

MINUTES of
AIRPORT BOARD MEETING
October 13, 2022
6:00 p.m. via ZOOM

A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:01 p.m.

B. **ROLL CALL:**

Members Present:

Dennis Bedford
Al Clough
Jodi Garza

Jerry Kvasnikoff
Chris Peloso
Eve Soutiere

Dan Spencer

Staff/CBJ Present:

Patty Wahto, Airport Manager
Phil Adams, Deputy Airport Mgr.
Mike Greene, Project Manager

Ke Mell, Airport Architect
Sherri Layne, CBJ Law

Public:

Nick Reid, DOWL/HKM

Brian Benjamin, M.D., Tenant

C. **APPROVAL OF MINUTES:**

1. *The approval of the minutes of the September 8, 2022, Board meeting was moved. The motion passed by unanimous consent.*
2. *The approval of the minutes of the September 19, 2022, Board meeting was moved. The motion passed by unanimous consent.*

D. **APPROVAL OF AGENDA:** *The agenda was approved by unanimous consent.*

E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Brian Benjamin, M.D., asked if the City legal was aware that the work at the hangars was not approved by tenants. City Attorney Sherri Layne said she would look at any new information presented. Chair Clough said he thought the real intent of the lease language is to provide hangar constructors and improves the understanding that they need to set the grades on their construction project to avoid this kind of problem in the future. There is an area wide drainage challenge (including his) that is set at a low grade and has suffered this type of problem forever. Board Member Dennis Bedford said it was never their intention that the language would apply to existing buildings or construction. It was noted that the second line read, “at the planning stage for new construction”.

F. **UNFINISHED BUSINESS:**

3. **Gate K Culvert Replacement.** Airport Manager Patty Wahto said there is sinking pavement in the area relating to a failed culvert for Jordan Creek. The Airport went through the City’s procurement process to at least get a term contract engineer to go in and verify what staff was seeing and see if it was an imminent or catastrophic failure or

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just something that needs to be taken care of through a design process. ProHNS came through, took a look, and while they said it does need to be taken care of as soon as possible, it was not that it needed to be taken care of now. However, the area needs to be monitored to make sure the area does not continue to sink. If it does continue, the Airport will look at diverting traffic around that area. This will allow the Airport to design the project and get a bid under contract to be done next year when weather conditions will be better for paving the area. This will allow the Airport to allow ProHNS to design the bid documents at a cost of \$49,080, which will be funded by CARES funds. *Jodi Garza moved to 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. The motion passed by unanimous consent.*

4. **Parking Lot Update (Attachment #1).** Attachment #1 is a four-page slide show that outlines what DOWL has put together as the proposed plan. In July, DOWL's presentation included several alternatives with the parking lots pretty much the same, but the bigger changes had to do with the roadway access, roundabouts, and other things outside the parking lots. The proposed plan takes the short-term, long-term, employee, and rental car lots through drainage, lighting, repaving and running new conduit for near-future ticket system to get in and out. This is the basics, and will include the taxi staging area because it is related to the short-term lot. It removed other items outside of the parking lots. Staff will look for a different kind of grant for this project. In doing so, the proposed plan brings the high estimate to \$6.9M for a total cost estimate. Board Member Dan Spencer was concerned about public participation. Chair Clough said there is still a lot of work to be done. He said public awareness is part of this, but ultimately the staff and the Board are charged with bringing the project home and balancing the needs and wants. Discussion was held regarding the possibility of a parking garage.

Airport Architect Ke Mell said that when a garage is built, it will have to be three stories in order to accommodate future growth. It is, however, years into the future. Board Member Eve Soutiere said this is a very important item for the public to know about. Mr. Bedford said the consultant had reported that a parking facility would be something in the future. Part of the planning process was to not do anything that would cause issues for the future garage. Mr. Spencer said that when the design documents go out to bid, there is nothing the public can do because it was as designed. Ms. Mell said the scope of the project is quite rudimentary: it is asphalt repairs, drainage work (which will prevent the Airport from having to repave the parking lot again in two years due to failure in substrates), and lighting (which has been problematic for some time). These items are already pressing the upper bounds of the budget that was originally discussed. The solicitation of public comment is entirely appropriate for a parking garage in the future, but what is being done now is really asphalt repairs. Given the scope of the project, going out to the public will only increase the cost of project due to public

preferences. Ms. Wahto said this is being funded by the CARES Act funds and there is less than two years to get the funds used. She said that the cost for a two-story parking garage was estimated to cost \$25M to \$30M quite a few years ago. A three-story parking garage will cost \$50M+. This will have to be a long-term plan. *Jerry Kvasnikoff moved that the Board 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.* Mr. Spencer wanted to make sure that the public is aware of this project. *The motion passed by unanimous consent.*

