

AIRPORT BOARD

AGENDA

6:00 P.M., THURSDAY, MARCH 10, 2022

ZOOM WEBINAR:

<https://juneau.zoom.us/j/86737506604?pwd=VFARDHJOdWNuSFVzb3laZlhSbzZvUT09>

Or Dial: 253 215 8782, Meeting ID: 867 3750 6604

TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962
BY 3:00 P.M. ON MARCH 9, 2022

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES: Regular Monthly Meeting of February 10, 2022

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. **Hangar Flooding.** The Airport Board's Operations Committee held a meeting on February 24, 2022, to discuss the reported hangar and airfield flooding that was occurring in the M, N and O Block hangars. Contributing factors for the flooding included the flat terrain (no slope for runoff), lack of gutters/downspouts on the hangars, the portion of trench drain and paving previously that does not drain away from hangars, and this year's extraordinary amounts of rain and snowmelt on top of frozen ground and ice clogged drains/culverts. The Committee identified some potential mitigation for this flooding issue. Those recommendations included identifying grade or elevation data from around the hangar buildings, determining elevation and grade specifications for future hangar construction and directives to Airfield Maintenance regarding prevention of blocking culverts and drains during snow removal operations. Additionally, a recommendation was made for hangar owners to install gutters to divert water from the face and backs of the hangars. Once grades are established, further recommendations will be looked at.

VII. NEW BUSINESS

A. **Airport Manager's Report:**

1. Deputy Airport Manager Retirement. Scott Rinkenberger, Deputy Airport Manager, has announced that he will be retiring on July 1, 2022. Scott began working for the Airport in April 2015, and transitioned to the Deputy in November 2020. The Airport wishes Scott and his wife, Megan, the best in their new adventure.

2. 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 align with the City & Borough of Juneau's (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. This will be updated pending adoption of the FY23/24 budgets. 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.

3. CARES/CRRSAA/ARPA Fund Balance. The breakdown of CARES Act/CRRSAA funds used and proposed is detailed below. This has been updated based on budget FY22 Projected, and FY23/24 Proposed budgets as of the February 10, 2022, Airport Board meeting. The estimated amount for parking lot construction (full repave, drainage, and lighting) is \$5M, for planning purposes.

CARES/CRRSAA/ARG Act Use		2/2/2022
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	
(92,885)	Bagwell Gas Detect/Alarm - est; + \$42,885 desgn	
(115,000)	SREB Circulation Pump Upgrade	
(175,000)	Sand/Chem bldg Back-up Boiler system	
(50,000)	Forklift vehicle	
22,324,964	Balance	
	<i>Proposed Use</i>	
(1,200,000)	FY22 Tenant Rent Relief (est)	
(2,084,900)	FY22 Operational Expenses (est)	
(1,200,000)	FY23 Tenant Rent Relief (est)	
(1,491,800)	FY23 Operational Expenses (est)	
(1,377,700)	FY24 Operational Expenses (est)	
	GO bond debt service FY23/24 TBD	
	Parking Lot Construction - TBD	
14,970,564	<i>Proposed/estimated balance FY22 end</i>	
*\$98,347 concession relief requirement		
Note: Add'l Concession grant \$393,387 signed 1/3/22, not incl in total		

4. CARES Project List - Non-Federally Eligible (Attachment #2). Attached is the list of highest priority projects not eligible for Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funding, but eligible for CARES funding. There will not be enough CARES funding to do all the projects on the list, but the Board will be able to select those projects it would like to move forward while this special funding is available.

