



AIRPORT BOARD AGENDA

December 08, 2022 at 6:00 PM

Airport Alaska Room/Zoom

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

or

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

**TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962
BY 3:00 PM ON DECEMBER 7, 2022**

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES: Regular Monthly Meeting November 10, 2022

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

1. **Airfield Lease Amendment.** At the October 13, 2022 Board meeting, staff recommended language to add to the standard airfield lease, to describe the tenants' responsibility, at the planning stage for new construction, to mitigate the increasing potential for flooding events in hangars. The Board requested that the language identify and differentiate between new building construction and improvements after a building is constructed. Staff worked with Law department to bring both new and existing construction verbiage into the lease section for clarity. Staff proposes this addition (which was reviewed/approved by the City & Borough of Juneau (CBJ) Airport Attorney) to Section 7. Improvements to Leased Premises, paragraph 2, and reads "Lessee is responsible for the proper location of improvements on the leased premises (see APPENDIX C: LEASE PROVISIONS REQUIRED BY CBJ 53.20), with regard to surveys, setbacks, utility location, and any other improvements or alterations. Lessee agrees the hanger and/or property could be prone to flooding and is responsible for measures to mitigate potential hangar flooding including, but not limited to, vapor barriers, door flaps, gutters, and sufficient elevation of floor slab above adjacent grade. Lessee agrees to request approval for subsequent improvements during this lease and is responsible for measures to mitigate potential hangar flooding with respect to any subsequent improvements or alterations. Tenant improvements shall not contribute to flooding in surrounding tenant facilities or hangars, or airport aprons, taxiways, taxilanes or runways. Lessee further agrees to indemnify and hold harmless the CBJ should Lessee fail to take appropriate measures to mitigate potential flooding." Similarly, tenant improvement forms will include this language for subsequent improvements.

Board Motion: "Approve the addition of airfield lease language to Section 7. Improvements to Leased Premises, paragraph 2, that reads: "Lessee is responsible for the proper location of improvements on the leased premises (see APPENDIX C: LEASE PROVISIONS REQUIRED BY CBJ 53.20), with regard to surveys, setbacks, utility location, and any other improvements or alterations. Lessee agrees the hanger and/or property could be prone to flooding and is responsible for measures to mitigate potential hangar flooding including, but not limited to, vapor barriers, door flaps, gutters, and sufficient elevation of floor slab above adjacent grade. Lessee agrees to request approval for subsequent improvements during this lease and is responsible for measures to mitigate potential hangar flooding with respect to any

subsequent improvements or alterations. Tenant improvements shall not contribute to flooding in surrounding tenant facilities or hangars, or airport aprons, taxiways, taxilanes or runways. Lessee further agrees to indemnify and hold harmless the CBJ should Lessee fail to take appropriate measures to mitigate potential flooding."

G. NEW BUSINESS

2. **Supplemental Janitorial Services.** Staff has been exploring the use of contractual janitorial services as a cost saving way to perform custodial services in the terminal. With Board approval, staff would like to contract for janitorial services to supplement the existing staffing and deal with staffing shortages. The contracted services would be for a two-person crew, 5 nights-a-week on overnight shifts, to perform floor care—vacuuming and shampooing, tile scrubbing, mopping, and waxing—and clean windows, entry vestibules, elevators, and bathrooms; at a cost not-to-exceed \$200,000/year. This would allow the Terminal Maintenance crew to perform a duty load that has been increasing in recent years, as described by Bobby Dilg, Terminal Maintenance Supervisor: "Building Maintenance is being relied on more and more for additional responsibilities. We are falling behind in custodial and maintenance tasks. Point in fact, this summer there were numerous complaints about restrooms running out of toilet paper because it was being used so fast that we could not keep up with demand. The custodial crew is being increasingly used for mechanical issues with the installation of another 30+ heat pumps and the circulation pumps and other Heating Ventilation Air Conditioning (HVAC) supporting infrastructure associated with a ground source heating system. Not to mention more cyber security and network maintenance, complicated lighting, and other building control technologies such as the snow melt systems. All this taxes staff's ability to keep up with time-consuming tasks such as vacuuming/mopping floors, window washing and detail work such as dusting. This contract will alleviate a lot of the daily time-consuming tasks for building maintenance, so that we are able to focus on hourly tasks such as bathroom sanitizing, minor maintenance on urinals, water closets, and the stocking of paper products. Callouts for spilled coffee and sundry messes made in the terminal, escorting the numerous contractors, inspectors, and service technicians, repairing, and maintaining automatic doors, heat pumps, setting up the Alaska Room for meetings and events, as well as the plethora of other responsibilities and the myriad of miscellaneous tasks and functions that fall to Building Maintenance. We can do it all, we just can't do it all at once." Staff wants to keep up on the new terminal to keep it clean and in good working order. Short of hiring additional staff (to an already short-staffed department), contract services seems to be the most cost-efficient way to approach this.

