



AIRPORT BOARD AGENDA

August 11, 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

**TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962
BY 3:00 PM ON AUGUST 10, 2022**

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. COMMITTEE ASSIGNMENTS

1. Finance Committee: Jodi Garza (Chair), Chris Peloso, Dan Spencer
2. Operations Committee: Dennis Bedford (Chair), Jerry Kvasnikoff, Eve Soutiere

G. UNFINISHED BUSINESS

H. NEW BUSINESS

3. Addendum - Terminal Ramp Apron Capital Improvement Project (CIP) Phase I Contract.

DOWL was the sole proposer for the design of the Terminal Ramp Apron CIP project to include the main commercial ramp rehabilitation, install new remain overnight (RON) aircraft parking for jets, adjacent fencing, lighting and associated drainage. The Airport has received the proposed scope of work for the project and their fee proposal for design through construction bids. The grant application will need to be submitted and the Airport Board will need to approve the funding prior to moving forward to the Assembly for appropriation. Until the entire appropriation and grant are received, DOWL can proceed with a limited scope with the local match funds previously appropriated from CBJ 1% Sales Tax allotted for Airport project match. Staff would like to proceed with award of Phase I planning contract at a cost of \$182,501. Once the Federal Aviation Administration (FAA) grant is received and appropriated, the funding would reimburse the FAA portion (93.75%) of the local match used to upfront the Phase I work.

Board Motion: *"Approve Terminal Ramp Apron Capital Improvement Project Phase I contract with DOWL at a cost of \$182,501 to be forward funded by previously appropriated local match funds."*

4. Passenger Boarding Bridge (PBB)/Jetbridge 5 Design Grant.

A Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Entitlement grant in the amount \$187,442 has been awarded to JNU for Design of the PBB/Jetbridge 5 Replacement. A contract has been negotiated with Jensen Yorba Wall.

Board Motion: *"Approve the appropriation of an FAA AIP grant award in the amount \$187,442 for Design of the Passenger Boarding Bridge/Jetbridge 5 Replacement."*

5. Airport Manager's Report. See attached report.

I. CORRESPONDENCE

J. COMMITTEE REPORTS

- 6. Finance Committee:
- 7. Operations Committee: Pending meeting to be scheduled to discuss flooding issues.

K. ASSEMBLY LIAISON

L. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

M. BOARD MEMBER COMMENTS

N. ANNOUNCEMENTS

O. NEXT MEETING DATE

- 8. September 8, 2022, 6:00 p.m., Alaska Room and Zoom

P. EXECUTIVE SESSION

Q. ADJOURNMENT

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

AIRPORT MANAGER'S REPORT

1. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). 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 and the FY23 /24 budgets. The Airport should have this from Finance by next month.
2. CARES/CRRSAA/ARG Fund Balance (Attachment #2). The breakdown of CARES Act/CRRSAA funds used and proposed to be used/proposed to-date is detailed below. This is an update based on June Board motions and bids. Attachment #2 shows the updated spreadsheet of the projects and expenses for the CARES Act funds. The list shows the projects and funding already in use, as well as projects for consideration. At this time, the Airport is looking at approximately \$7M still available and looks to the Board for approval on additional projects. The spreadsheet provides further detail for the table (below). Additional Finance Committee meetings will be needed to look at projects for the remaining funds. No changes since June.

CARES/CRRSAA/ARG Act Use		7/1/2022
30,590,133	Grant awards*	
(727,145)	FY20 Operational Expenses	
(3,427,111)	FY21 Operational Exp incl tenant relief; yearend	
(602,375)	FY21 Airport GO Bond debt service	
(662,625)	FY22 Airport GO Bond debt service	
(203,028)	TWY Regulator Upgrade (appropriated)	
(1,610,000)	Bag Belt Replace - Est; + \$50K design (10/21)	
(600,000)	Parking Lot Design (max) - Estimate	
(238,400)	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	
(165,000)	SREB Circulation Pump Upgrade *May 22 bids	
(175,000)	Sand/Chem bldg Back-up Boiler TBB July 2022	
(50,000)	Forklift vehicle	
22,129,449	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	
(75,000)	Terminal Lighting	
(350,000)	Terminal Ceiling	
(20,000)	Man Lift	
(35,000)	Fuel Station Access Control & Generator	
(20,000)	TSA Bag Screening Floor	
(32,000)	SREB Wash Bay Protection	
(296,400)	NWDA Electrical Upgrades	
(190,000)	Float Pond Electrical Upgrades	
(5,000,000)	Parking Lot Construction -TBD -Est (in design)	
7,009,002	<i>Proposed/estimated balance FY22 end</i>	