5. Summer Flight Schedules. Air Carrier flight schedules look to be resuming to normal operations. Alaska Airlines is on track for their usual number of summer flight schedules. Delta Air Lines' first flight into Juneau for the season is scheduled June 6; first flight out is June 7. Air North is planning to resume scheduled service between Juneau to Whitehorse around the middle of June.
6. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Report:
- **UPDATE** - *Title 49 (Jordan Creek) Variance Request.* Title 49 Variance and Permit Applications, along with supporting documentation, have been prepared and are ready for submission to CBJ Community Development Department. Staff is awaiting the Airport's application and permit request to be placed on the next/earliest Planning Commission meeting agenda for consideration for the variance to Title 49 and the protection of streams and waterways. Two separate variance and permit applicants will be submitted to allow limbing and immediate trimming of vegetation along Jordan Creek area on Airport property for aviation safety, security and law enforcement. Separate applicants address two different areas of concern: 1) inside the fence is a haven for wildlife to bed down including deer and birds, requiring additional patrol and mitigation; and 2) outside the fence between Yandukin and the new Glory Hall, which sees a lot of camps for many of our unsheltered population, as well as criminal/drug activity.
 - **UPDATE** - *COVID Update:* The most recent information may be found on the **CBJ website:** <https://juneau.org/covid-19/covid-19-travel> for local requirements; and **Alaska Travel Portal at:** www.alaska.covidsecureapp.com. CBJ has determined the COVID Risk level at Level 1-Minimal with masking in public areas recommended. This does not apply to airports and aircraft.
 - *Mask Mandate at Airports.* A federal mandate is in place which requires everyone to wear masks on airplanes, at airports, as well as on other forms of public transportation. **This mandate is set to expire March 18, 2022 unless the mandate is extended.** Failure to abide by the facemask mandate may result in fines, removal from facilities and/or stricter punishment, including being banned from flying.
 - *COVID-19 Testing and Vaccines at Airports.* Capstone Clinic will continue to administer vaccines at the airport in their current location. The contract to provide State COVID-19 testing at airports terminated on January 31, 2022. Capstone Clinic has opened a new private testing site in the Mendenhall Mall. This is not associated with the Juneau Airport or Department of Health and Social Services.
 - **NO CHANGE** - *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/MALS) 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 State of Alaska Department of Natural Resources (DNR) to close out this portion of the project. The Airport is also considering the conveyance of the third tract of land (west end) that currently is easement only. The Airport is waiting to hear from DNR on the cost (mitigation ratio) needed for this additional 8.34 acres. Paralleling this work, the Airport is looking at acquiring accretion rights in the wetland for future rebound land.

- **NO CHANGE** – *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring.* Cox Environmental Services has completed a draft report for Alaska Department of Environmental Conservation (ADEC) with proposed next steps in the monitoring phase of this project. The report filed with ADEC recommends quarterly testing of groundwater, survey the test wells to determine flow direction, and coordinate with Army National Guard (ANG) for the testing of their drill sites (six) on airport property. ADEC is still reviewing the report but the Airport will wait until the results of the ANG testing to plan further delineation. The ANG work is anticipated by the end of January or early February with their final draft to ADEC thereafter. ADEC comment on the Airport plan should be received by then as well. A round of groundwater monitoring is planned for this winter and then proposed additional delineation of soil and groundwater dependent on the ANG work in the spring or summer of 2022.
- **NO CHANGE** – *Oshkosh Plow Trucks.* All three of the new plow trucks are back in service AND staying in service. The new warranty period will be valid until October 1, 2022. The Airport continues to work with Oshkosh for a local service warranty, or to send an Oshkosh service representative if none are available in the local area.
- **NO CHANGE** – *Honsinger Pond/Access (work in progress).* Bicknell has legal access to their Honsinger Pond property through Alaska Department of Transportation (ADOT). Airport staff have been brought into discussions for development of the adjacent property due to (helicopter) flight paths and FAA compliance for development near an airport. Bicknell has now applied for rezone of several parcels from Industrial to General Commercial. The Airport continues to work through FAA on land use adjacent to airports for compliance.
- **NO CHANGE** – *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP).* A reminder to all businesses to review ‘best practices’ that have been posted on the JNU Airport’s SWPPP webpage. Businesses need to file either Notice of Intent (NOIs) or No Exposure forms and receive letters from ADEC. To-date, the Airport has only received a handful of these. The Airport is looking into contracting out services to gather monthly/quarterly samples, assessments, as well as the administrative reporting requirements of the SWPPP program.

- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. The Planning and Environmental Linkage (PEL) Study is also now available on line. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov. The Airport is registered as one of the stakeholder panelists due to adjacent property and impact to traffic to/from the airport. The Airport (along with comments from the FAA) previously submitted comments to ADOT regarding the complexity and costs of two of the three alternatives that both proposed to use airport property. The third alternative did not impinge on airport property.
- **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 which was noted as a non-compliant through-the-fence operator. While this is a compliance matter, property acquisition is eligible for federal funding. The process has started for procuring a property acquisition specialist including \$50,000 of forward-funding approved by the Board.
- **NO CHANGE** – *FAA Disabilities Compliance and Title VI Review*. Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review and it has been signed off by the CBJ. The final plan and compliance update were forwarded to the FAA for review, however, some of the outstanding items will not be in compliance until the terminal remodel is complete. FAA still requires periodic updates.
- **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. Many large airports are also backing this increase due to capital projects relying primarily on PFCs, not impacted by COVID. The Airport has brought this up with our Congressional Delegation in the hopes of including PFC increases for non- and small-hub airports.
- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff continues to work with our DC Lobbyist (and Congressional Delegation) to look congressional language to complete the system. Sample language was provided to Congressman Young to incorporate into the FAA reauthorization bill that would add MALSR equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA. This means that Airport Improvement Program (AIP) funding could be used as an additional source for this type of lighting.

