



AIRPORT BOARD AGENDA

October 13, 2022 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNld2p1OFI3TnY3NUpKa3BRQmFidz09>

or

Dial: 833-548-0276, Meeting ID: 828 5699 5400, Password 697369

**TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 PM ON OCTOBER 12, 2022**

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. Minutes September 8, 2022
2. Minutes September 19, 2022

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

3. **Gate K Culvert Replacement.** Staff hired ProHNS Engineering to provide an inspection of the Gate K Culvert originally reported to the Board. The visual inspection did not reveal definitive reason for the failure of the culvert and pavement. ProHNS Engineer believed that this was not a catastrophic failure; however, failure of the culvert would continue and culvert replacement was recommended as soon as practicable. The Engineer also recommended regular monitoring of the area with detoured traffic around this area if the depression continued. ProHNS provided a quote for the engineering design, through bid, contract administration, inspections and as-builts, at a cost of \$49,080, through the CBJ's engineering term contract list. ProHNS also provided engineer's estimate for the culvert replacement and paving work at \$523,043. Timeline would be to begin survey and design in October, with bid documents by January/February 2023, and construction to take place May 2023. This serves as an update to the culvert failure. Staff will move forward with the design contract and bring bids back to the Board for approval in early 2023. This is a maintenance item to be paid through the Airport operating budget (CARES funding at this time). Bids will be brought back to the Board and Assembly for appropriation and award.

Board Motion: *"Approve \$49,080 for the engineering design, bid, contract administration, inspection and as-builts, for the Gate K Culvert Replacement project; funding provided by JNU Airport CARES grant."*

4. **Parking Lot Update (Attachment #1).** At the July Airport Board meeting, DOWL presented schematic drawings for parking lot repaving (all lots) that included roadway improvements and round-about. While the parking lots themselves had very few differences between the alternatives, the roadway work and round-about had the bulk of the differences, as well as the costs. The estimates provided at the July meeting had DOWL and staff reconsider the scope. The road and round-about may be eligible for other federal roadway/highway funding that could be broken off for a future project. The Proposed Plan scope now looks at the long-term/employee lot, short-term lot, taxi staging and the rental car lot. The work would include the drainage/civil, paving/stripping, lighting, and curbs/sidewalks/crosswalks/landscaping. This would also include the new electrical/conduit for the

parking system, but not the system itself. That will be outside the paving project, but coordinated. Attachment #1 provides the summary of the Proposed Plan and the cost estimates for the project that bring this more in-line with the original project scope. The Project is now estimated to be between \$5.4M to \$6.9M inclusive of currently appropriated design costs.

Staff would like to move forward with the Proposed Plan, as shown, and direct DOWL to complete design and prepare bid documents for spring bid. This would be a two-year construction project that will include logistics of each parking lot closure (TBD during design).

Board Motion: *“Concur with schematic design of the Proposed Plan for the long-term/employee lot, short-term lot, taxi staging and rental car lot, as presented; and prepare design documents for bids.”*

5. **Automated Parking Lot Payment System.** Paralleling the parking lot resurfacing project is the parking lot payment system. After gathering data from other airports and meeting with REEF/Republic Parking, the majority of payments are by credit card. JNU is considering a fully automated parking system (no manned booth in the parking lot) which would be installed and supported by a parking concessionaire. Given current technology, this is viable; many entry and exit options are supported, including ticket, phone number, credit card, proximity card, barcode, and Bluetooth. Exit machines have touch screens to walk patrons through the process, print receipts on demand, and have Voice over Internet Protocol (VOIP) intercoms and pinhole cameras. Systems can be remotely monitored, and all machines will be ADA compliant. REEF/Republic Parking reported that most of the airports they operate see about 88% of payments through credit cards sales and 12% cash. JNU is also at this percentage. At Anchorage, cash is only accepted at in-terminal payment stations, and only accept credit cards at the exit booths, the percentages are 99% credit card and 1% cash. JNU could easily set up similar to Anchorage. Staff plans to go through a Request for Proposals (RFP) or similar process to go fully automated and request concurrence from the Board.

Board Motion: *“Concur with solicitation for installation and support of a fully-automated parking lot payment system through a concessionaire RFP.”*

6. **Parking Lot Daily Rate Proposed Increase.** Staff met with REEF/Republic Parking Lot Regional Managers on September 1, to discuss automated systems and upgrades for future consideration; as well as increases to the daily rates. REEF stated that JNU is lower than most airports, and rates had not changed since 2013. While the parking lot is slated for construction starting next year, REEF felt that it was still a good time to increase the daily maximum rate in the long-term lot from \$14 to \$16/day*. All of the remaining rates would stay the same until construction is complete or other data supports increases. Data showed that the average long-term stay was 4.8 days. Running the calculations for the \$2 increase equated to \$70,000 of additional revenue annually. Unlike other businesses and concessions, the Board approves the parking lot rates. Staff would like concurrence to increase the daily rate in the long-term lot to \$16/day.

Current Parking Rates

Short Term Lot

0-15 minutes: FREE
 16-60 Minutes: \$3.00
 Each Add. Hour: \$2.00
 Lost Ticket: \$35.00

Long Term Lot

0-120 Minutes: \$5.00
 Each Add. Hour: \$1.00
 Daily Maximum: \$14.00

Weekly: \$75.00
Lost Ticket per day!: \$35.00

Board Motion: *“Approve the proposed Long-term parking lot daily maximum rate from \$14/day to \$16/day, effective November 1, 2022.”*

7. **Daikin Maintenance Contract for Heat Pump and Air Handling Systems (see Attachment #4, Mike Greene, Project Manager Report, page 4).** Staff has continued to look at maintenance contracts for the new facilities in order to maintain warranties and continue efficient and cost-effective operations. One of the larger maintenance contracts is the Daikin contract for the heat pump and air handling systems in the Terminal, Snow Removal Equipment Building (SREB) and Sand/Chemical facilities. As detailed in the Project Manager report, there are a lot of testing, servicing and upkeep for the routine maintenance and the preventative maintenance required quarterly for system warranties and efficiencies. The cost for this contract is: 2023: \$83,594.00/annually, 2024: \$86,110.00/annually, and 2025: \$88,700.00/annually (which would be part of the next biennial budget cycle). These costs would be part of the annual operations budget.