3. FY 2022 FAA Contract Tower (FCT) Competitive Grant Program projects under the Bipartisan Infrastructure Law (BIL) were announced August 4, 2022. There were 20 projects at 20 airports for \$20 million in funding to rehabilitate or reconstruct airport owned towers. Juneau's project for a new Air Traffic Control Tower was not selected for FFY22. The FAA received 97 applications totaling about \$364 million in projects for the FFY22 program. JNU is encouraged to reapply for subsequent annual FCT Notice of Funding Opportunities (NOFOs). The FAA will issue annual NOFOs through 2026.

4. Jordan Creek Slough Slough and Culvert. With the recent rains (and more in the forecast) a section of the Jordan Creek slough north of the Block O hangars has sloughed. Staff has alerted Community Development Department and will maintain vigilance and repair if/when needed.

Additionally, a culvert near Gate K (coming from Crest Street) appears to be failing. See Mike Greene's report. We are looking to get this area scoped.

5. LAB Hangar. The tenant has informed staff that the hangar sale has fallen through at this time. Staff will advise the Board of any developments in a sale.

6. Bag Claim Floor Tile. The Airport received a price of \$176,226 to complete the tiling on the first floor into the baggage claim area. The area currently has older brown carpeting that is continuously dirty from baggage and direct access with curbside loading. This price is within the estimate of \$170-\$200K that staff provided. This work would be funded through the Terminal Project local match (not FAA eligible), but will require supplemental spending authority by the Assembly at their August 22 meeting.

7. Block M Hangar Flooding/Topo Map. The topo map of the Block M hangars and surrounding area has been provided to staff. It shows that the area is indeed flat with no drainage. The Board has turned this over to the Operations Committee for consideration. Staff is looking to schedule this meeting now that committee assignments have been made. Additionally, a hangar owner on the west end has flooding issues.

8. United Parcel Service (UPS) Package Bin Theft. With the limited hours of operation, customers are dropping outbound (return) packages into one of two drop boxes at UPS. They fill very quickly. This allows for almost daily overflow of packages not able to fit in the bins, and subsequently theft of packages. Airfield crew found the remains of several opened packages that were stolen from the overflow and pilfered through in an adjacent area at the Airport. The Airport is discussing this with UPS for some alternate drop box ideas.

9. Triennial Airport Emergency Drill. The Airport's full scale emergency drill took place on Saturday, July 23, 2022. There were just under 100 volunteers for the event, plus all the participating agencies and staff. The Airport would like to thank all the volunteers. This would not have worked without them.

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

- **UPDATE** - *Title 49 (Jordan Creek) Variance Request*. Title 49 Variance and Permit Applications, along with supporting documentation, were submitted to CBJ Community Development Department (CDD) on March 15, 2022. CDD reviewed the two requests and determined that the request for tree/shrub removal inside the Airport perimeter was already part of an original variance and has been completed. With concurrence of the Airport, CDD has postponed the second variance request for outside the fence along Jordan Creek (requesting limbing and vegetation removal along Jordan Creek on Airport property) for the **Planning Commission** until additional supporting documents have been submitted (details of limbing area, JPD reports and letter, etc.). That Planning Commission consideration is **NOW DELAYED UNTIL SEPTEMBER**. The variance request highlights safety, security and law enforcement. Once all information supporting the variance is submitted, CDD staff will reschedule and a staff report will be available at <https://juneau.org/community-development/planning-commission>.

- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting. Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. The language would add MALSR equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA even if paid for through Airport Improvement Program (AIP) funding. This is now pending final Senate and House approval.
- **NO CHANGE** – *Alaska Department of Natural Resources (DNR) Land Conveyance/Easement*. During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted and required additional land (safety area) at each end of the runway. Additionally, 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 still in the process of finalizing survey work and conveyance to the Airport. Staff is working on this with DNR to close out this portion of the project. Staff confirmed with DOWL surveyors that there was no change in the original survey documents and that no deviation between proposed work (in permit) and as-built exists. Therefore, the Airport moved into the conveyance process, which is currently in its final DNR review. Airport staff and DNR expect that the final review and recording will occur later this month. A third tract of land (west end) that is currently used for FAA approach lighting is easement only. The cost (mitigation ratio) is cost prohibitive at this time.
- **NO CHANGE** - *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP)*. Continued testing, tenant paperwork requirements and program update.
- **NO CHANGE** - *Spill Prevention and Control Countermeasure (SPCC) Plan*. The Airport reviewed the draft SPCC plan, provided comments and should have the final draft in hand for review soon. This is an ADEC requirement.
- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, survey the test wells to determine flow direction, including two private wells within the test radius. More samples were taken in June 2022.
- **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 and will bring items back to the Board for action as necessary. Staff continues toward acquisition of the Loken/Channel Flying property that was noted as a non-compliant through-the-fence operator.
- **NO CHANGE** – *FAA Disabilities Compliance and Title VI Review*. Staff will be following up the plan and self-evaluation programs now that the terminal has substantial completion.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss the increase of PFC with our DC Lobbyist and Congressional Delegation to keep it in the queue.
- **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 (match and bond interest to assess when to start PFC10 application process.
- **NO CHANGE** – *TSA passenger screening checkpoint equipment*. This project has been put on hold due to construction requirements for the larger equipment. TBD.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to look at a tracking system for all building component preventative maintenance programs. At this time, staff is collecting current basic system, and needs. Staff continues to look at maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

11. Airport Project Manager Reports (Attachment #3 and #4)

ATTACHMENT #1

Section H, Item 5.

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

Available Fund Balance Summary
Airport Fund

Last Update: 11/8/21

OPERATING

	FY20 Actuals	FY21 Actuals	FY22 Budget	
Revenues:	6,602,372	4,591,010	4,824,900	
CARES Reimb (operations):	724,664	3,427,111	3,382,910	
Expenditures:	(7,466,591)	(8,015,383)	(7,941,600)	
Transfers (to)/from Capital Projects:	(800,000)			
*Other Financing Sources (Uses):	151,133	(268,948)	-	
Increase (decrease) in Fund Bal (FB):	(788,422)	(266,210)	266,210	**
Beginning Available FB	4,488,200	3,699,778	3,433,568	
Ending Avail FB, including Reserve:	3,699,778	3,433,568	3,699,778	
Less 3 Mo. Operating Reserve	(1,866,600)	(2,003,800)	(1,985,400)	
Ending Available Fund Balance	1,833,178	1,429,768	1,714,378	