- **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), as well as other projects listed in the PFC9 application; and look at 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. A new date for equipment has not yet been determined.
- **NO CHANGE** – *TSA has cancelled janitorial contracts* at airports nationwide. TSA will pay for utilities associated with equipment use, but the contract requires airports to continue with janitorial - without compensation. This issue has been forwarded to our Washington, D.C. Lobbyist for Congressional weigh-in.
- **NO CHANGE** – *Maintenance Programs Refinement* (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. Until a complete tracking system is set up, the Airport looks at continuing maintenance contracts with new systems as they come off warranties.

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

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:** A meeting was held on February 24, 2022.

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., April 14, 2022, via ZOOM

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1

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

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

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

ATTACHMENT #1

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; as of Feb 2022

~~SREB Circulation Pump Replacement:~~

~~Replace Pump P-1A & P-1B: \$ 115,000 (incl temp heat design, CA) Board approved Nov 2021~~

~~SAND-CHEM Electric Back-up Boiler:~~

~~80KW Electric Boiler: \$175,000 (incl design CA, temp heat) Board approved Nov 2021~~

~~Forklift for SREB/SCAB chemicals (currently renting). \$50K Board approved December 2021~~

Public Parking Rehabilitation (Short-term, Long-term, Employee, Rental car lots); including subbase, potholes, pavement repair/or replace, lighting repairs/upgrades, Americans with Disabilities Act (ADA) curbs/gutters. Contract with DOWL currently in design and magnitude of cost to see which/how much repairs to complete. Estimate: \$1.5M - \$5M

**** Per Feb Board Meeting & Operations Meeting:*

Hangar Flooding and drainage issues at Block M, N, O trench drains estimated at \$1M, plus paving, combine with other paving work on field for better pricing

Capital Improvement Project local match.

Compactor(s) placement (permanent site) with shelter. Will require concrete hard-stand, electrical and lighting. Estimate: \$75K - \$150K + \$100K replace compactors (\$50K each) note: scheduled on Fleet eight years from now.

(2009) Penthouse the DOAS (Dedicated Outdoor Air System) inoperable (entropy wheel frozen, compressors are inoperable). Staff cannot get some of the parts for the DOAS (ClimateMaster). Foreign made product runs on different voltage. Cost unknown, estimate: \$100K

Floor tile replacement east end entry, departure lounge etc. ... broken tiles. Estimate: \$5K- 10K

Transportation Security Administration (TSA) bag screening flooring replacement. Very worn/in bad shape. Possibly replace during bag conveyor work. \$15K-20K

Ceiling Tile Replacement/New Ceiling. Tiles fall out on passengers, difficult to remove and replace, get dirty fast, and not supported on all sides (easily dislodged; fall). Tiles discontinued/no longer manufactured. Different than rest of the new terminal. Replacement \$350K - \$1M see quote via Dawson (if done with project).

Public seating, both inside (most of soft seating is ripped and looks horrible), and some outside benches. Prices vary but unlike the last purchase we need to get heavy traffic/high volume/industrial public use seating. \$100k

Replace Light (fluorescent) Fixtures with LED. Old and increasingly difficult to get lamps for fixtures in remaining 'old' section of the terminal. \$50 - \$75K minimum

ATTACHMENT #2

Acquire Man Lift. Ceiling work, cleaning, lighting maintenance, fire suppression systems, heating/ventilation/air conditioning, window cleaning, etc., rather than renting. \$15k-20k

Snow Removal Equipment Building (SREB) Wash Bay Water Protection:

Curtains at Exterior Door	\$15K
Ceiling Protection	\$13K
Seal and Paint Exterior Door	\$ 4K

Sand-Chemical Ships Ladder at Mixing Tank:

Brine Maker 2019 Quote: \$15K + shipping (unknown)

Fuel Station Access Control:

Placeholder Estimate: \$15-\$20K

No cost estimate has been completed for the access control upgrades.

Fuel Station Back-Up Generator:

Placeholder Estimate: \$10-15K (portable and inline)

No cost estimate has been completed for this work. Scope of work would require the installation of a double throw switch and a generator receptacle to suit connection to a portable generator.

