Aircraft Rescue Fire Fighting)) has until June 1, 2023 to submit a training curriculum and prop for turret training. Inspector Stearns did note some recommendations, in particular with the ARFF Chief and trainer (dual role) only being half-time. In an airport the size of Juneau, this should be a full-time position since they can be pulled to land-side incidents (which is what occurred during the inspection), plus the sheer time involved in training the crew and availability. Staff will be looking at this with the upcoming budget.

- c. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1 – no change from September Board agenda). 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.

- d. CARES/CRRSAA/ARG Fund Balance (Attachment #2). 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 #2 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 just under \$6.4M still available and looks to the Board for approval on additional projects. The spreadsheet provides further detail for the table (below). This may adjust slightly based on the Board's decision for the terminal furniture acquisition.

CARES/CRRSAA/ARG Act Use		10/5/2022
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	
(572,200)	Gate K Culvert Replace (\$49.1K +\$523.1K est)	
(120,000)	Old Shop UST remove/replace/cleanup	
(5,000,000)	Parking Lot Construction -TBD -Est (in design)	
6,393,087	<i>Proposed/estimated balance FY22 end</i>	

e. 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:

- **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) and updated in September 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). CDD has now **scheduled** the **Planning Commission Hearing for November 22, 2022**. 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. CDD staff is reviewing the documents and preparing their staff report which will be available at <https://juneau.org/community-development/planning-commission/>.

- **UPDATE** – *Juneau Douglas North Crossing Project*. 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.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com. The next TAC meeting is scheduled for Thursday, November 17, 2022, at 1:30 pm at the Juneau Arts & Humanities Council.
- **NO CHANGE** – *Transportation Security Administration (TSA) passenger screening checkpoint equipment*. This project has been put on hold due to construction requirements for the larger equipment. The TSA has begun the roll-out of the Credential Authentication Technology (CAT) at JNU. This technology that travelers are seeing at larger airports allows for TSA to scan Real ID, passports and authenticated identification (scannable) at the passenger screening checkpoint that presents all travel information without the use of a boarding pass. TSA plans to use both the older and new technology for a while; eventually transitioning to just the new CAT system.
- **NO CHANGE** - *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They are performing weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt.
- **NO CHANGE** - *United Parcel Service (UPS) Package Bin Theft*. Staff continues to work with UPS regarding the outgoing drop-boxes that fill/overflow quickly, and subsequent theft of packages.
- **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** – *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. More testing is scheduled for October.
- **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** – *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 follow up the self-evaluation programs with the terminal substantially complete.
- **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** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

ATTACHMENT #1

Section G, Item 2.

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 reimb
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimb
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 #1

Section G, Item 2.

AIRPORT

		FY22		FY23	FY24
	FY21	Amended	Projected	Adopted	Approved
	Actuals	Budget	Actuals	Budget	Budget
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 #2					
Projects for CARES Funding				10/6/22	
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	Gate K Culvert Replacement	\$572,200		culvert/pavement failure \$49.1K eng/CA, \$523.1K est	New Pending
18	Old Shop UST remove/replace	\$120,000		remove UST/replace above ground tank/cleanup	New Pending
19	Biffy Dump Station	\$90,000		DOES NOT INCLUDE DESIGN/CA	
20	Compass Rose	\$10,500		Siting only; not include painting	
21	Penthouse (2009) DOAS Repair	\$100,000		est for entropy wheel compressors, etc	
22	Alex Holden Re-design/Repave	\$2,100,000		Cargo Road, raise bed, curb gutter, drainage, pave	
23	Sidewalk Blower/Plow	\$30,000			
24	SREB Maintenance /Addition	\$12,300,000		Est ECI, FAA ineligible maintenace bays/shops	
25	Penthouse (2009) Cooling System	\$30,000		erminal project	
26	Sand/Chem Ship Ladder - Mix Tank	\$15,000		plus shipping??? 2019 quote	
27	Floor Tile Replacment Dep. Lounge	\$10,000			
28	Lighting&Cameras/Security Upgrade			no est yet	
29	Coastal Helicopter Paving			TBD...part of RON parking in master plan	
30	Chain Drive Security Gates			tenant request	
31	Anchor West End Pull-out				
32	Power to N Terminal Ramp Side			tenant request	
33	Water to N Terminal Ramp Side			tenant request	
34	Lactation Pods North End			tenant request; not federal requirement	
35	Food Concession 1st Floor			tenant request; concessionaire viability	
		\$26,241,243	\$4,159,828		
		Total Project	Approved spending	NOTE: Projects only, not operational uses	