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

**FY21 deficit was determined too late to post prior to FY21 closeout; will be collected in FY22

ATTACHMENT #2					
Projects for CARES Funding					
7/1/22					
Project #	Project Name	Cost Est.	Board Approved	Description	Status
	Public Parking Rehab - Design	\$600,000	\$600,000	Design Long, short, employee, rental car	Board approved
	SREB Circulation Pump Replace	\$115,000	\$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	\$92,885	\$238,400	Design and Replace pend bid approv \$195.4K	Board approved - pending
	Forklift for SREB/SCAB Chem	\$50,000	\$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	\$75,000	\$75,000	LED replace fluorescent old/remaining terminal	Board approved
4	Acquire Man Lift	\$20,000	\$20,000	In-terminal Man Lift for maintenance/cleaninng	Board approved
5	Fuel Station Access Control	\$20,000	\$20,000	Automated fuel access control	Board approved
6	Fuel Station Back-up Generator	\$15,000	\$15,000	In-Line and portable generator + enclosure cost ??	Board approved
7	TSA Bag Screening Floor Replace	\$20,000	\$20,000		Board approved
8	Ceiling Tiles Replacement Old/DL	\$350,000	\$350,000	350k-1M Bulk tile order replace all remaining	Board approved
9	SREB Wash Bay Protection	\$32,000	\$32,000	Ext curtains, ceiling protect, seal/paint dr	Board approved
10	Compactor Relocation / Replace	\$350,000		\$250k design/pad electrical \$100K compact	
11	Blk M, N, O trench drain/paving	\$1,000,000		Est for trench drains and paving	
12	Blk O paving behind hangars	\$280,000		may combine with above	
13	North AK Seaplane/Ward Paving	\$150,000		between tenant lease and TL, TL repair work	
14	Power/Electric to Float Pond	\$190,000	\$190,000	est only to extend down north rd, not to each dock	Board approved
15	Water/Sewer Float Pond/Other			TBD	
16	NWDA Electrical 3-Phase Site Only	\$296,400	\$296,400	brought to box only, not to lease lots update 6/22	Board approved
17	Biffy Dump Station	\$90,000		DOES NOT INCLUDE DESIGN/CA	
18	Compass Rose	\$10,500		Siting only; not include painting	
19	Penthouse (2009) DOAS Repair	\$100,000		est for entropy wheel compressors, etc	
20	Alex Holden Re-design/Repave	\$2,100,000		Cargo Road, raise bed, curb gutter, drainage, pave	
21	Sidewalk Blower/Plow	\$30,000			
22	SREB Maintenance /Addition	\$12,300,000		Est ECI, FAA ineligible maintenace bays/shops	
23	Penthouse (2009) Cooling System	\$30,000		erminal project	
24	Sand/Chem Ship Ladder - Mix Tank	\$15,000		plus shipping??? 2019 quote	
25	Floor Rile Replacment Dep. Lounge	\$10,000			
26	Lighting&Cameras/Security Upgrade			no est yet	
27	Coastal Helicopter Paving			TBD...part of RON parking in master plan	
28	Chain Drive Security Gates			tenant request	
29	Anchor West End Pull-out				
30	Power to N Terminal Ramp Side			tenant request	
31	Water to N Terminal Ramp Side			tenant request	
32	Lactation Pods North End			tenant request; not federal requirement	
33	Food Concession 1st Floor			tenant request; concessionaire viability	
		\$25,429,813	\$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: August 3 2022

RE: Projects Office Monthly Report

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

Terminal Reconstruction – Phase 1&2: In July, Dawson Construction continued to work on the project punch-list items, completing more of the work items required by the original construction contract, and completing more of the work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Order.

Look Ahead to Upcoming Activity. The Contractor's schedule for August calls for the continued effort to complete all outstanding project work items. This work will include 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 manufacturer's re-inspection of the new roof assembly has been scheduled for mid-August. This inspection will be conducted by a representative from Carlisle SynTec Systems, and this inspection will initiate the manufacturer's 30 year roof warranty.

JNU is currently working on the preparation of Change Order 23, which will not add any additional time to the BE20-020 contract. To date, Dawson Construction has submitted a total of 314 Requests for Information (RFIs) on the Terminal Reconstruction project, and JNU has issued a total of 184 RFPs to Dawson Construction. The majority of the RFPs were issued to address additional work that was introduced to the BE20-020 construction contract in response to RFIs. The remaining RFPs address work items that have been initiated by the Owner to address such things as interior finish upgrades and revisions, repairs to existing electrical and mechanical equipment and systems, and to address the addition and/or replacement of existing equipment items to promote energy efficiency and long-term cost savings.

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 stand-by to perform the final testing of the new fire alarm detection, annunciating devices and public address systems. This work has been on hold pending the installation of the necessary dedicated telephone lines that are needed for the system auto-dialer.

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

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

Main Ramp (Part 121/135) Rehabilitation & Remain Overnight (RON) Jet Parking Design. No change since last report. The contract for design services has been awarded to DOWL. DOWL is currently working on the submission of their phased work plan and associated fees. The project schedule is still calling for bidding the construction of this project in the spring of 2023.

Sand/Chemical Building – Roof Warranty: In July, a representative from Carlisle SynTec Systems performed an inspection of the Sand/Chemical roof installation as installed by Dawson Construction. This inspection identified a number of items that Carlisle wanted to have revised / re-worked. Dawson began this repair work last week, and this effort has introduced a number of roof leaks. Both old and new. JNU has issued two previous deficiency notices to Dawson Construction relating to roof leaks, in addition to numerous notices reporting leak activity. JNU is now asking Dawson Construction to open up the roof in the leak area to allow an inspection for water damage within the assembly.