Placeholder estimate does not include the cost of a generator or generator enclosure.

Paving at Block O Hangars:

2020 Quote from SECON: \$280K

Quote received during TWY A-D1-E project. Quote includes the placement of 4-inches of D1 and 2-inches of hot mix asphalt and three catch basins / area drains. The three new culverts which extend across TWY H were installed as a Change Order to the TWY A-D1-E project.

Paving at Alaska Seaplanes Hangars:

Placeholder Estimate: \$150K

No cost estimate has been completed for this taxiway repair work.

******Paving project to be lumped together for cost savings of a larger project**

Northwest Development Area (NWDA) Electrical Relocation/Upgrade Exterior Lighting:

Estimate: \$25K (WAG) + \$300-\$350K for Alaska Electric Light & Power (AEL&P) 3-phase

Checking with AEL&P for 3-phase, also relocate electrical in order to develop 13 hangar lots

No cost estimate has been completed for this work. JNU has retained two (2) complete light pole assemblies from the terminal project which could be placed in the NWDA. (New, includes Pre-cast bases, poles and fixtures.) Need to extend conduit and conductors to the new pole locations.

Biffy Dump Station:

2020 Cost Estimate (Ken Nichols): \$86K (does not include design / CA management)

Compass Rose:

2019 Proposal escalated to 2021: \$10.5K

Quote received from Compass Rose Surveying, Inc. Quote excludes painting.

ATTACHMENT #2

Sidewalk plow/blower. Utility trailer with attachments to get where large plows cannot (or tear up). \$25-\$30K

SREB Airfield Maintenance Office Addition:

2020 estimate escalated to 2021: \$12.3M (total project estimate) *** or phase from shell to partial complete as unknown cost (less than \$12.3M)

Lighting and Cameras/Security & Safety around Airport ... Including airfield ramp lighting replacement

Penthouse cooling system (x2). With more servers/electronics being installed, it is heating both penthouse rooms. \$15-30K (for both)*** checking for terminal/Federal Aviation Administration eligibility

Alex Holden Re-Design and Re-Paving: 2015 estimate escalated to 2021: \$2.1M (does not include design / CA management) # check with Public Works for CBJ project eligibility

Paving adjacent to Coastal Helicopters: Cannot locate the estimate for this work. May want to wait since this is planned as RON parking and would require thicker/heavier asphalt or hardstand ... and is Airport Improvement Program eligible for future project. cost TBD

From January 6, 2022 Finance meeting:

Tenant Suggestions (AIP eligible projects are noted and would not suggest use of CARES funding for these):

Water/Sewer Extension on Airport; many area do not have these utilities; cost TBD

Power/electric to Float Pond; cost will need to re-assessed TBD

Pave Road behind east end hangars; potholed, requires regular grading; cost TBD, include in other paving projects to save money.

Security Entrance Gates changed to Chain Driven Openers; cost TBD, viability TBD

Anchor west end Float Pond pull out; cost TBD

Power to New North End Ramp side; cost TBD, how to charge for use TBD

Water to New North End Ramp side; cost TBD, how to charge for use TBD

Lactation Pods north end; not required for non/small hub airports; typically post security screening (for security reasons; cost TBD

Food concession 1st Floor. May not be viable for vendor to have multiple non-secure concessions; space for additional concession may be an issue.

ATTACHMENT #2

AIP Eligible (but brought up at Finance meeting):

Taxiway C (Intersection) pavement Rehab (note this is tied to the Runway Incursion Mitigation process and would require realignment of two new taxiway filets or waiver, which Airport is working on). cost TBD, currently on CIP list, AIP eligible

Fuel Farm Access within Airfield. This was originally part of Runway Safety Area plans and included in the extensive Environmental Impact Study and Corps of Engineer permitting. FAA Eligibility should still fall within this scope, cost TBD, probably still AIP eligible.

East End Access would require Environmental Impact Study, mitigation and fill of wetlands (only the MALSR approach lighting was included in EIS). This was not included in original EIS; cost TBD-extensive.

East End Float Pond Rd pavement. Cost TBD could be included in other pavement work.

Acquire Channel Flying/Loken property. This is already in progress, on CIP; AIP/PFC eligible.

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

DATE: March 3, 2022

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

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

Terminal Reconstruction – Phase 1&2: In February, Dawson Construction focused their efforts on the completion of the Terminal main entry and on the completion of the central circulation areas adjacent to the new elevators and main interior stair on both floor levels. Crews worked on the installation of the new ceiling assemblies and ceiling mounted light fixtures in these areas. Crews also worked on the installation of the last of the stainless steel handrail assemblies at the main stairs and upper ramp.