5. **Automated Parking Lot Payment System.** This project is paralleling with a new parking lot. The ticketing and booths are antiquated. The Airport is trying to get something to take them through the winter and construction, which would all change with the parking lot. Staff has listened to some presentations from the current concessionaire and with other airports to see what is done at other airports for an automated system. The system would have the ability to call or talk to someone. The Airport would like to do some sort of fully-automated system for credit cards and the ability to call to talk to someone with issues, and a pay on foot station for the few people that do cash inside. When talking with REEF/Republic Parking, there is about 88% of people that pay by credit cards and the rest is cash or other. As you start to get into automated facilities, they find it is 99% credit card. The Airport would like to work with a concessionaire to do an automated system. There would be a provision for people who come to the Manager's Office or other special parking. *Dennis Bedford moved to concur with solicitation for installation and support of a fully-automated parking lot payment system through a concessionaire RFP. The motion passed by unanimous consent.*
6. **Parking Lot Daily Rate Proposed Increase.** On September 1, Airport staff met with a few regional and national members of Republic Parking to discuss a lot of the program and what will happen during construction. They brought up the cost of the daily rate that is being charged in the long-term lot. They said out of all of the fees, they recommended the daily rate be increased as it was low. The average long-term stay was 4.8 days. This is expected to produce another \$70K in annual revenue. The rates were last changed in 2013. This will be discussed again before the new, bright and shiny lots are opened. When asked where the money would go, Ms. Wahto explained that it is based on a multi-tiered revenue system. It is based on the minimum annual guarantee and then once it gets to a certain point in revenues, the revenues are split with Republic with a higher percentage to the Airport. *Dan Spencer moved to approve the proposed long-term parking lot daily maximum rate from \$14/day to \$16/day, effective November 1, 2022. The motion passed by unanimous consent.*
7. **Daikin Maintenance Contract for Heat Pump and Air Handling Systems (see Attachment #4, Mike Greene, Project Manager Report, page 4).** Ms. Wahto said Mr. Greene's project report goes into detail of everything that is included in the contract. This is beyond what staff is able to do for maintenance. These are larger items (like the

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jet bridge, baggage handling system, and a few others are items that are also being discussed for future contracts). The heat pump system added into all of the facilities have a number of times the filters have to be changed and they have to be balanced. The Airport asked Daikin for a quarterly service contract for all of the things mentioned in Mr. Greene's report. This showed what it would cost on an annual basis to have them come in four times a year and do everything listed in the report. The cost would be \$83,600 for 2023; 2024 would be \$86,110; and in 2025 it would be \$88,700, which would be part of the next biennial budget cycle. This is not something the staff can do and it is needed as part of the warranty work.

Mr. Greene said the Airport has a maintenance program within the terminal and elsewhere on the airport that is reactionary in nature. Maintenance cannot be done that way. As part of the Terminal Construction Project, the boilers were removed and the heat pump system was expanded. Now there are numerous heat pumps that are small for many heat zones within the building. If you start to let them deteriorate and not operate at peak efficiency, the energy savings that you introduced as part of this new system start to go away. Pretty soon your heating bills are getting higher and higher.

During the Terminal Project, it was found that eight existing heat pump units that were in such a bad state of operation that they couldn't operate. Some of the regular maintenance was not done and they just stopped working. They have been fixed during the Terminal Project. If the Airport had a full maintenance staff, they would still be running today. The Airport is in a good position as a lot are brand new, the old heat pumps have been repaired and there is now a fresh slate with everything running. He did not want that to slip away because there is not enough manpower to do the repair list. Daikin expanded the Sand/Chemical and Snow Removal Equipment Building (SREB) heat pump contract and only included a 3% escalation in price per year, which doesn't come close to inflation. Mr. Bedford asked where the money will come from. Before COVID, the Airport was looking at revenue shortfalls. Ms. Wahto said it will have to come out of the maintenance and operations budget. It will have to be put into the rates and charges numbers. The next budget cycle will begin in December. Ms. Garza asked if there is a way out if the Airport wanted to cancel the contract after one or two years or is the Airport locked in. Mr. Greene replied that Daikin is open to any modifications that the Airport wants to make to the contract. They were more than happy to expand the existing contract to add the terminal and a lot of equipment that was not theirs. They are also willing to modify or adjust, reduce scope and part of the scope reduction could be that we just no longer go forward after a certain period of time. *Chris Peloso moved to 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.* Chair Clough said he doubted that the Airport could hire a person at this cost. He also noted that the City facilities in town are constantly under maintained. He thanked