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

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

Float Pond Improvements – Phase 2: This project is currently out to bid, with bids due on Friday, August 12, 2022. The planholders list includes SECON, Southeast Earthmovers, Arete Construction and Coogan Construction. Two ADDENDUMS have been issued to date to address bidder questions and needed clarifications.

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

The scope of work for the project will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing/re-positioning 14 of the existing concrete float plane dock headwalls. The order of the work is critical with the pond embankment needing to be done prior to the road work. Staff and PND are working on this schedule since the pond will need to be drained for this work during the winter months, while also coordinating the timing of the grant.

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

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The start-up, testing and commissioning of the new SREB back-up generator, transfer switch and load bank has been completed and these items have been accepted by the design team and by JNU. The project will now move into the punch-list and close-out phase.

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

Runway Visual Range (RVR) Replacement. No change since last report. The FAA began running new conduit and conductors to their RVR equipment last July. The RVR system (measures visibility for instrument approach aircraft) is now ready for replacement. Staff will again provide a safety officer and oversight while the FAA works on the project. The cutover of the new RVR was scheduled for the first week of June with an estimated two-week outage during the replacement. Final cutover and inspection has been delayed until July due to personnel coming down with COVID. FAA is still trouble-shooting the switchover between the Airfield Lighting Regulator Vault and Flight Service Station.

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

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

Hangar M Site Survey & Topo: JNU received DOWL's topographic map of the site that surrounds the Block M hangars. This map confirms that the surrounding site is extremely flat. It also confirms that the recent work that introduced a trench drain along the south side of the hangar did introduce positive drainage / fall away from the south facing hangar doors. The map also shows that there are areas on the north side of the hangars where the asphalt surface slopes towards the hangar doors. The next step in this investigative process will be to evaluate what can be done on such a flat site to improve drainage away from this hangar.

SREB Wash Bay Water Protection: JNU has issued an updated RFP package to Dawson Construction (the next available Contractor on CBJ Engineering's Term Contractor contract list) for this work. The RFP is asking for a proposal to patch and paint the water damaged gypsum wallboard; to prep, seal and re-paint the interior face of the exterior vertical lift door; and to furnish and install splash curtains and plastic panel ceiling splash protection. Dawson has not yet submitted this proposal.

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

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

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

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

Power to Float Plane Pond: CBJ-JNU has issued a notice-to-proceed to Alaska Electric Light & Power (AEL&P) to extend a new 15KV 3-phase electrical service to the west end of the float pond. AEL&P has

reported that all materials needed for this project are now in Juneau, and that they are currently working on getting their crew badged. JNU is standing by to receive a construction schedule from AEL&P.

This work is needed to provide operational power for the 36-inch valve actuator, lights and heat within the float pond valve vault. This work will also introduce electrical service which will be available as a tenant improvement to those operators that have floats along the north side of the float pond. JNU is working with RESPEC (Ben Haight) to develop a power distribution plan to bring power down the north side of the float pond for tenant use.

Upgraded Power to the Northwest Development Area: CBJ-JNU has issued a notice-to-proceed to AEL&P to extend a new 12.5 KW 3-phase electrical service into the Northwest Development Area (NWDA). AEL&P has reported that all materials needed for this project are in Juneau, and that they will begin work following the completion of the installation of power to the float pond

This work is needed 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.

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

Gate K (Crest Street) Culvert at Jordan Creek: Airfield Maintenance has reported a possible partial collapse of the large half-arch aluminum culvert that crosses under the airfield access road at Jordan Creek. JNU is currently investigating this report.



Photo 01: Depression in asphalt above the culvert.



Photo 02: Culvert outlet in Jordan Creek.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: August 3, 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 is confirming the availability of components that would allow installation of alternative variable frequency drives (VFDs) to substitute for those specified. The alternatives are already in Juneau (Harri Plumbing will absorb the cost and use them on another project if they are not approved for this project). The specified pumps will be here shortly. Providing the details can be resolved, we should have substantial completion this fall. We will need to extend Harri's contract—which anticipated substantial completion on August 7, 2022—but we will do that when we confirm the details for the VFDs. The specified VFDs that control the pumps have a 50-52 week lead time, which would put Substantial Completion in mid-summer 2023 and force JNU to heat the SREB with the electric boiler all next winter.*