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: November 2, 2022

RE: Projects Office Monthly Report

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

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

Work completed in October included the installation of the six (6) new building mounted high-efficiency LED light fixtures that now illuminate the 135 ramp. See photo below. Dawson Construction also worked on the installation of the new ceramic floor tile within the baggage claim area and on the replacement of the acoustic ceiling tiles throughout the terminal.



PHOTO 01: The six new LED ramp lighting fixtures are shown on the left-center of the photo. The two old fixtures are shown on the right.

Look Ahead to Upcoming Activity. The Contractor's schedule for November calls for the continued effort to complete all outstanding project work items. This work will include repairs to the existing terminal heat pumps, 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 glass guardrail assembly around the second floor light-well and the balancing of the entire terminal Heating, Ventilation, and Air Conditioning (HVAC) equipment systems.

Terminal Fire Alarm Upgrade: Johnson Controls and their electrical subcontractor Alaska Electric continue to work on testing the new fire alarm detection, annunciating devices and public address systems.

Johnson Controls continues to work on the relocation of the existing ceiling mounted fire alarm devices and speakers within the new acoustic ceiling tiles. Johnson Controls continues to investigate and correct the numerous fire alarm trouble signals that have appeared within the terminal fire alarm panel following two years of construction within the terminal. These trouble conditions were the result of above-ceiling work that was performed by multiple contractors, by multiple trades and by selective demolition work that was performed by the Owner.

Look Ahead: The Contractor's schedule for November calls for the completion of the work associated with RFP 05 and RFP 06, and the completion of all system start-up and testing.

JNU has issued Change Order 03 to Johnson Controls which incorporated RFP 05 and RFP 06 into the BE21-159 contract. This Change Order also extended the Substantial Completion date from April 1, 2022 to October 28, 2022.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration services for this project.

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design. DOWL has fallen behind schedule on the development of their design and bidding documents for the initial construction phase (Bid Package A) of this project. This first phase is intended to address the construction of the new RON aircraft parking area, the construction of the new RON ramp area and revisions to the Gate 5 ramp. The 50% design development drawings for this work, which were due at the end of October 2022, have not yet been submitted to JNU for review.

JNU continues to work with DOWL to see what options are available to streamline their deliverables schedule and on the development of the associated project schedule for the Bid Package A work. The original project schedule calls for releasing Bid Package A for bid on March 1, 2023 with a March 29, 2023 bid opening. This schedule is now in doubt as DOWL has all but stated that they will not be able to provide the 100% design documents by the February 1, 2023 due date.

JNU also continues to work with DOWL to resolve an issue in which one their design sub-consultants has asked for additional compensation. JNU has asked for clarification from DOWL in this matter.

To date, DOWL's surveyors have completed their field work and associated CAD drawings for all phases of the ramps project. These survey documents have been circulated to their project design sub-consultants. The DOWL design team continues working on the initial information gathering phase for the entire ramp project, and on the development of the Construction Safety and Phasing Plan (CSPP). DOWL also continues to coordinate with the Jensen Yorba Wall design team that is working on the Gate 5 Passenger Boarding Bridge replacement project and on the new Alaska Seaplanes facility.

Sand/Chemical Building – Roof Warranty: No change since last report. A representative from Carlisle SynTec Systems performed a follow-up inspection of the Sand/Chemical roof installation on September 30, 2022. The representative did not accept the installation and advised Dawson Construction that the heat-welded membrane seams within the two large roof valleys required additional attention. Dawson Construction currently plans on addressing the additional seaming work as soon as possible, weather permitting.

Carlisle / Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty or this new installation.