Board Motion: *“Approve the cost of a quarterly maintenance contract for routine maintenance and preventative maintenance of the heat pump and air handling systems for the Terminal, SREB and Sand/Chemical facilities; at a cost of \$83,594 for FY23; and \$86,110 for FY24.”*

G. NEW BUSINESS

8. **Airfield Lease Amendment.** At their August 16, 2022 meeting, the Operations Committee recommended that staff add verbiage to the standard airfield lease, to describe the tenants’ responsibility, at the planning stage for new construction, to mitigate the increasing potential for flooding events in hangars. Staff proposes this addition (which was reviewed/approved by the City & Borough of Juneau (CBJ) Airport Attorney) to Section 7. Improvements to Leased Premises, paragraph 2, and reads *“Lessee is responsible for the proper location of improvements on the leased premises (see APPENDIX C: LEASE PROVISIONS REQUIRED BY CBJ 53.20), with regard to surveys, setbacks, utility location, etc., and for measures to mitigate potential hangar flooding including, but not limited to, vapor barriers, door flaps, gutters, and sufficient elevation of floor slab above adjacent grade, etc.”*

Board Motion: *“Approve the addition of airfield lease language to Section 7. Improvements to Leased Premises, paragraph 2, that reads ‘Lessee is responsible for the proper location of improvements on the leased premises (see APPENDIX C: LEASE PROVISIONS REQUIRED BY CBJ 53.20), with regard to surveys, setbacks, utility location, etc., and for measures to mitigate potential hangar flooding including, but not limited to, vapor barriers, door flaps, gutters, and sufficient elevation of floor slab above adjacent grade, etc.’ ”*

9. **Old Maintenance Shop Underground Storage Tank Removal.** The old (1962) airfield maintenance shop is the last remaining airport-owned facilities that still requires heating oil. During staff inspection, staff noted that the building has an underground storage tank (UST) feeding the oil-fired boiler which heats the building. The UST and the boiler were shown on the original drawings, but there is no evidence that the tank has ever been replaced. According to records, the tank is a 1200 gallon UST which is being filled regularly and does not appear to be leaking, but is well beyond its useful life, as well as not meeting code as a UST.

The estimated cost to remove and replace the tank, including minor cleanup is at \$80K - \$120K. It is unclear if there is any substantial associated soil contamination from the old tank, and what additional costs could be for clean-up; which could be more than the \$120K higher end. Staff would like to begin by hiring an engineering firm through the CBJ Term contracts to begin design and phasing, at a cost not-to-exceed \$20K. Once more information is known and the project goes out for bid, staff will come back to

the Board with construction costs. It is anticipated to run this through the existing operating budget which will use CARES funds for the source.

Board Motion: *“Approve design for the removal of the existing 1,200 gallon Underground Storage Tank at the Old Shop Building and replace with a new above-ground storage tank, at a cost not-to-exceed \$20K, funding provided by the Airport CARES funding.”*

10. **Airport Manager's Report** (see attached)

H. CORRESPONDENCE

11. **Glory Hall Letter:** Good Neighbor Relations Promotion/Policy dated September 22, 2022

I. COMMITTEE REPORTS

12. Finance Committee

13. 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: Airport Manager Annual Evaluation: *The Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.*

P. ADJOURNMENT

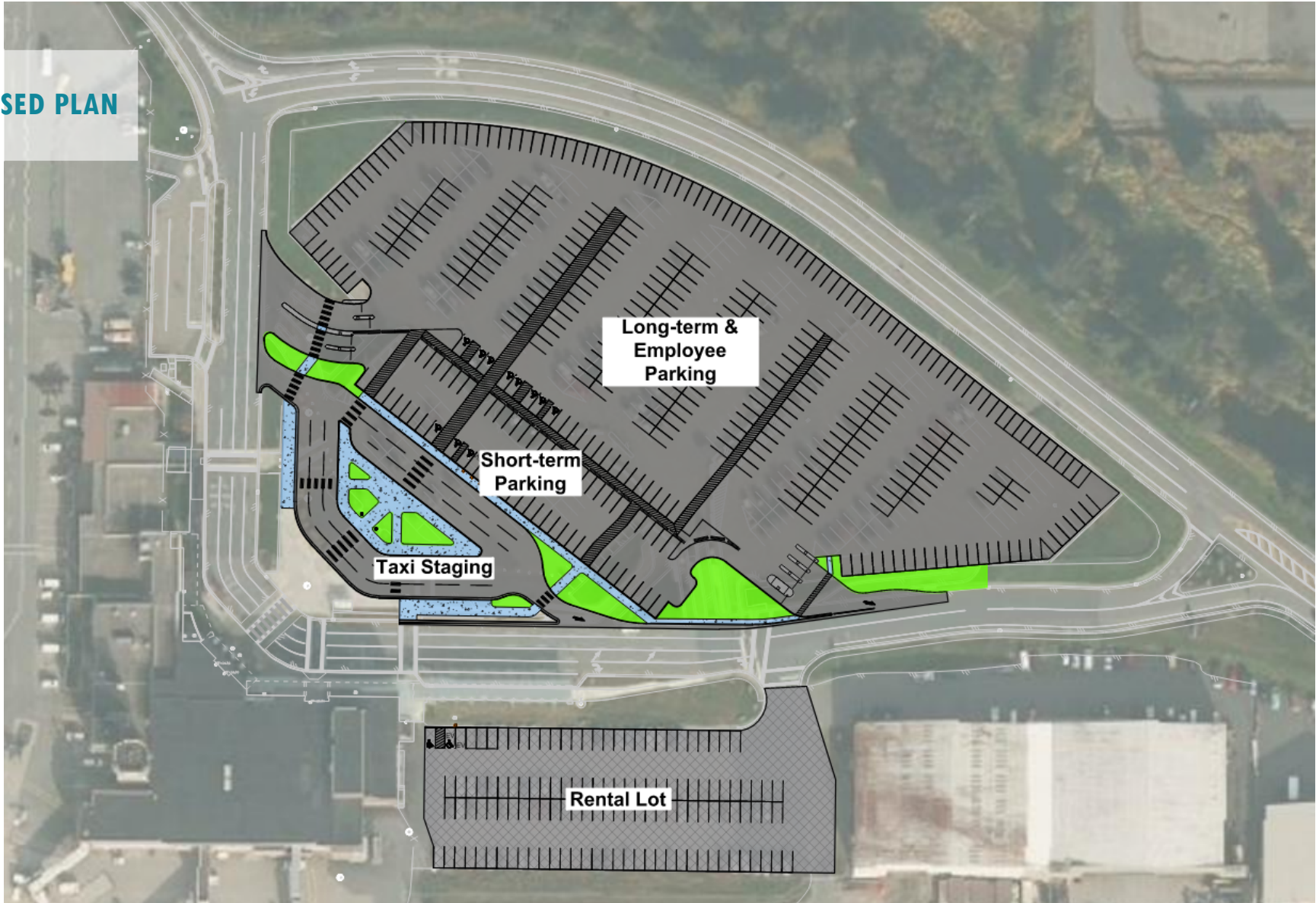
ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.