Change Order 20 recently added 31 days to the BE20-020 contract, extending the Phase 2 Substantial Completion date from March 21, 2022 to April 21, 2022. While this date reflects an extension of the contract because of the introduction of additional work through the RFI / RFP / Change Order process, it does not represent the date by which all work will be completed. The majority of the work required as part of the Terminal Reconstruction project will be completed before this date. Additional work that has introduced by RFP will require additional time to complete because of long lead times associated with the fabrication of materials and uncertain delivery dates.

Main Terminal Entrance: The existing main entry to the terminal remains closed to public use because of extensive changes that had to be made to the mechanical (heat pump) system and light fixture layouts to eliminate conflicts between the mechanical components and the building structural steel and conflicts between the ductwork and the new light fixtures. These conflicts have now been resolved, and the revised main entry work schedule is as follows:

Installation of the wood ceiling assembly will take place the week of March 1-5.

Main Entrance re-opened for use by the public on March 16, 2022.

Main (UP) Escalator: The process to integrate artwork onto the guardrail glass panels at the top of the escalator has taken longer than anticipated. Current production schedule has these panels arriving in Juneau on March 14. Based on this information, the revised escalator work schedule is as follows:

The installation of the glass infill / guardrail closure panels will be completed by February 11, 2022.

The “kid guards” will be installed / complete by February 18, 2022.

Inspection by the State Elevator Inspector is scheduled for March 7, 2022.

The installation of the glass art panels / guard railing panels will be completed March 15, 2022.

Escalator opened for use by the public on March 16, 2022.

ATTACHMENT #3

Main Interior Stairs: The opening of the stairs has been impacted by a railing change and by the arrival of the artwork / guardrail panels. Per Dawson Construction, the revised stairs work schedule is as follows:

The installation of the stainless steel handrails will be complete by February 11, 2022.

The installation of the last of the ceramic tile flooring will be complete by February 18, 2022.

The installation of the carpet squares on the upper ramp will be complete by February 18, 2022.

The installation of the glass art panels / guard railing panels will be completed March 15, 2022.

Main Stairs opened for use by the public on March 16, 2022.

Elevator V1: JNU had intentionally delayed the opening of Elevator V1 for use by the public to avoid conflict with the internal circulation plan needed to facilitate the construction phasing. Now that the temporary work partitioning has been removed from the first floor level, and will soon be removed from the second floor level, it is time to bring this second elevator on-line. The revised elevator work plan is as follows:

The installation of the flooring in front of the elevator will be complete on February 11, 2022.

The installation of the seismic joint assembly will be complete on February 18, 2022.

Inspection by the State Elevator Inspector is scheduled for March 7, 2022.

Elevator V1 opened for use by the public on March 8, 2022.

Look Ahead to Upcoming Phase 2B Activity. The Contractor's schedule for March calls for wrapping up the last of the work within the Phase 2B work areas. This work includes the completion of the floor and ceiling finishes, and the removal of the last of the temporary construction partitioning around the main entry on the first floor level. Dawson Construction will continue to coordinate with the Fire Alarm Upgrade project and the associated system cut-over work. Work is also planned to address the last of the membrane roof work (weather permitting), and the completion of the mechanical and electrical start-up and commissioning work. Dawson Construction will also continue working within the Phase 1B work area to address remaining punch list items and to finalize the outstanding RFP / Change Order work.

JNU has started coordinating with Dawson Construction on scheduling the Owner training sessions for the new mechanical systems, the new electrical systems, and the access control systems.

To date, Dawson Construction has submitted a total of 312 Requests for Information (RFIs) on the Terminal Reconstruction project, and JNU has issued a total of 170 Requests for Proposal (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 revisions, repairs to existing equipment and systems and to address the addition and/or replacement of existing equipment items to promote energy efficiency and long-term cost savings.

Terminal Fire Alarm Upgrade: In February, Johnson Controls and their electrical subcontractor Alaska Electric continued work on the installation of new fire alarm detection and annunciating devices, new public address speakers and new cabling within the first floor Alaska Airlines spaces, the first floor Transportation Security Administration (TSA) screening space, first floor baggage claim and within the first floor of the new north terminal. Crew has also been working on the installation of these items within the second floor departure lounge when access is available. This work has now reached the 60% completion milestone.