Sand/Chemical Building - Commissioning: JNU has advised RESPEC (formerly PDC Engineers) that the installation of the replacement pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) is nearing completion, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical systems when these pumps are fully operational.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): SECON, acting as General Contractor for the project, continues to work on the submission of the administrative and materials submittal data as required by the BE22-127 construction contract.

SECON is currently planning on hauling the armor rock into the float pond staging area starting on November 2, 2022. This work is anticipated to last eight (8) days. This rock will be placed along the south side of the float pond to prevent further erosion by wave action.

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 that are located along the south side of the pond. The order of the work is critical, with the in-water pond embankment work needing to be done prior to the road work.

SECON has advised that they are not planning any in-work until this coming spring, so the Rehab Access Road project no longer requires the float pond to be closed to use by aircraft on December 1, 2022. JNU has issued notice to tenants that the pond will close in mid-December when the rescue boat is removed for winter storage.

The Project Construction Schedule remains as follows:

- Float Pond Re-Open: March 31, 2023
- Substantial Completion: June 15, 2023

Limited Construction Administration and Inspection services will be provided by PND Engineers, who are the engineers of record for this project.

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: No change since last report. The project has been determined to be substantially complete, and JNU continues to work with DOWL to wrap up the remaining punch-list work items. JNU also continues to work on finalizing the work associated with the retainage of the existing Airfield Lighting Regulator Vault (ALRV). The existing ALRV was to have been removed from service as part of the TWY project, but it was subsequently decided during construction to retain the ALRV as a 100% redundant lighting control system. JNU continues to work with DOWL and Morris Engineering to develop and complete the dual-ALRV system.

JNU has issued RFP 029 Additional ALRV Work to address the following:

1. CROSS CONNECT CABINET: Need to add a cross connect cabinet to the old ALRV. In order to have two operational ALRVs; one primary and the second backup, a cross connect cabinet is needed at each ALRV. The cross connect cabinet allows the electrician to verify that all regulators are disconnected from the field circuits at the ALRV not being used and all the field wires are properly connected to regulators at the ALRV being used. Without this safety feature explosions could occur since airfield lighting has no protective devices on the load side of a regulator. It is critical that each

and every regulator cable and every field cable be present in each cabinet and properly labeled so the safety checks can be made prior to energizing the regulators.

2. **RUNWAY GUARD LIGHT REGULATOR:** Existing installation only has one runway guard lighting regulator. It is in the old ALRV. Need to add one to the new ALRV so lighting control can be switched between ALRVs without recommissioning the Airfield Lighting Controls & Monitoring System (ALCMS) each time a regulator is un-installed from one ALRV and moved to the other and reinstalled. The runway guard light regulators are much smaller than the other regulators.
3. **ACE 3 MONITORING MODULE:** Need to monitor status of the generator that provides power to the ALRV during a utility outage. The ALRVs do not share a generator. Currently only have one monitor at the old ALRV. Need one at the new ALRV.
4. **CABLE LABELING IN THE FIELD:** Need to add labels to identify existing cabling that is not in use but is being retained so the airfield circuits can be kept operational by the old ALRV during future construction projects on TWY A or an intersection that would otherwise require temporary wiring. Keeping the old ALRV allows the airfield to power the lighting when the circuits from the new ALRV would be disconnected during construction.

A proposal for RFP 029 has not yet been received from SECON – Ever Electric.

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.

Gate K (Crest Street) Culvert at Jordan Creek: proHNS has started work on the preparation of the bidding and construction documents for the replacement of the existing culvert. The goal remains to release this project for competitive bid as soon as possible. The current project schedule calls for construction to begin in the early spring of 2023.

As mentioned in previous reports, engineers from proHNS completed their initial site inspection on 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.

Fuel Station Access Control/Fuel Monitoring/Tracking: No change since last report. In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ's term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers to provide a fee proposal for this project. This funding was approved for CARES funding by the Board earlier this year.