JUNEAU INTERNATIONAL AIRPORT PARKING IMPROVEMENTS

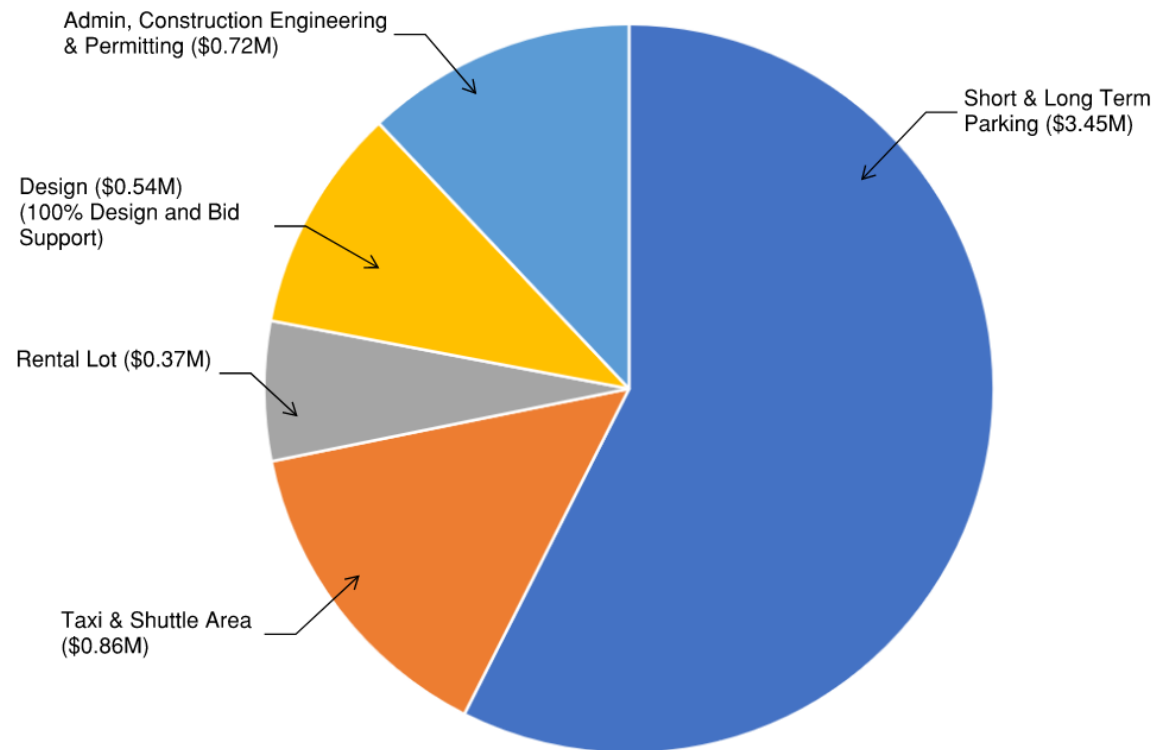
**AIRPORT BOARD
OCTOBER 13, 2022**

PROPOSED PLAN



COST ESTIMATE

Total Cost (-15% to +25%)
\$5.4 - \$6.9M



CONSTRUCTION COST ESTIMATE

Description	Cost
Civil & Drainage	\$1,690,000
Paving & Striping	\$1,900,000
Lighting	\$510,000
Other*	\$580,000
Total	\$4,680,000

* Other includes Landscaping, Curbs, Sidewalks, Crosswalks

Total Mid Contingency Estimate	Cost
Construction Cost Estimate	\$4,680,000
Design (100% Design & Bid Support)	\$540,000
Admin, Construction Engineering & Permitting	\$720,000
Total Mid-Contingency Estimate	\$5,940,000

Estimate totals of \$5.4 - \$6.9M accommodate -15% to +25% contingency range

AIRPORT MANAGER'S REPORT

- a. Alaska Seaplanes Ground-breaking Ceremony. Alaska Seaplanes plans a ceremonial ground-breaking for the construction start of their new facility off the north end of the terminal on October 26, 2022 at 10 a.m.
- b. South Float Pond Trees - Danger. Airfield noted that several large trees are in imminent danger of falling on the road at the south side of the float pond. Staff has reached out for quotes to take these trees down for safety reasons.



- c. Winter Operations Meeting Briefing Scheduled for October 20, 2022, at 9 a.m. in the Alaska Room. Airfield will be hosting the winter operations meeting that will include snow removal protocol and communications including NOTAMs/FICONs.
- d. Federal Aviation Administration (FAA) Annual Certification Inspection. FAA Certification Inspector Matt Stearns will be in Juneau from October 31 – November 2, 2022, for the annual airport certification inspection (required).
- e. FAA Policy Change Regarding Land Use. The FAA has proposed new language in the Federal Register requiring airport sponsors to acquire FAA approval for land use that is non-aeronautical. For *“federally acquired or federally conveyed airport land, the FAA will review the proposal in its entirety without individually examining components of the proposal as aeronautical or non-aeronautical; a letter of approval or consent is required for a non-aeronautical use or mixed use and the approval or consent will remain in effect for the duration*

of the lease term; the determination of whether the non-aeronautical use is significant will be based on the primary use of the project.” The link to the proposed policy including how to comment may be found: [Federal Register: Draft FAA Policy Regarding Processing Land Use Changes on Federally Acquired or Federally Conveyed Airport Land](#). Comments will be accepted until October 17, 2022.

f. Insurance Liability Risk Report. CHUBB Risk Engineering Services provided a liability risk survey on-site July 11-13, 2022. The comprehensive survey looked at all aspects of airport operations (terminal, airfield, tenants, fueling, leases and assessed the Jordan Creek encampment issues). Staff will be forwarding the recommendations for the specific tenants and divisions for action and follow-up. The intention of the risk survey is help the Airport see issues of potential claims before they become a safety issue or compliance matter. It is strictly for the benefit of the Airport and CBJ. It was a very helpful in-depth review.

g. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2 – 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.

h. 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 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). Estimates for the Gate K Culvert engineering and construction, as well as the old shop UST remove/replacement/cleanup have been added as placeholders.