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Mr. Greene for trying to get out in front of this. *The motion passed by unanimous consent.*

G. NEW BUSINESS:

8. **Airfield Lease Amendment.** Ms. Wahto said this item was brought up earlier under Public Comments. It is the discussion of the airfield lease amendment for future leases for construction and the wording (which has been run through the Law Department) to add in for flooding purposes that the tenant would be responsible for making sure that the survey setbacks, utility locations and whatever grade the hangars are set at is their responsibility. Part of that responsibility is knowing what the grade in front of their hangar, including the taxiways and taxilanes. These are all public documents. She said the Airport will encourage people to have that information as part of their packet for doing hangar designs. Mr. Bedford said he is not comfortable with the Board motion because it is not specific to new construction, that it doesn't include minor construction or any improvements. He thought there needed some verbiage that said new construction. Ms. Wahto suggested saying "approve the addition of airfield lease language to new construction leases". A tenant improvement form has to be done for minor improvements to current facilities and it would fall under something else. Ms. Layne suggested that she would work with the Manager to get some clarifying language if that is what the Board wants. Chair Clough said that based on the discussion, the Board would like to have this clearly spelled out for new construction and for tenant improvements. He thought that based on the comments, it needs to have one more fleshing out before moving forward. Ms. Wahto said this is not a problem, but this would be for future leases or people who signed a 20-year lease, the language would not be in there. It may be added into the tenant improvement form, which has not been approved by the Board in the past. Ms. Wahto said she will bring it back to the next meeting.

9. **Old Maintenance Shop Underground Storage Tank Removal.** Ms. Mell reported the old Airfield Maintenance shop still requires heating oil. It was constructed in 1962. During staff inspection, staff noted the building has an underground storage tank (UST) feeding the oil-fired boiler that heats the building. The UST was shown on the original drawings but there is no evidence that it has ever been replaced. According to records, the tank is 1,200 gallons UST, which is being filled regularly and does not appear to be leaking, but it is well beyond its useful life, as well as not meeting current code for a UST. The estimated cost to remove and replace the tank including relatively minor cleanup is approximately \$80K, but could go as high as \$120K depending on what is found when the excavator breaks ground. It is unclear if there is substantial soil contamination and what additional costs could be for cleanup.

Staff would like to begin by having an engineering firm begin design and phasing, at a cost not to exceed \$20K. Once more information is known and the project goes out to bid, staff will come back to the Board with construction costs. It is anticipated to run this

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through the existing operating budget using CARES funds. Mr. Bedford said he thought the cost of engineering seemed high and asked if the engineering was needed. Ms. Mell said \$20K is for the design of the new tank and includes the scoping for the removal of the existing tank. This is fairly complicated from a contracting point of view because of the design and installation of a new tank, but at the same time and under the same design consultant and contractor, the existing tank has to be removed and provide all Department of Environmental Conservation (DEC) required testing and monitoring, backfill the area, plus address whatever contamination in the area. This amount maybe higher than it is hoped to be, but this cannot be sole-sourced as it must go through CBJ contracts, which means it goes into a rotation of design consultants. No proposals have been received, so the design costs are not known and it is hoped that \$20K is an upward limit. Chair Clough asked why the replacement tank had to be designed when a 1,200 gallon double-walled tank could be taken off of someone's shelf. Ms. Mell said the way Airport improvement projects are set up, someone has to specify the tank. The Airport is looking at a 500-600 gallon tank. The way capital improvement projects work, unless there is someone qualified on the Airport staff to select and specify the tank, someone has to do it. Chair Clough asked if there were any other USTs on the field. Mr. Greene thought this was the last one. The Airport removed the one at the terminal as part of the Terminal Project. There is nothing on the west side. As far as he knows, this is the last tank. Chair Clough said he would be more comfortable with someone doing due diligence and making sure that this is the last underground tank on the field. If not, he thought it would be prudent to look at them all as one project. *Jodi Garza moved to approve design for the removal of the existing 1,200 gallon underground storage tank at the Old Shop Building and replace it with a new above-ground storage tank, at a cost of \$20K, funding provided by the Airport CARES funding. The motion passed by unanimous consent.* Chair Clough asked staff to come back to next month's meeting to tell the Board whether there are or are not any additional USTs on field.