Upgraded Power to the Northwest Development Area (NWDA): The work by Alaska Electric Light & Power (AEL&P) to extend new 12.5 KW 3-phase electrical service into the NWDA remains on hold until the necessary conductors arrive in Juneau. This work is intended to 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 uplight site lighting within the NWDA. AEL&P has indicated that the completion of this work may be delayed until spring.

Power Extension to the Float Pond: JNU has asked Alaska Electric Light & Power (AEL&P) for a fee proposal to extend the 110-220V single phase service for commercial tenant use at the float pond. This extension will be routed from the new transformer location, along the north side of the float pond, and will extend as far as the Ward Air gangway. JNU has not yet received the requested fee proposal. JNU has advised Wings Airways, Alaska Seaplanes and Ward Air of this request for proposal. JNU has further advised these tenants that they will be individually responsible for contracting with AEL&P to extend this service across the float pond access road (approximately 45 feet) to their respective gangways / docks.

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.

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.

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.

End of Report



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 2, 2022

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *The pumps have been installed: **Substantial Completion is expected the week of November 7.***

Bagwell Mechanical Repairs: *Demolition is complete. Some new conduit has been installed in anticipation of the new equipment. Actual equipment installation is scheduled for January through mid-February 2023 due to lead times for the new equipment.*

Sand/Chemical Back-up Electric Boiler: *ECI Alaska (architect for SREB and Sand/Chemical Building) has agreed to provide the architectural support, and will be under contract shortly. They anticipate the work being completed within a month. Design is 95% completed, except the minor architectural support. The temporary boiler is installed and operating.*

Parking Lot Repairs: *Design is beginning and will be coordinated with the solicitation for an automated parking lot payment system. Some drainage elements will need to be coordinated with Alaska Seaplanes' new terminal and the Main Ramp Rehabilitation project. Construction will span two seasons—2023 and 2024, as it would be too disruptive to attempt all the work in one season. Parking logistics, including options for temporary employee parking during construction, are part of the scope.*

JNU has submitted a Preliminary Intake Application through the State of Alaska Department of Transportation and Public Facilities for funding through the Community Transportation Program (CTP) and Transportation Alternatives Program (TAP) for roadway improvements to Shell Simmons and Yandukin.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Jensen Yorba Wall Architects and their RESPEC aviation planners have submitted their recommendations. Staff are reviewing. Demolition of the existing and installation of the new PBB will be closely coordinated with the Main Ramp Rehabilitation project.*

Outgoing Baggage Belt Repair/Replacement: *JNU staff are investigating options based on metrics other than simply peak bag load.* The Transportation Security Administration's (TSA) planning team evaluated 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. The peak baggage load alone does not justify TSA replacement of their screening equipment. JNU staff will work with local TSA and airline staff to determine the best way forward. 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 and Delta Air Lines.

Terminal Hazmat Report: *We are awaiting the lab results from hazmat sampling completed on October 6* in 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.

TSA Bag Screening Flooring Replacement: NO CHANGE. 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:

JNU is pursuing cooperative purchasing agreements which enable significant cost reductions from list prices. JNU has contacted manufacturers of beam lounges (the black and silver sling backs) and asked for estimates. Wood benches have been purchased and installed on both sides inside the main entrance. JNU is also in the process of re-upholstering the soft lounge furnishings, as the upholstery was severely degraded by cleaning chemicals used during Covid.

Alaska Seaplanes Building: *On October 26 Alaska Seaplanes ceremonially broke ground for their new terminal building. JNU has approved their Tenant Improvement Request (TIR) for foundations only. Alaska Seaplanes will submit a separate TIR to complete the building. Drainage will be closely coordinated with the Main Ramp Rehabilitation and Parking Lot Repairs projects.*

Dawson has submitted a foundation permit application to the City & Borough of Juneau (CBJ) Permit Center, and Federal Aviation Administration (FAA) Form 4760-1 Notice of Proposed Construction or Alterations to the FAA for both construction (crane work) and the complete building. The FAA review time is 45 days. *CBJ Permit Center and the FAA are reviewing their respective applications.*

Airport Architect's Report
November 2, 2022
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Old Shop Underground Storage Tank (UST) Replacement: *CBJ Contracts has asked qualified consultants interested in providing design and construction oversight to respond by November 7. JNU staff have suggested that preliminary design be due by December 15 and bid documents by February 1, 2023 for spring/summer construction.* The total cost to remove and replace the tank is unclear, as it is unknown whether there is soil contamination. It is suspected that there is some contamination. A 550 gallon tank in the same location will occupy about half a parking space.