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>	

i. 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** - *TSA passenger screening checkpoint equipment*. This project has been put on hold due to construction requirements for the larger equipment. The TSA has announced that they will begin the roll-out of the Credential Authentication Technology (CAT) at JNU by the week of October 10. 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.

- **UPDATE** - *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.

- **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 is now **anticipating November 8, 2022** 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. CDD staff is reviewing the documents and preparing their staff report which will be available at <https://juneau.org/community-development/planning-commission>.

- **UPDATE** - *Spill Prevention and Control Countermeasure (SPCC) Plan*. The Airport SPCC plan is **now final** and in effect. This is an Alaska Department of Environmental Conservation requirement.

- **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** – *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.jdnorthcrossing.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 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.

j. Airport Project Manager Reports (Attachment #4 and #5)

ATTACHMENT #2

Section G, Item 10.

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

AIRPORT

Section G, Item 10.

		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 #3					
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: October 5, 2022

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In September, 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 Orders.

Look Ahead to Upcoming Activity. The Contractor's schedule for October 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 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.

The re-inspection of the new terminal roof assembly occurred on Friday, September 30. The manufacturer's representative asked that additional walk-off mats be installed, and indicated that once these mats were in place, Carlisle would approve / accept the installation. Dawson Construction has not yet furnished JNU with 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 continue to work on testing the new fire alarm detection, annunciating devices and public address systems.

JNU has issued RFP 05 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.

JNU has issued RFP 06 to Johnson Controls 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 October 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.

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 continues to work on the initial information gathering phase for the ramp project. DOWL's design team conducted a site visit on October 7 during which they toured the airfield to review existing conditions (asphalt paving, storm drain collection systems, lighting systems, etc.). While in Juneau, the DOWL team met with JNU Administration staff, JNU Airfield Maintenance and the Station Managers from Alaska Airlines and Delta Air Lines.

DOWL's surveyors continue to gather topographic / elevations within the proposed RON area, and within the 121 ramp and 135 ramp areas. DOWL also continues to coordinate 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.

The first project stakeholder meeting was conducted on September 7, 2022. This meeting served to announce the project to those in attendance and to provide an initial project overview. The second stakeholder meeting has not yet been scheduled, and is pending the development of the ramp work phasing plan as it will relate to the Gate 5 PBB replacement project. DOWL is currently working on setting up a project web page that will provide project information and updates – www.jnuramps.com.

DOWL continues to work on the development of the project Construction Safety Phasing Plan (CSPP), which is also dependent on the development of the Gate 5 PBB project schedule.

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

Sand/Chemical Building – Roof Warranty: 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: 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.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): The City & Borough of Juneau (CBJ) Engineering - Contracts issued the Notice of Award, Notice to Proceed for this project to SECON on October 4, 2022. The award was in the amount of \$2,272,463 which represents the project base bid plus additive alternates A and B. JNU is currently working with SECON to start the administrative submittal (contractor schedule, submittal schedule, schedule of values, key personnel list, quality control plan, safety plan compliance document etc.) review and acceptance process.

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.

Current Project Schedule:

- Float Pond Closure: December 1, 2022
- 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: 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 the same 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: JNU, working with CBJ Engineering - Contracts, has contracted with proHNS to provide design services to prepare bidding and construction documents for the replacement of the culvert. proHNS started their field survey work during the week of October 3-7 and 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 the last report, 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: 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): Alaska Electric Light & Power (AEL&P) has suspended work on extending a new 12.5 KW 3-phase electrical service into the NWDA. 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 upgraded site lighting within the NWDA. AEL&P will resume work as soon as they receive the necessary cables/conductors needed to complete the installation.

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

Daikin Maintenance Agreement (from agenda): On September 26, 2022, JNU received a fee proposal from DAIKIN (2022 Daikin Applied OMNIA Public - JIA Airport Campus Maintenance) to provide quarterly inspection, routine maintenance (RM) and preventative maintenance (PM) of the heat pump equipment and air-handling equipment within the Terminal, SREB and Sand-Chemical buildings.

This proposal had been requested by JNU because current Airport staffing is unable to provide the routine inspection and preventative/routine maintenance needed to keep the airport campus HVAC, refrigeration and electronic systems running at peak efficiency. The timely inspections outlined within the DAIKIN proposal will minimize or prevent unscheduled down-time by detecting deficiencies early and completing needed repairs as they are found.

The three-year DAIKIN proposal represents an expansion of the existing maintenance contract with Daikin, which previously addressed only the three large heat pump units within the SREB and Sand-Chem buildings.

Per this proposal, the associated annual costs are as follows:

YEAR 1: \$83,594.00 YEAR 2: \$86,110.00 YEAR 3: \$88,700.00*

* prices reflect a fixed percentage of 3% escalation for inflation.

The inspection, routine and preventative maintenance work tasks that are to be performed by DAIKIN's technicians will be as follows:

Scroll Chillers – Air and Water Cooled (Daikin TGZ060B)

Annual Inspection:

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Tighten all starter, motor and control wiring connections.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Megohmmeter (Meg) compressor motors and record readings.
- Check operation of crankcase heater.
- Check evaporator shell heaters and controls for freeze protection.
- Check condition, operation and proper liquid/air levels in expansion tanks.
- Inspect condition of motor, fan wheel for bent blades, debris, proper rotation and airflow.
- Check and lubricate motor and fan bearings, screws and motor mounts.
- Visually inspect coils for damage, obstructions and cleanliness.
- Check relief valves for leakage.
- Check operation of refrigerant cycle, pump-down cycle, controls, refrigerant charge and oil levels.
- Test differential oil pressure switch for proper setting.
- Check operation of air compressors.
- Inspect water piping and valves for leakage, check condition of unit and pipe insulation.
- Visually inspect units, piping and accessories for any signs of oil or refrigerant leakage.
- Check operating and safety controls.
- Review all microprocessor, thermostats and/or diagnostic control codes.
- Check flow switch devices and external pump interlocks for proper operation.
- Check condition of thermometers and gauges. Compare with operating controls.
- Check sight glasses for flashing/moisture and/or the presence of oil.
- Check evaporator and condenser flow rates, temperatures, interlocks and safeties.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Log chiller start and run times.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Operational Inspection:

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Inspect condition of motor, fan wheel for bent blades, debris, proper rotation and airflow.
- Check operation of lubrications system and crankcase heater.
- Visually inspect units, piping and accessories for any signs of oil or refrigerant leakage.
- Visually inspect coils for damage, obstructions and cleanliness.
- Check evaporator and condenser flow rates.
- Check operating and safety controls.
- Review all microprocessor diagnostic codes.
- Check condition of thermometers and gauges. Compare with operating controls.
- Check sight glasses for flashing/moisture and/or the presence of oil.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Log chiller starts and run times.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Rooftop Packaged Systems (Unitary Equipment, Heating and Cooling) Desert Aire Q50H, Climate Master TOHW20B**Operational Inspection:**

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Inspect air filters and/or media. Replace or clean.
- Inspect evaporator drain pan and condensate trap for cleanliness.
- Check condensate pump operation.
- Inspect condition of motor, fan wheel, blowers and blower pulleys (bent blades, debris, proper rotation and airflow).
- Check belts for condition, proper tension and alignment. Adjust tension if required. Replace as needed.
- Inspect, clean and/or lubricate all mechanical moving components, bearings and couplings as needed.
- Inspect chilled water piping and valves for leakage, check condition of unit and pipe insulation.
- Visually inspect coils for damage, obstructions and cleanliness.
- Check compressor operation. Check oil level in compressor.
- Check operation of lubrications system and crankcase heater.
- Check operation of low ambient control devices.
- Review all microprocessor diagnostic codes.
- Start unit and check operating and safety controls.
- Check superheat and and sub-cooling and adjust.
- Check sight glasses for flashing/moisture and/or the presence of oil.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Pre-Cooling (Spring) – Seasonal Inspection:

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Tighten all starter, motor and control wiring connections.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Meg compressor motors and record readings.
- Inspect air filters and/or media. Replace or clean.
- Visually inspect coils for damage, obstructions and cleanliness.
- Inspect water piping and valves for leakage, check condition of unit and pipe insulation.
- Clean evaporator drain pan and condensate trap.
- Check condensate pump operation.
- Check ductwork for condensation and air leaks at the unit.
- Check belts for condition, proper tension and alignment. Adjust tension if required. Replace as needed.
- Inspect condition of motor, fan wheel, blowers and blower pulleys. (bent blades, debris, proper rotation and airflow)
- Check and lubricate motor and fan bearings, screws and motor mounts.
- Check vibration isolation pads and springs.
- Check unit controls, thermostats, economizers, valves, dampers, louvers, linkages and shutters. Lubricate all pivot points.
- Check inlet guide vanes and discharge dampers for proper set-up and operation. Lubricate per manufacturer's recommendations.
- Check operation of refrigeration cycle, reversing valve, pump-down cycle, controls, refrigerant charge and oil level.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Check motor operating voltages and amperages.
- Check compressor operation.
- Check operation of crankcase heater.
- Check operation of low ambient control devices.
- Check operation of unit control module.
- Review all microprocessor diagnostic codes.
- Start unit and check operating and safety controls.
- Check superheat and and sub-cooling and adjust.

- Check sight glasses for flashing / moisture and/or the presence of oil.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Pre-Heating (Fall) – Seasonal Inspection:

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Tighten all starter, motor and control wiring connections.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Inspect air filters and/or media. Replace or clean.
- Visually inspect coils for damage, obstructions and cleanliness.
- Inspect evaporator drain pan and condensate trap for cleanliness.
- Check condensate pump operation.
- Inspect, clean and/or lubricate all mechanical moving components, bearings and couplings as needed.
- Check operation of freeze protection devices.
- Check belts for condition, proper tension and alignment. Adjust tension if required. Replace as needed.
- Inspect condition of motor, fan wheel, blowers and blower pulleys. (bent blades, debris, proper rotation and airflow)
- Check and lubricate motor and fan bearings, screws and motor mounts.
- Check vibration isolation pads and springs.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Check motor operating voltages and amperages.
- Visually inspect units, piping and accessories for any signs of oil or refrigerant leakage.
- Check operation of refrigeration cycle, reversing valve, pump-down cycle, controls, refrigerant charge and oil level.
- Check compressor operation.
- Check operation of crankcase heater.
- Check operation of low ambient control devices.
- Check operation of unit control module.
- Review all microprocessor diagnostic codes.
- Start unit and check operating and safety controls.
- Check superheat and sub-cooling and adjust.
- Check sight glasses for flashing / moisture and/or the presence of oil.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Coils Services:

- Clean condenser coils.

Filters:

- Replace customer provided airfilters / wash filters.

Water Source Heat Pump (WSHP) Climate Master TSH, TMW, TSV & McQuay WGHW420**Operational Inspection:**

- Inspect evaporator drain pan and condensate trap for cleanliness.
- Check condensate pump operation.
- Inspect condition of motor, fan wheel, blowers and blower pulleys. (bent blades, debris, proper rotation and airflow)
- Check belts for condition, proper tension and alignment. Adjust tension if required. Replace as needed.
- Inspect, clean and/or lubricate all mechanical moving components, bearings and couplings as needed.
- Inspect chilled water piping and valves for leakage, check condition of unit and pipe insulation.
- Visually inspect coils for damage, obstructions and cleanliness.
- Check compressor operation. Check oil level in compressor.
- Check operation of crankcase heater.
- Check operation of low ambient control devices.
- Review all microprocessor diagnostic codes.
- Start unit and check operating and safety controls.
- Check superheat and sub-cooling and adjust.
- Check sight glasses for flashing / moisture and/or the presence of oil.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Inspect air filters and/or media. Replace or clean.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.