10. Airport Manager's Report:

- a. Alaska Seaplanes Ground Breaking Ceremony is scheduled for October 26 at 10:00 a.m.
- b. South Float Pond Trees. There are several trees that are uprooting and are ready to fall down across the south float pond road. Because of the size of the trees and the way they are falling, the Airport will hire a contractor that does this professionally to take them down.
- c. Winter Operations Meeting. The meeting will be held on October 20 at 9:00 a.m. in the Alaska Room. The Airfield Division will host this meeting. It will go over communications and protocol, including NOTAMs and FICONS, working with Air Traffic, Flight Service, and with some of the users on the airfield (airline/air carrier tenants).

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d. Annual Certification Inspection. FAA (Federal Aviation Administration) Inspector Matt Stearns will be down from October 31 through November 2. The preliminary inspection letter has been received, which tells the Airport the items he will be focusing on. A meeting was held earlier in the day with the ARFF (Aircraft Rescue Fire Fighting) staff, Airfield staff, and Wildlife Services about the items to be reviewed.

e. FAA Policy Change Land Use. This has a comment period through October 17 and is for the Airport property. This has to do with aeronautical and non-aeronautical use of the airport grounds. She encouraged the Board to review this document. A number of years ago, the FAA was a little more lenient and this may give further direction and put the approval onto the FAA for that purpose. The Airport is very transparent with the FAA. Ms. Wahto thought this puts a lot of work back on the FAA, as well. She thought that the FAA Airports staff are great.

f. Insurance Liability Risk Report. CHUBB Risk Engineering is not our insurer, but provides risk analysis and survey work. They are experts in the field in looking at detail. They were here in July looking at everything from fuel farms to tenant areas. They went into our leases. This is a mini free inspection to see if there are any deficiencies or anything they would recommend. The Airport received a 70-page report, which goes into great detail of tenants, fuel farms, terminals, and anything they thought could have a potential risk factor or may fall into non-compliance. The folks that were found to have deficiencies were sent excerpts of the report. Staff met on this report this afternoon with the Fire Marshal, ARFF and Airfield to discuss the report. It also highlights things for the Airport, including paint markings in the aircraft movement area were faded and did not have beads, which had been delayed because of not getting supplies, but that has since been taken care of. These are done annually, but due to COVID they had not been to town for a few years. This inspection was very thorough. The timing was good because some of the items fall over into the FAA's compliance line for the certification.

g. Airport Fund Balance and Capital Revolving Account Balance (Attachment #2). There have been no changes from the September agenda.

h. CARES/CRRSAA/ARG Fund Balance (Attachment #3). The breakdown includes funds used and proposed to be used, including the two items above the parking lot construction that are placeholders for the Gate K Culvert (both design and construction) and the Underground Storage Tank just discussed by Ms. Mell. They are added into Attachment #3 which is a breakdown of all the projects.

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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 Project Reports:

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- *TSA Passenger Screening Checkpoint Equipment.* This project has been put on hold for the actual equipment. However, the new system seen at other airports is called the CAT (Credential Authentication Technology). This allows a traveler to only present their scannable ID. It tells the TSA everything they need. They may run these in parallel for a while, but they are moving to the new technology.
 - *Encampments on Airport Property.* The Airfield crew continues on a very regular basis to clean up these sites and trash in the greenbelt area off of Jordan Creek. It is picking up again. The biggest concern is the number of needles they have collected are numerous. Ms. Layne suggested taking pictures during cleanup which will be useful when requesting the variance and protect staff. Ms. Wahto replied that staff is taking many pictures and documented a lot. Some of the pictures were added to the variance request. They are now only taking pictures of the more egregious campsites. They are also logging when they clean up sites. The camp sites were noted through the risk assessment by CHUBB surveyors. They noted this in their survey report, which was included in the updated variance request for Jordan Creek. They noted criminal activity, drug activity, trash bringing in wildlife and in dryer times, the chance of forest fires where the camps have been.
 - *Title 49 (Jordan Creek) Variance Request.* The note from CHUBB Risk Insurance was included in the updated variance information that was submitted last week. The Planning Commission hearing is scheduled for November 22. More information and more maps have been included in the variance request.
 - *Spill Prevention and Control Countermeasure (SPCC) Plan.* This plan is complete.
 - *Juneau Douglas North Crossing Project – PEL Project.* The Airport does not know what preferred alternatives will be presented. The Airport's concern (which has been voiced to DOWL) is that one of the preferred alternatives came across from Sunny Point. From the Airport's standpoint, that could interfere with the extension of the approach lighting system on Runway 26 for the MALSR (Medium Intensity Approach Light System with Runway Alignment Indicator Lights) to go out to 2,400 feet and hit the glideslope coming in. This is an item that needs to be in the discussions as they choose the preferred alternative.
- j. Airport Project Managers Reports (Attachments #4 and #5): Mike Greene, Project Manager, reported the *Terminal Reconstruction Project* is coming to the end of the project. Dawson continues to work on the punch list items, including a few more items that have been added (i.e., the tile in the baggage claim area). Dawson has a reduced crew, but are very responsive to staff's requests.

The *Terminal Fire Alarm Project* has Johnson Controls continuing to test the system. The system is up and running and the Airport is fully covered by the new system.

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There are a few issues to be addressed. There has been an RFP (Request for Proposal) issued to Johnson Controls to relocate existing ceiling-mounted fire alarm devices because no one else wanted to do the work. An RFP has also been issued to Johnson Controls to investigate and correct numerous fire alarm trouble conditions that have appeared over the last two years of the construction project. Whenever something has been taken out of the system, it is supposed to be demolished back to the source, which is a lot of wire removal that sometimes causes problems.

The *Main Ramp AOA (Airport Operations Area) and RON (Remain Over Night) Project* has DOWL in their information gathering phase. The surveyors were still gathering more information on the 135 ramp area. This work is being coordinated with the Gate 5 PBB (passenger boarding bridge) work and getting a schedule pulled together on what is going to happen first. The first stakeholder meeting was held on September 7, which was an informational meeting and it was attended by Alaska and Delta. The second stakeholder meeting will be held when there is more firm schedule information to share.

The *Sand/Chemical building roof* has some leaks. The roof has not been accepted. Dawson will address the issues weather permitting.

The *Float Pond Improvement Project Phase II* bid was awarded to Secon. They have started pulling their project schedule and submittals together. The project called for the float pond to be shut down in December. They may not want to start this winter. There is a chance that if the weather does not come in with ice, the float pond may be open further into the year.

The *Taxiway A/D-1/E Project* is still working on the final revisions to the old ALRV (Airport Light Regulator Vault) by trying to make it look identical to the new ALRV. Staff is working with the FAA.

AEL&P (Alaska Electric Light & Power) has run out of conductors and may not be back in the spring to bring in the *power to the Northwest Development Area*. They will let the Airport know if they do get more conductors. The pricing will not change, only a delay in bringing in the wire.

Ke Mell, Airport Architect, reported the *SREB Pump Replacement* work has started.

The *Bagwell Mechanical Repair* has demolition in progress.

Parking Lot Repairs – Ms. Mell reported Ken Nichols, formerly of Juneau and the DOWL Project Manager, is leaving DOWL in late October to work at Tucson

Airport's Planning Department. Steven Noble with DOWL will be taking on this project. The design is beginning.

Terminal Hazmat Report – The hazmat sampling was completed on October 6 for the areas of the terminal that were not renovated in the most recent renovation. The lab results are expected in about three weeks.

H. CORRESPONDENCE:

11. **Glory Hall Letter** (Attachment #6): Good Neighbor Relations Promotion/Policy dated September 22, 2022. Ms. Soutiere said she works closely with Luke Vroman. He is really trying to take this seriously. If there is any reason for any kind of outreach and the Airport would like to meet with Mr. Vroman, Ms. Soutiere said she can set something up.