Board Motion: "Approve contracting supplemental janitorial services in the airport terminal, at a cost not-to-exceed \$200,000/year."

3. **Airport Manager's Report**

4. **Airport Projects Report - Mike Greene**

5. **Airport Projects Report - Ke Mell**

H. CORRESPONDENCE

I. COMMITTEE REPORTS

6. Finance Committee
7. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE

- O. EXECUTIVE SESSION:** Move to recess into executive session to discuss pending CBJ/Airport litigation, specifically a candid discussion of the facts and litigation strategies with the assistant municipal attorney.

P. ADJOURNMENT

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

AIRPORT MANAGER'S REPORT

- a. Coastal Helicopter Light Flights Fundraiser. Coastal Helicopters will be resuming the Annual Christmas Light Flights fundraiser on **December 16, 2022, from 4:30 p.m. to 7:30 p.m.** (with an alternate weather date of December 17). All proceeds benefit the Mendenhall Flying Lions Sight Project. The flights depart from the new north wing of the Airport Terminal. The Airport will provide free parking for this event. Coastal Helicopters donates aircraft, pilots, mechanics and logistics; while Petro Marine donates fuel and Mendenhall Flying Lions donates ground support. As always, this is weather permitting.
- b. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). **NO CHANGE**. 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 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.
- c. 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 November Board motions, bids and updates to accruals. Attachment #2 shows the updated spreadsheet of the projects and expenses for the CARES Act funds. The list shows the projects and funding already in use, as well as projects for consideration. At this time, the Airport is looking at \$6M still available and looks to the Board for approval on additional projects or use in the budget. The spreadsheet provides further detail for the table (below).

CARES/CRRSAA/ARG Act Use		12/1/2022	
30,590,133	Grant awards*		
(727,145)	FY20 Operational Expenses		
(3,427,111)	FY21 Operational Exp incl tenant relief; yearend		
(602,375)	FY21 Airport GO Bond debt service		
(662,625)	FY22 Airport GO Bond debt service		
(203,028)	TWY Regulator Upgrade (appropriated)		
(1,610,000)	Bag Belt Replace - Est; + \$50K design (10/21)		
(600,000)	Parking Lot Design (max) - Estimate		
(238,400)	Bagwell Gas Detect \$43k desgn+construct 195.4k pend		
(165,000)	SREB Circulation Pump Upgrade *May 22 bids		
(175,000)	Sand/Chem bldg Back-up Boiler TBB July 2022		
(48,715)	Forklift vehicle		
22,130,734	Balance		
	<i>Proposed Use</i>		
(98,347)	Required Concession Relief (not for other use)		
(1,200,000)	FY22 Tenant Rent Relief (est)		
(2,192,800)	FY22 Operational Expenses (est) + 107.9K int hit		
(1,200,000)	FY23 Tenant Rent Relief (est)		
(1,572,100)	FY23 Operational Expenses (est)		
(1,421,500)	FY24 Operational Expenses (est)		
(660,300)	FY23 Airport GO Bond debt service		
(657,000)	FY24 Airport GO Bond debt service		
	April 2022 Board Project Approvals		
(450,000)	Terminal Seating	11/9/22 Board inc by \$350	
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)		
6,043,087	<i>Proposed/estimated balance</i>		

d. 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) The variance request highlighted safety, security and law enforcement. Staff worked with Southeast Watershed Coalition to produce a detailed mapping of the 0-25ft, 25-50ft areas where cutting and limbing is proposed. Staff presented the case to the Planning Commission Hearing on November 22, 2022. The variance was denied on a 3-4 vote. Staff was told to work with CDD during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.
- **NO CHANGE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com. A TAC meeting was held Thursday, November 17, 2022.
- **NO CHANGE** – *Transportation Security Administration (TSA) passenger screening checkpoint equipment*. This project is on hold due to construction requirements for the larger equipment. The TSA has begun the roll-out of the Credential Authentication Technology (CAT) at JNU. This technology that travelers are seeing at larger airports allows for TSA to scan Real ID, passports and authenticated identification (scannable) at the passenger screening checkpoint that presents all travel information without the use of a boarding pass. TSA plans to use both the older and new technology for a while; eventually transitioning to just the new CAT system.
- **NO CHANGE** - *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They are performing weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt.
- **NO CHANGE** - *United Parcel Service (UPS) Package Bin Theft*. Staff continues to work with UPS on the outgoing drop-boxes that fill/overflow, and subsequent theft of packages.
- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. The language would add MALSR equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA even if paid for through Airport Improvement Program (AIP) funding. This is now pending final Senate and House approval.
- **NO CHANGE** – *Alaska Department of Natural Resources (DNR) Land Conveyance/Easement*. During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted

and required additional land (safety area) at each end of the runway. The installation of the Runway 8/26 approach lighting (MALSF (Medium Intensity Approach Light Systems with Sequenced Flashing Lights)/MALS (Medium Approach Light System)) requires easement into State wetlands. Two tracts of land at each end are in the process of finalize conveyance to the Airport. Staff is working with DNR to close out this project. The conveyance process is in final DNR review. Airport staff and DNR expect that the final review and recording soon. A third tract of land (west end) that is currently used for FAA approach lighting is easement only.

- **NO CHANGE** - *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP)*. Continued testing, tenant paperwork requirements and program update.
- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, survey the test wells to determine flow direction, including two private wells within the test radius.
- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.
- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.
- **NO CHANGE** – *FAA Disabilities Compliance and Title VI Review*. Staff will follow up the self-evaluation programs with the terminal substantially complete.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.
- **NO CHANGE** – *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

ATTACHMENT #1

Section G, Item 3.

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

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

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

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 #2					12/1/22
Projects for CARES Funding					
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	\$450,000	\$450,000		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/cleaning	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 maintenance bays/shops	
25	Penthouse (2009) Cooling System	\$30,000		terminal project	
26	Sand/Chem Ship Ladder - Mix Tank	\$15,000		plus shipping??? 2019 quote	
27	Floor Tile Replacement 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	
		\$26,591,243	\$4,509,828		
			Approved		
		Total Project	spending	NOTE: Projects only, not operational uses	



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: November 30, 2022

RE: Projects Office Monthly Report

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

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

Work completed in November included the installation of the last of the new interior light fixtures and acoustic ceiling tiles and the installation of the new floor tile within the baggage claim area.

Look Ahead to Upcoming Activity. The Contractor's schedule for December 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, modifications to the Lumicor panels at the main stairs, the installation of the glass guardrail assembly around the second floor light-well and the balancing of the entire terminal Heating, Ventilation, and Air Conditioning (HVAC) equipment systems.

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

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

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

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

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

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design.

remains behind schedule on the development of their design and bidding documents for the project. DOWL has indicated that they will provide an updated deliverables schedule on December 2, 2022.

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

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

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

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

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

Sand/Chemical Building - Commissioning: JNU has advised RESPEC (formerly PDC Engineers) that the work to replace pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) has been completed, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical system.

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

SECON has completed work on hauling the armor rock into the float pond staging area. This rock will be placed along the south side of the float pond to prevent further erosion by wave action.

The scope of work for the project will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing / re-positioning 14 of the existing concrete float plane dock headwalls that are located along the south side of the pond. The order of the work is critical, with the in-water pond embankment work needing to be done prior to the road work.

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

The Project Construction Schedule remains as follows:

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

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

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: No change since last report. The project has been determined to be substantially complete, and JNU continues to work with DOWL to wrap up the remaining punch-list work items. JNU also continues to work on finalizing the work associated with the retainage of the existing Airfield Lighting Regulator Vault (ALRV). The existing ALRV was to have been removed from service as part of the TWY project, but it was subsequently decided during construction to retain the ALRV as a 100% redundant lighting control system. JNU continues to work with DOWL and Morris Engineering to develop and complete the dual-ALRV system.

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

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

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: No change since last report. proHNS has started work on the preparation of the bidding and construction documents for the replacement of the existing culvert. The goal remains to release this project for competitive bid as soon as possible. The current project schedule calls for construction to begin in the early spring of 2023.

As mentioned in previous reports, engineers from proHNS completed their initial site inspection on August 26 and, while on site, confirmed that the culvert exhibits deformation, and that the location of the deformed area corresponds to the depression in the asphalt paving above. Following this inspection, it was the opinion

of the engineers that the culvert was not in danger of imminent collapse, but did need to be replaced as practical.

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

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

Upgraded Power to the Northwest Development Area (NWDA): No change since last report The work by Alaska Electric Light & Power (AEL&P) to extend new 12.5 KW 3-phase electrical service into the NWDA remains on hold until the necessary conductors arrive in Juneau. This work is intended to provide upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA. AEL&P has indicated that the completion of this work may be delayed until spring.

Power Extension to the Float Pond: No change since last report. JNU has asked Alaska Electric Light & Power (AEL&P) for a fee proposal to extend the 110-220V single phase service for commercial tenant use at the float pond. This extension will be routed from the new transformer location, along the north side of the float pond, and will extend as far as the Ward Air gangway. JNU has not yet received the requested fee proposal. JNU has advised Wings Airways, Alaska Seaplanes and Ward Air of this request for proposal. JNU has further advised these tenants that they will be individually responsible for contracting with AEL&P to extend this service across the float pond access road (approximately 45 feet) to their respective gangways / docks.