Pre-Cooling (Spring) – Seasonal Inspection:

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Tighten all starter, motor and control wiring connections.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Meg compressor motors and record readings.
- Inspect air filters and/or media. Replace or clean.
- Visually inspect coils for damage, obstructions and cleanliness.
- Inspect water piping and valves for leakage, check condition of unit and pipe insulation.
- Clean evaporator drain pan and condensate trap.
- Check condensate pump operation.
- Check ductwork for condensation and air leaks at the unit.
- Check belts for condition, proper tension and alignment. Adjust tension if required. Replace as needed.
- Inspect condition of motor, fan wheel, blowers and blower pulleys. (bent blades, debris, proper rotation and airflow)
- Check and lubricate motor and fan bearings, screws and motor mounts.
- Check vibration isolation pads and springs.
- Check unit controls, thermostats, economizers, valves, dampers, louvers, linkages and shutters. Lubricate all pivot points.
- Check inlet guide vanes and discharge dampers for proper set-up and operation. Lubricate per manufacturer's recommendations.
- Check operation of refrigeration cycle, reversing valve, pump-down cycle, controls, refrigerant charge and oil level.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Check motor operating voltages and amperages.
- Check compressor operation.
- Check operation of crankcase heater.
- Check operation of low ambient control devices.
- Check operation of unit control module.
- Review all microprocessor diagnostic codes.
- Start unit and check operating and safety controls.
- Check superheat and sub-cooling and adjust.
- Check sight glasses for flashing / moisture and/or the presence of oil.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Pre-Heating (Fall) – Seasonal Inspection:

- Check-in with facility maintenance manager to discuss any known operating issues or deficiencies.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Tighten all starter, motor and control wiring connections.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Inspect air filters and/or media. Replace or clean.
- Visually inspect coils for damage, obstructions and cleanliness.
- Inspect evaporator drain pan and condensate trap for cleanliness.
- Check condensate pump operation.
- Inspect, clean and/or lubricate all mechanical moving components, bearings and couplings as needed.
- Check operation of freeze protection devices.
- Check belts for condition, proper tension and alignment. Adjust tension if required. Replace as needed.
- Inspect condition of motor, fan wheel, blowers and blower pulleys. (bent blades, debris, proper rotation and airflow)
- Check and lubricate motor and fan bearings, screws and motor mounts.
- Check vibration isolation pads and springs.
- Complete operating log of temperatures, pressures, amperages, voltages and review all readings.
- Check motor operating voltages and amperages.

- Visually inspect units, piping and accessories for any signs of oil or refrigerant leakage.
- Check operation of refrigeration cycle, reversing valve, pump-down cycle, controls, refrigerant charge and oil level.
- Check compressor operation.
- Check operation of crankcase heater.
- Check operation of low ambient control devices.
- Check operation of unit control module.
- Review all microprocessor diagnostic codes.
- Start unit and check operating and safety controls.
- Check superheat and sub-cooling and adjust.
- Check sight glasses for flashing / moisture and/or the presence of oil.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Filters:

- Replace customer provided air filters / wash filters.

VRV – Variable Refrigerant Volume Units – Daikin FXZQ**Annual Inspection:**

- Tighten all starter, motor and control wiring connections.
- Visually inspect condition of starter contacts and overloads for wear, pitting and any signs of overheating.
- Check units for proper operation, interlocks, controls, and excessive noise or vibration.
- Check insulation condition for compressors, fan motors and solenoid valve coils by 500V megger tester.
- Verify operation of the air side.
- Measure voltages and amperages and check voltage imbalance.
- Check operating temperatures, superheat & refrigerant pressure of unit by VRV service checker after 20 min from compressor operation started.
- Check actuators (EEV's, solenoid valves, crankcase heaters and inverter frequency) operation by VRV service checker after 20 min from compressor operation started.
- Brush clean outdoor unit heat exchanger coil.
- Clean external interlocks for proper operation.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Operational Inspection:

- Visually inspect condition for wear and pitting.
- Inspect air filters and/or media. Replace or clean.
- Verify operation of the air side.
- Verify unit thermostat controller operates properly.
- Verify all fans operate properly in response to controllers.
- Check operating temperatures and superheat for each indoor unit by VRV service checker.
- Check actuators (EEV, thermistors) operation by VRV service checker.
- Install anti-microbial tablets(s) in condensate pan.
- Review services performed and report any uncorrected deficiencies to facility maintenance manager.

Filters:

- Replace customer provided air filters / wash filters.

STANDARD INCLUSIONS:

Per the DAIKIN proposal, the executed agreement will include travel to and from Juneau, preventative maintenance materials, and any trips to supply houses to procure materials. The customer will receive a written report for the inspection and/or services provided.

CLARIFICATIONS and EXCLUSIONS:

- All work is to be performed during normal business hours.
- This proposal assumes that uninterrupted access will be provided to all equipment during the time of visits.
- Filters are to be provided by JIA for quarterly replacement by Daikin.
- Any repairs or recommendations will be quoted separately from the maintenance agreement.
- Travel costs are estimated and are subject to change with written notice by Daikin.

ATTACHMENT #4

Section G, Item 10.

- Temporary heating / cooling is not included.
- The Daikin proposal assumes that water is present and available for annual condenser cleaning.
- Chemical water treatment is not included.
- Emergency Coverage: Not included, available on a T&M basis.

The following represents an inventory of all of the HVAC, refrigeration, heat-pump and electrical equipment within the Terminal, the Snow Removal Equipment Building (SREB) and the Sand-Chemical building that will be covered by this expanded maintenance agreement:

Equipment Type	Floor	Area Served	Tag	Manufacturer	Model	Serial	Annual	Operational	Filter Change
WSHP	1	A	(R)HP-34	Climate Master	TSH042	TBD	1	3	4
WSHP	1	A	HP-1	Climate Master	TSH024	TBD	1	3	4
WSHP	1	A	HP-101	Climate Master	TSH009	TBD	1	3	4
WSHP	1	A	HP-102	Climate Master	TSH018	TBD	1	3	4
WSHP	1	A	HP-104	Climate Master	TSH036	TBD	1	3	4
WSHP	1	A	HP-105	Climate Master	TSH009	TBD	1	3	4
WSHP	1	A	HP-2	Climate Master	TSH036	TBD	1	3	4
WSHP	1	A	HP-27	Climate Master	TSH024	TBD	1	3	4
WSHP	1	A	HP-303	Climate Master	TMW340	TBD	1	3	4
WSHP	1	A	HP-304	Climate Master	TMW340	TBD	1	3	4
WSHP	1	A	HP-8	Climate Master	TSH048ECM	TBD	1	3	4
WSHP	1	B	HP-105	Climate Master	TSH009	TBD	1	3	4
WSHP	1	B	HP-106	Climate Master	TSH009	TBD	1	3	4
WSHP	1	B	HP-107	Climate Master	TSH018	TBD	1	3	4
WSHP	1	B	HP-108	Climate Master	TSH024	TBD	1	3	4
WSHP	1	D	HP-25	Climate Master	TSH036	TBD	1	3	4

ATTACHMENT #4

Section G, Item 10.