I. COMMITTEE REPORTS:

12. **Finance Committee:** None.
13. **Operations Committee:** None

J. ASSEMBLY LIAISON COMMENTS: None.

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS: None.

L. BOARD MEMBER COMMENTS: None.

M. ANNOUNCEMENTS: None.

N. NEXT MEETING DATE: The next regular Airport Board meeting will be held on November 10, 2022, at 6:00 p.m. in the Alaska Room and via Zoom.

A recess was held from 8:05 p.m. to 8:10 p.m.

O. EXECUTIVE SESSION: Airport Manager's Annual Evaluation: *A motion was made that the Airport Board 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. The motion passed by unanimous consent.*

The Board came out of executive session at 9:07 p.m. after discussing the Airport Manager's annual evaluation.

P. ADJOURNMENT: *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 9:07 p.m.*

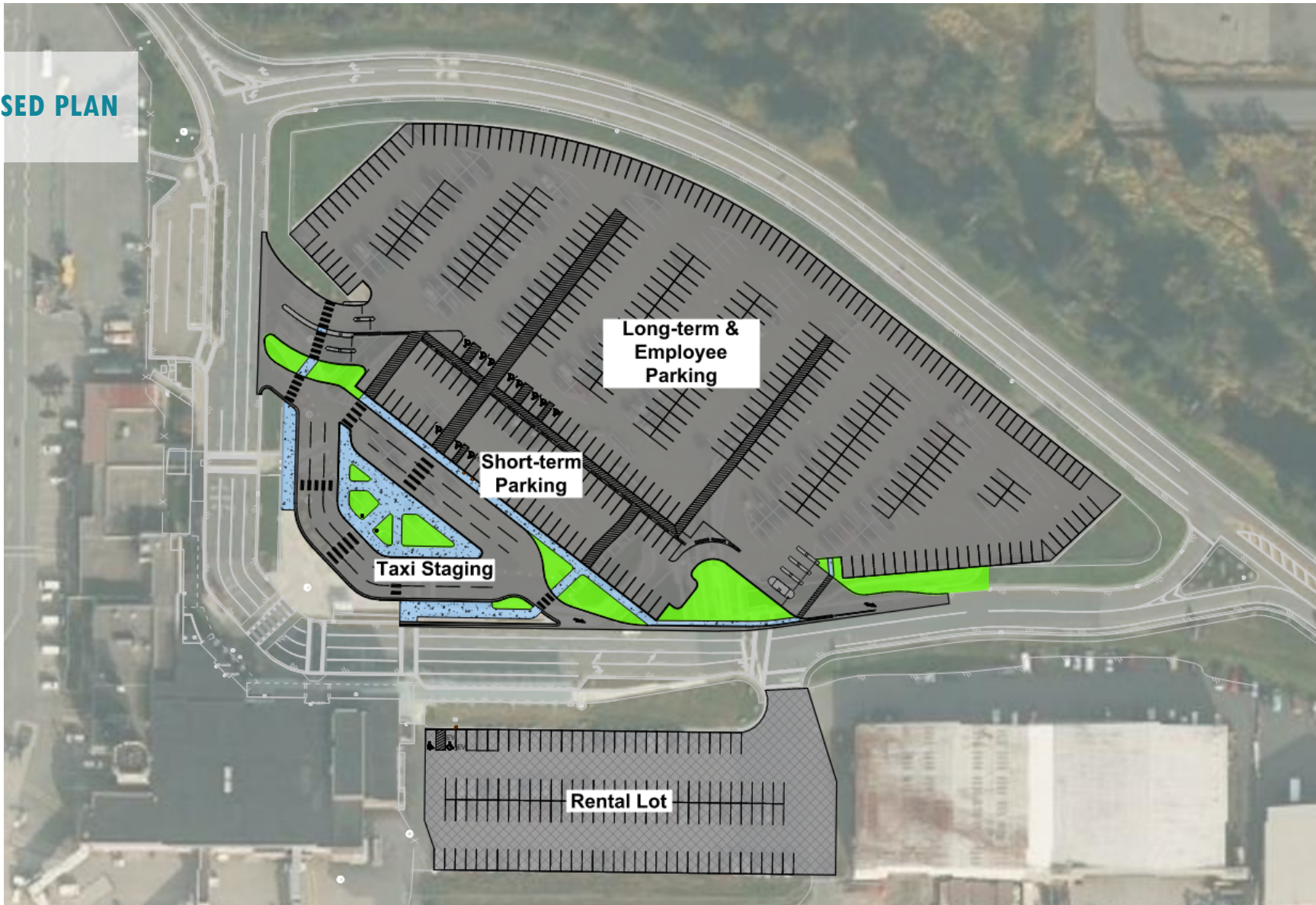


JUNEAU INTERNATIONAL AIRPORT PARKING IMPROVEMENTS

**AIRPORT BOARD
OCTOBER 13, 2022**

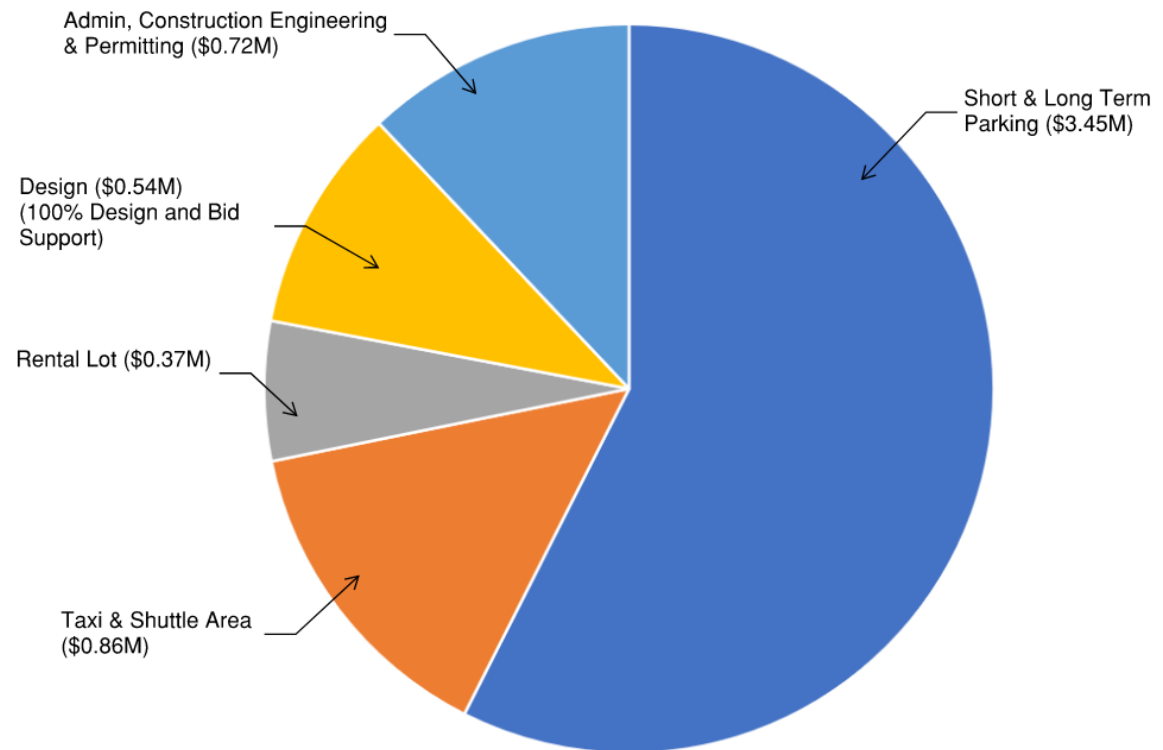
ATTACHMENT #1

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

ATTACHMENT #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 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 Reservice 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**

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

*FY22 not closed out yet

ATTACHMENT #3					
Projects for CARES Funding				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	



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.

ATTACHMENT #4

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.

ATTACHMENT #4

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.

ATTACHMENT #4

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.

ATTACHMENT #4

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.

ATTACHMENT #4

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 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 sub-cooling and adjust.

ATTACHMENT #4

- 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.

ATTACHMENT #4

- 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.

ATTACHMENT #4

- 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

- 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

Equipment Type	Floor	Area Served	Tag	Manufacturer	Model	Serial	Annual	Operational	Filter 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

Equipment Type	Floor	Area Served	Tag	Manufacturer	Model	Serial	Annual	Operational	Filter 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



ATTACHMENT #5

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.

ATTACHMENT #6



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.

ATTACHMENT #6



JUNEAU HOUSING FIRST COLLABORATIVE
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"