Bagwell Mechanical Repairs: *In July the Board approved award to Schmolck for \$195,400 from CARES funding. Schmolck received their contract on August 3 and we expect submittals shortly. Substantial completion is scheduled for early March 2023.*

Sand/Chemical Back-up Electric Boiler: *Design is underway. Unfortunately, it has become apparent that tapping the SREB for electricity to power the Sand/Chemical back-up boiler is neither straightforward nor easy. When SREB was built not all of the functions JNU wanted to house there were eligible for Airport Improvement Program (AIP) funding, and JNU did not have the additional resources required for the non-AIP funded work, so the non-AIP funded work was laid out at the conceptual level but neither designed nor built, pending future funding. SREB's electrical capacity was intended to accommodate the future addition, so we had anticipated that it could also accommodate the Sand/Chemical back-up electric boiler. That has proved overly optimistic. As Mike Greene, SREB Project Manager, said, "The original SREB/Sand Chemical designs and expansion plan did not anticipate the need to introduce a back-up electric boiler in the Sand Chemical building."*

Mark Morris of Morris Engineering said, "Every option I look at to power the Sand Chemical Building boiler will impact the future addition because there is not enough capacity in either the heating panel or the switchboard to feed both the Sand Chemical Building Electric boiler AND heat for the addition or (an electrical) feeder for the addition." Therefore, he submitted and JNU has accepted a proposal for \$16,000 for Morris Engineering to provide a study to determine the heat

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load of the future addition and the power load based upon a rough floor plan by the City & Borough of Juneau (CBJ) with information on what equipment will be inside. Shane Hooten, Modern Mechanical (Morris Engineering's mechanical subconsultant) will estimate the heating load and let staff know the power need for additional heat pump(s) or electric boilers in the SREB. The power usage of the building based will be determined upon the CBJ provided room descriptions and specific equipment intended to be used in the building. Recommendations will be made on how the addition will be fed with options. Once the CBJ has decided on those options, staff will pick another source of power for the Sand Chemical Building that doesn't interfere with the future addition power source.

CBJ Contracts is in the process of requesting authorization to increase Morris Engineering's design contract beyond the \$50K upper limit for work under consultant term contract. The contract will need to be extended as required by the additional work. Morris Engineering has asked for one week to do the work after receiving Notice to Proceed.

The original contract with Morris Engineering for design was for \$49,835, with construction documents due July 31. Due to boiler lead times, we expected installation in early spring 2023. This will require renting the temporary boiler from Harri Plumbing again this coming winter.

Parking Lot Repairs: *We expect a proposal shortly from DOWL for their Phase II work. DOWL has completed their Phase I (Site Investigation and Concept Development) work and presented it to the Board at the July 14 meeting.*

Gate 5 Passenger Boarding Bridge Replacement: *Jensen Yorba Wall Architects has signed a contract for \$47,964 for planning only, with deliverables due September 29, 2022; this allows them to start work until the Board and CBJ Assembly approve the Federal Aviation Administration (FAA) AIP grant for design (see New Business). There are currently local match funds in the account to begin the planning until the AIP grant is appropriated. The remaining design work will be issued a Notice-to-Proceed upon grant appropriation. JNU has received the Categorical Exclusion (CATEX) Determination for environmental from the FAA.*

Outgoing Baggage Belt Repair/Replacement:

A meeting with Bob Carter of Transportation Security Administration's (TSA) Anchorage office and TSA's planning team is scheduled for August 9 to begin evaluating our existing baggage handling system. JNU is looking into the replacement of the entire system in accordance with TSA's Planning Guidelines and Design Standards, ver. 7.0, released October 8, 2020. Considering the system as a totality in light of the most current TSA guidance may be a more appropriate solution than piecemeal replacement of about half of the individual baggage handling belt units.

Jensen Yorba Wall provided 100% bid documents on June 3 to replace on a one-for-one basis about half of the individual units. Current information as to manufacturers' lead times suggests that with summer 2022 bid of the one-to-one replacement, the Airport would be looking at summer 2023 installation.

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Regardless of the route we take (system replacement or one-for-one replacement) we will coordinate the installation schedule with TSA, Alaska Airlines, Delta Air Lines, and Airport staff.

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

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

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

Alaska Seaplanes Building

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