Equipment Type	Floor	Area Served	Tag	Manufacturer	Model	Serial	Annual	Operational	Change
WSHP	1	E	HP-29	Climate Master	TSH018	TBD	1	3	4
WSHP	1	E	HP-3	Climate Master	TSH036	TBD	1	3	4
WSHP	1	E	HP-4	Climate Master	TSH048	TBD	1	3	4
WSHP	1	E	HP-6	Climate Master	TSH036	TBD	1	3	4
WSHP	1	E	HP-7	Climate Master	TSH048	TBD	1	3	4
WSHP	2	A	HP-10	Climate Master	TSH048	TBD	1	3	4
WSHP	2	A	HP-12	Climate Master	TSH070	TBD	1	3	4
WSHP	2	A	HP-13	Climate Master	TSH060	TBD	1	3	4
WSHP	2	A	HP-201	Climate Master	TSH012	TBD	1	3	4
WSHP	2	A	HP-203	Climate Master	TSH009	TBD	1	3	4
WSHP	2	A	HP-214	Climate Master	TSH009	TBD	1	3	4
WSHP	2	A	HP-24	Climate Master	TSH024	TBD	1	3	4
WSHP	2	A	HP-32	Climate Master	TSH060	TBD	1	3	4
WSHP	2	A	HP-9	Climate Master	TSH024	TBD	1	3	4
WSHP	2	D	HP-20	Climate Master	TSH018	TBD	1	3	4
WSHP	2	D	HP-22	Climate Master	TSH060	TBD	1	3	4
WSHP	2	E	HP-11	Climate Master	TSH036	TBD	1	3	4
WSHP	2	E	HP-14	Climate Master	TSH042	TBD	1	3	4
WSHP	2	E	HP-15	Climate Master	TSH018	TBD	1	3	4
WSHP	2	E	HP-16	Climate Master	TSH018	TBD	1	3	4
WSHP	2	E	HP-16	Climate Master	TSH018	TBD	1	3	4
WSHP	2	E	HP-17	Climate Master	TSH024	TBD	1	3	4
WSHP	2	E	HP-19	Climate Master	TSH060	TBD	1	3	4
WSHP	2	E	HP-35	Climate Master	TSH036	TBD	1	3	4
WSHP	2	E	HP-5	Climate Master	TSH036	TBD	1	3	4
VRV	3	FAA Twr	AHP-1	Daikin	REYQ96XAYDU	TBD	1	3	0
DOAS	3	PH	DOAS-2	Desert Aire	Q50H	TBD	1	3	4
WSHP	3	PH	HP-109	Climate Master	TSV060	TBD	1	3	4
WSHP	3	PH	HP-202	Climate Master	TSV018	TBD	1	3	4
WSHP	3	PH	HP-205	Climate Master	TSV-018	TBD	1	3	4

ATTACHMENT #4

Section G, Item 10.

Equipment Type	Floor	Area Served	Tag	Manufacturer	Model	Serial	Annual	Operational	Change
WSHP	3	PH	HP-206	Climate Master	TSV012	TBD	1	3	4
WSHP	3	PH	HP-207	Climate Master	TSV012	TBD	1	3	4
WSHP	3	PH	HP-208	Climate Master	TSV006	TBD	1	3	4
WSHP	3	PH	HP-209	Climate Master	TSV009	TBD	1	3	4
WSHP	3	PH	HP-210	Climate Master	TSV018	TBD	1	3	4
WSHP	3	PH	HP-211	Climate Master	TSV012	TBD	1	3	4
WSHP	3	PH	HP-212	Climate Master	TSV009	TBD	1	3	4
WSHP	3	PH	HP-301	Climate Master	TMW060	TBD	1	3	4
WSHP	3	PH	HP-302	Climate Master	TMW340	TBD	1	3	4
VRV	4	FAA Twr	BS-2	Daikin	BSQ36TVJ	TBD	1	3	0
VRV	4	FAA Twr	IHP-5	Daikin	FXZQ15TAVJU	TBD	1	3	4
VRV	CAB	FAA CAB	BS-1	Daikin	BS4Q54TVJ	TBD	1	3	0
VRV	CAB	FAA CAB	IHP-1	Daikin	FXZQ18TAVJU	TBD	1	3	4
VRV	CAB	FAA CAB	IHP-2	Daikin	FXZQ18TAVJU	TBD	1	3	4
VRV	CAB	FAA CAB	IHP-3	Daikin	FXZQ18TAVJU	TBD	1	3	4
VRV	CAB	FAA CAB	IHP-4	Daikin	FXZQ18TAVJU	TBD	1	3	4
DOAS	FR	Fan Rm	DOAS-1	Climate Master	TOHW20BFMIBBAAS	TBD	1	3	4
WSHP	FR	Fan Rm	HP-26	McQuay	WGHW420	TBD	1	3	4
WSHP	FR	Fan Rm	HP-30	McQuay	WGHW420	TBD	1	3	4
WSHP	FR	Fan Rm	HP-31	McQuay	WGHW420	TBD	1	3	4
WSHP	SCAB	SCAB	GSHP-1	Daikin	WWHA1420	190605101001	1	3	4
Chiller	SREB	SREB	CH1A	Daikin	TGZ060B	STNU170900150	1	3	0
Chiller	SREB	SREB	CH1B	Daikin	TGZ060B	STNU170900166	1	3	0

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: October 5, 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 an additional 30 days (to November 5, 2022 for Substantial Completion and December 5 for Final Completion). Pump installation is scheduled for October 10 through 24.*

Bagwell Mechanical Repairs: *Demolition of defunct equipment and ductwork is scheduled for October 11 through 17. **Installation is scheduled for January through mid-February 2023 due to lead times for the new equipment.***

Sand/Chemical Back-up Electric Boiler: *Morris Engineering has determined where to draw power from SREB for the Sand/Chemical electric boiler, with no impact on SREB's current operations and minimal impact on the SREB future addition. Design is 95% completed, except minor architectural design. ECI Alaska (architect for SREB and Sand/Chemical Building) has agreed to provide the architectural support, and will be under contract shortly. The temporary boiler has been installed and is operating.*