Look Ahead: The Contractor's schedule for March calls for the continuation of the new fire alarm and public address system devices and new cabling within the first and second floor levels. Alaska Electric continues to coordinate directly with Dawson Construction to access work areas that are common to both projects.

ATTACHMENT #3

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

Snow Removal Equipment Building (SREB): No change since last report. PDC Engineers submitted their 100% set of design documents for the replacement of the two 25 horsepower circulation pumps and associated system drives to JNU on November 10, 2021. JNU has not yet been able to finalize the Division 0 and Division 1 specification sections in coordination with CBJ Engineering/Contracting. This project will be released for competitive bid as soon as staff has the time to allocate to this project.

Sand/Chemical Building: No change since last report. Building Maintenance reported on Monday November 29, 2021, that ground source heat pump (GSHP) -1 is currently non-operational. It is believed at this time that the stage two compressor and thermistor have failed. The loss of GSHP-1, which represents the primary building heat source, leaves the Sand/Chemical building unheated. JNU has contracted with Harri Plumbing to utilize their portable fuel-oil fired boiler to provide temporary heat.

- JNU is coordinating with Daiken and Meridian and has requested assistance in investigating what has caused the most recent failure of GSHP-1.
- JNU has directed PDC Engineers to suspend work on the commissioning effort on the 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.

Work on the development of the design documents for the introduction of an 80KW back up electric boiler to the Sand/Chemical building has not yet begun.

Sand/Chemical Building – Fueling Station: No change since last report. JNU has requested a proposal from Haight & Associates (electrical engineering) 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. Haight & Associates has submitted a fee proposal in the amount of \$4,730 to complete the design for this project. JNU has not yet followed up on this proposal with a letter of agreement, and no design work has been started/completed.

Float Pond Improvements – Phase 2: No change since last report. JNU has not completed a full review of PND Engineers 95% set of design/bid documents for the second phase of this project. 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. CBJ Engineering Department has amended the current contract with PND for the second phase of design work and JNU had been coordinating with PND to have bid-ready documents completed for a schedule that would bid as early as this winter. The work was originally scheduled for this fall and the schedule has slipped. 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. The Federal Aviation Administration (FAA) grant money for this project was rolled over to FFY 22 (AIP entitlements) to facilitate this bid schedule.

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.

ATTACHMENT #3

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The initial work on the start-up, testing and commissioning of the new SREB back-up generator, transfer switch and load bank was unsuccessful, and subsequent efforts have been delayed due to a reluctance by the project General Contractor to perform this work in accordance with the requirements of the construction contract.

Per the contract, manufacturer's representatives / factory technicians for the new generator, new load bank and new switchgear are to be present for the start-up, testing and commissioning work. Only the CAT technician was present for the first start-up and testing effort. SECON has been advised of the contract requirements and has been asked to reschedule the start-up, testing and commissioning.

Construction Administration & Inspection (CA&I) 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. The FAA began running new electrical to the RVR 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 is now scheduled for the first week of June with an estimated two-week outage during the replacement.

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.



ATTACHMENT #4

MEMORANDUM

TO: Patty Wahto
Airport Manager

FROM: Ke Mell
Airport Architect

DATE: March 2, 2022

RE: Architect's Monthly Report

Outgoing Baggage Belt Repair/Replacement. Jensen Yorba Wall is working on design. The schedule has 95% bid documents due March 28, 100% due April 18, 100% to City & Borough of Juneau (CBJ) Contracts May 2, advertise May 9, with fall/winter installation and Substantial Completion in early spring 23.

Bagwell Mechanical Repairs. RESPEC is awaiting their contract for design and Notice to Proceed from CBJ Contracts.

Parking Lot Repairs. *Assuming project from Mike Greene.* DOWL RESPEC is awaiting their contract for design and Notice to Proceed from CBJ Contracts.

Gate 5 Passenger Boarding Bridge Replacement. Preparing consultant Request for Proposal (RFP) and Categorical Exclusion.

Old Shop Leak. During heavy rains in January, water poured through a first floor ceiling light fixture in the addition to the old shop. Water damage was later evident in the plywood of the second floor floor sheathing, and along the cove base at a couple of locations, all closely grouped in the center of the building. Apparently there has been leakage before, at least once this winter and once last summer, always during heavy rains. Mike Greene and Ke Mell looked into it, but were unable to conclusively determine the source of the leakage. Under their term contract, Alaska Commercial Contractors gave us a quote for \$1500 for investigation only, and are awaiting their Project Agreement from CBJ Contracts.