JNU's Old Shop Building (constructed in 1962) has an UST feeding the oil-fired boiler which heats the building. Both the UST and the boiler were shown on the original drawings, and there is no evidence that the tank has ever been replaced. According to records, it is a 1,200 gallon UST which is being filled regularly and does not appear to be actively leaking, as there has been no evidence of water in the tank.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Andres Delgado, Airport Superintendent

DATE: November 2, 2022

SUBJECT: Airfield Operations Update

The following is an update of the completed and in-progress projects for the JNU Airfield Operations and Maintenance (AFM) staff:

- RAP (recycled asphalt product) area between Gate 5 and Coastal Helicopter ramp has been cleared of excess sand, and coated with sealant, GSB-88. This will help with FOD (foreign object debris) mitigation throughout the winter months or until the RON (remain overnight) project is underway or completed. (Completed)
- Painting has been completed for the year. The airport access roads, runway and taxiway edge and center lines have all received a fresh coat of paint, which includes new Type 3B reflective beads on movement areas. This should greatly improve low-light visibility. Additionally, the red stop and SIDA (security identification display area) boundaries have been repainted, and the majority of the rental lot as well. (Completed)
- Float pond weed harvester has been winterized and removed from the water in preparation for the winter season. With high winds and anticipation of inclement weather in the next month, AFM staff thought it prudent to place this equipment into winter storage sooner rather than later. (Completed)
- Brush removal, berm modification/grading near the fuel pump area and behind the SCAB building have been completed, allowing for improved mowing and maintenance operations. (Completed)
- At the request of Assistant Chief Quinto, AFM crew placed RAP for trailer parking area, located abeam of the ARFF (aircraft rescue and firefighting) station. This improves vehicle maneuverability, and lessens risk of collision. (Completed)
- Sand, CG-90 salt, and New Deal deicing materials have been successfully delivered in full, and the airfield maintenance department is now fully stocked for the winter season. AFM crew is now on duty 24/7 and ready for snow operations to begin in earnest. (Completed)

- Tree limbing and removal has been completed adjacent to the Juneau FSS (Flight Service Station). This area had been increasingly used by bears to tear apart trash bags and by transients who have stolen UPS (United Parcel Service) packages as a prime hiding area in the last several months. It is anticipated that the cleared underbrush and installation of “no camping” signage will increasingly discourage camping and littering in this area. (Completed) *Update: It has been 1.5 months since completion and no stolen UPS packages or bear activity have been noted.*
- Decommissioning of old fuel storage tanks and pumps behind the AFM office has begun with demolition and removal of electrical infrastructure. Fuel tanks and pumps are now unpowered and ready for removal. (Completed)
- Additionally, tree limbing and removal is continuing on airport property near the Glory Hall area outside of the protected stream buffer. This will further improve visibility and safety for users of the walking paths. Airport operations staff are monitoring this area closely and working in conjunction with JPD (Juneau Police Department) and the Manager of the Glory Hall to improve safety in this area. (In Progress)
- Our new maintenance chief, Mike Roggenkamp, has encouraged AFM crew to continue to perform weekly multipoint inspections for all assigned vehicles, including fluid checks, in addition to the accustomed weekly washes. This is done in hopes of eliminating maintenance “blind spots” and address issues that would otherwise escalate into major maintenance items. (In Progress)
- ALRV (airport lighting regulator vault) construction and fire suppression system training has been completed, and we now await availability of the electrical contractor that will initiate swap-over from the old system to the new. (In Progress)
- Float Pond Valve vault is now powered and operable. Moisture mitigation is now the primary concern, and both a heater and a fan have been installed. A sump pump has been installed and options for its subsequent automation are currently being explored in an effort to reliably prevent the vault from flooding during periods of heavy rain or snow. (In Progress)