Parking Lot Repairs: *DOWL is under contract for design and bidding. They completed their Phase 1 (Site Investigation and Concept Development) work and presented it to the Board at the July 14 meeting. DOWL has since updated the scope for the Proposed Plan and estimated costs for the work as presented earlier in the agenda; with requested concurrence to proceed with the updated scope and costs. 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 is considering an automated parking system (no manned booth in the parking lot) which would be supported by a parking concessionaire. Given current technology, this is viable; many entry and exit options are supported, including ticket, phone number, credit card, proximity card, barcode, and Bluetooth. Exit machines have touch screens to walk patrons through the process, print receipts on demand, and have Voice over Internet Protocol (VOIP) intercoms and pinhole cameras. Systems can be remotely monitored, and all machines will be ADA compliant. JNU staff asked Republic/REEF about payment options; they said, "At most of our airports with automated credit

cards and cash acceptance we are seeing about 12 % of our transactions as cash and the remaining 88% as credit cards. Juneau is right at this percentage also. At Anchorage, where we only accept cash at in-terminal payment stations, and only accept credit cards at the exits, the percent of cash revenue is only 1% with 99% of revenue being paid via credit cards. ”

With Board concurrence, JNU will pursue an automated system. Additionally, JNU will pursue funding for roadway improvements to Shell Simmons and Yandukin from other sources. One possibility is the Alaska Department of Transportation Administered Community Transportation Program. A future parking garage and the east terminal expansion are farther out.

Gate 5 Passenger Boarding Bridge Replacement: Jensen Yorba Wall Architects and their RESPEC aviation planners are working with JNU, Delta Air Lines, and Alaska Airlines to determine needs and evaluate options. *We have had one stakeholder meeting and will schedule another shortly. There are several viable PBB options. The CBJ Assembly previously appropriated the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant for design.*

Outgoing Baggage Belt Repair/Replacement:

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, Delta Air Lines, and JNU staff.

Terminal Hazmat Report: *Hazmat sampling is scheduled for October 6.* 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.

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:

Wood benches have been bought and are being installed on both sides inside the main entrance. JNU has contacted manufacturers of beam lounges (the black and silver sling backs) and asked for

estimates. 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 behalf of Alaska Seaplanes, Jensen Yorba Wall (architect for Alaska Seaplanes) has submitted a Tenant Improvement Request to JNU. This is under review. Dawson has submitted a foundation permit application to the CBJ Permit Center, and FAA Form 4760-1 Notice of Proposed Construction or Alternations to the FAA for both construction (crane work) and the complete building. The FAA review time is 45 days. Alaska Seaplanes plans a ceremonial groundbreaking on Wednesday, October 26 at 10 a.m.

Old Shop Underground Storage Tank: NEW PROJECT

JNU's Old Shop Building – constructed in 1962 –has an underground storage tank (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 1200 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.

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. The preliminary estimated cost range is \$80K - \$120K to remove the existing tank and some associated contamination, and provide a new above-ground fuel tank of approximately 550 gallons in the same location. A 550 gallon tank will occupy about half a parking space.



JUNEAU HOUSING FIRST COLLABORATIVE
 dba THE GLORY HALL
 8715 Teal St. Juneau, AK 99801
 (907)586-4159 info@feedjuneau.org

9/22/22

Good Neighbor Relations Promotion/Policy

Updated 8/23/2022

In an effort to enhance the relationship between businesses, organizations, Juneau residents, and The Glory Hall, The Glory Hall has created and implemented the following Good Neighbor Policy.

The Glory Hall staff and patrons are supported by the community, are members of the community, and are also neighbors who live, work, and spend time in the community. In order to be good neighbors/community members, it is necessary for staff and patrons alike to exhibit behaviors sensitive to the needs and interests of the greater community. Behaviors that reflect mutual respect, good manners, and kindness will be beneficial for all people experiencing homelessness and using The Glory Hall's services. Kindness causes kindness. Genuine respect begets respect.

The Policy applies to all Glory Hall staff and patrons who receive any services and/or work for the emergency shelter.

The policy addresses issues of smoking, illegal drugs, disrupting customer/owner access to businesses/residences, vulgar and inappropriate language, loud and/or violent disputes, and other inappropriate and/or illegal behavior in the area covered by the Good Neighbor Policy.

- 1) The Glory Hall patrons will **refrain from smoking cigarettes or marijuana** in front of businesses and residences located on and around Glacier Hwy between McDonalds and the Frontier Suites Hotel, including the area around The Glory Hall behind Nugget Mall to the Airport.
- 2) The Glory Hall patrons will **refrain from using inappropriate and/or vulgar language, and from engaging in verbal abuse and/or harassment** in front of businesses and residences located on and around Glacier Hwy between McDonalds and the Frontier Suites including the area around the Glory Hall behind Nugget Mall to the Airport.
- 3) The Glory Hall patrons will **refrain from using, selling, or buying illegal drugs** in front of businesses and residences located on and around Glacier Hwy between McDonalds and the Frontier Suites including the area around the Glory Hall behind Nugget Mall to the Airport.
- 4) The Glory Hall patrons will **refrain from disrupting access to businesses/residences as well as refrain from walking through the property of area businesses/residences** located on and around Glacier Hwy between McDonalds and the Frontier Suites including the area around the Glory Hall behind Nugget Mall to the Airport.
- 5) The Glory Hall patrons will refrain from **shoplifting/theft from stores and/or individuals, vehicles and all other entities**.

-Community Members are encouraged to contact Luke Vroman, the Glory Hall Deputy Director, at luke@feedjuneau.org, to discuss any issues related to any of TGH's patrons or staff in the area described above. TGH will respond to reasonable inquiries and concerns.



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dba THE GLORY HALL
8715 Teal St. Juneau, AK 99801
(907)586-4159 info@feedjuneau.org

9/22/22

Re: The Glory Hall's Good Neighbor Policy

Hello Neighbors!

The Glory Hall has established a new Good Neighbor Policy amongst our patrons and staff. We wanted to share this policy with you so that you have a clear idea of what is asked of those who use our services. Each patron has been given a copy of this policy, read through it with Glory Hall staff and signed that they have received and will respect what is written.

We always want to be the very best neighbors that we can be, and we encourage you to contact us if ever there is an issue, day or night. We will do everything we can to respond to your concerns. Our 24-hour on-site phone number is 907.586.4159, and you are also free to contact me directly at the email or direct line listed below.

Thank you very much!

Best,

Luke Vroman
Deputy Director
The Glory Hall
8715 Teal St., Juneau, AK 99801
Luke@feedjuneau.org
"Serving Those Most In Need"