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

End of Report



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: November 30, 2022

RE: Airport Architect's Report

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

Snow Removal Equipment Building (SREB) Pump Replacement: *A minor code issue which had delayed electrical Substantial Completion has been resolved; we expect electrical Substantial Completion shortly. The pumps have been installed, and Testing and Balancing is complete. Mechanical Substantial Completion was on Tuesday, November 8. Completion of this project will allow Commissioning of the SREB heating system.*

Bagwell Mechanical Repairs: NO CHANGE. Demolition is complete. Some new conduit has been installed in anticipation of the new equipment. Actual equipment installation is scheduled for January through mid-February 2023 due to lead times for the new equipment.

Sand/Chemical Back-up Electric Boiler: ECI Alaska (architect for SREB and Sand/Chemical Building) is providing architectural support; *JNU staff are reviewing architectural progress drawings.* Design is 95% completed, except the minor architectural support. The temporary boiler is installed and operating.

Parking Lot Repairs: *CARES funds must be expended by late April 2024, consequently construction must happen in 2023, **not** 2024 as previously anticipated. Staff are discussing with REEF/Republic strategies to reduce the impact of construction in a single season. Staff and Republic/REEF are considering alternative areas for parking, and running a shuttle between those areas and the terminal.* Design is underway and will be coordinated with the solicitation for an automated parking lot payment system. Some drainage elements will need to be coordinated with Alaska Seaplanes' new terminal and the Main Ramp Rehabilitation project.

In October, JNU submitted a Preliminary Intake Application through the State of Alaska Department of Transportation and Public Facilities for funding through the Community Transportation Program (CTP) and Transportation Alternatives Program (TAP) for roadway improvements to Shell Simmons and Yandukin. Staff will be reaching out to the community for letters of support.

Gate 5 Passenger Boarding Bridge (PBB) Replacement:

The design team continues work towards a spring 2023 bid for spring/early summer 2024 installation, closely coordinated with the Main Ramp Rehabilitation Project. The estimated lead time on the PBB is one year.

The recommended PBB layout will accommodate all anticipated models of the Airbus and Boeing 737 as well as the smaller Embraer and Bombardier. It will not accommodate ATR42, but—coming from Whitehorse—those passengers will be need to clear Customs and Border Protection (CBP), so disembarking onto the apron at Gate 2A is easier than using a PBB and having to be escorted through the Departure Lounge and terminal to CBP. Demolition of the existing and installation of the new PBB will occur in 2024 and be closely coordinated with the Main Ramp Rehabilitation project.

Outgoing Baggage Belt Repair/Replacement: *CARES funds must be expended by late April 2024. That time frame allows JNU to bid the piecemeal replacement of components that has been bid-ready for several months, but that is not enough time for a TSA planning and design process to upgrade the system as a whole, therefore JNU will move forward to bid the replacement of components.*

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

Terminal Hazmat Report: *JNU is awaiting the final lab report. Unofficially, the results show no lead or asbestos in the terminal.* Hazmat sampling took place on October 6 in portions of the terminal building that have not been renovated since hazardous materials were routinely used in building construction. This contract does not include remediation of remaining hazmat; any necessary remediation will be incidental to a capital improvement project.

TSA Bag Screening Flooring Replacement: NO CHANGE. After receiving the Terminal Hazmat Report (see preceding project) which will include the flooring in the TSA Bag Screening area, options will be scoped within the Board approved \$20K budget.

Terminal Furnishings: *JNU staff are refining the furniture order based on the budget, manufacturers' cost estimates, and the Terminal's furnishing needs.* JNU is pursuing cooperative purchasing agreements which enable significant cost reductions from list prices. Wood benches were purchased and installed inside the main entrance on both sides. 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: *Alaska Seaplanes broke ground for construction on November 18. They have partially excavated the foundation trench, but as of November 30 Dawson stopped work due to frozen ground. JNU continues staff review of Alaska Seaplanes' drawings submitted for the entire building.*

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

Old Shop Underground Storage Tank (UST) Replacement: *Nortech has been selected to design and provide construction oversight for the tank replacement. JNU is awaiting a proposal for their services. The tentative schedule is for preliminary design due December 15 and bid documents by February 1, 2023 for spring/summer construction. The total cost to remove and replace the tank is unclear, as it is unknown whether there is soil contamination. It is suspected that there is some contamination. A 550 gallon tank in the same location will occupy about half a parking space.*

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