

AIRPORT BOARD

AGENDA

6:00 P.M., THURSDAY, JANUARY 13, 2022

ZOOM WEBINAR:

<https://juneau.zoom.us/j/85855122451?pwd=aHJSWG9lMVgrczFUWS9rTkZPdG1RUT09>

Or Dial: 1-253-215-8782, Meeting ID: 858 5512 2451

**TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON JANUARY 12, 2022**

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES:

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. **Projects for CARES/CRRSSA/ARG Funding as of 1-3-22** (Attachment #1). At the January 6, 2022, Airport Board Finance Committee meeting, the attached draft Capital Improvement Projects (CIP) Wish List was further developed. Some projects suggested by tenants at the meeting will need time to develop estimates and timelines. The grant funding sources are unique in that they may be used for projects not normally eligible for Airport Improvement Project (AIP) funding. A more in-depth table with allowable grant uses will also need to accompany the wish list. It is crucial that projects start early so that federal funding does not have to be sent back before the grant sunsets.

At the January 6 Finance Committee meeting, the committee reviewed the draft projects. These projects will be revisited by the Committee once staff gets cost estimates and timelines. The Finance Committee also discussed balancing these projects with future tenant rent relief and approved continuing the tenant rent relief for FY23 (similar to FY21/22). It is estimated that the rent relief will equate to roughly \$1.15M, similar to previous years. Both the rent relief and anticipated operations expense coverage for FY23 will be covered by the CARES grant and will be reflected on the CARES/CRRSAA/ARG use table.

Board Motion: *“Approve to accept applications from commercial aviation tenants/subtenants consisting of Part 121 air carriers, Part 135 air carriers and commercial aviation support operators (Fixed Base Operators, fuel farm, maintenance facilities, etc.) for rent abatement of fixed rate land lease, terminal lease and aircraft parking/tie downs at the Juneau International Airport for an additional one-year period from July 1, 2022 through June 30, 2023; and re-assess thereafter for an additional abatement period.”*

VII. NEW BUSINESS

A. Airport Manager's Report:

1. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). The Airport Fund Balance was updated to more accurately reflect 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 now reflects the close out of FY21. The CRAB continues to reflect the approved use of \$108K for funding the Float Pond Phase 2 Design work until the grant is awarded after bidding (2022). *No change since November 2021.*
2. CARES/CRRSAA/ARG Fund Balance. The breakdown of CARES Act/CRRSAA/ARG funds used and proposed to be used/proposed to-date is detailed below. This is an update based on the December Board approval for the Forklift acquisition (all estimates until bid award).

CARES/CRRSAA/ARG Act Use		1/6/2022
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 design	
(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>	
(1,150,553)	FY22 Tenant Rent Relief (est)	
(1,838,000)	FY22 Operational Expenses (est)	
	FY23 Tenant Rent Relief (proposed to Board)	
	FY23 Operational Expenses - TBD	
	Parking Lot Construction - TBD	
19,336,411	<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		

Also as a reminder for the grants, the CARES grant sunsets in April 2024, the CRRSAA grant sunsets in March 2025 and the ARG grant sunsets in August 2025. This means grant funds must be completely expended by those dates. Capital projects can take up to a couple years to complete once a project starts conceptual.

Note that \$98,347 of the CRRSAA grant total must be dedicated toward concession rent relief. Additionally, as of January 3, 2022, another concession relief grant (in this case, a separate grant) of \$393,387 was signed. Staff is working on the concession rent relief per grant requirements.

3. Bipartisan Infrastructure Bill (BIL) Grant \$3.465M for FY22. The Airport has been advised that \$3,465,548 in BIL AIP funding will be released to JNU. The Airport is still gathering the requirements and allowable use of this funding. The funding is to be used for infrastructure improvement that are AIP/PFC (Passenger Facility Charge) eligible, that may be further out on our CIP, or new projects. More information will be gathered from the Federal Aviation Administration (FAA), but it appears that this special BIL grant will provide additional AIP funding for five years.

4. Air North Looking to Resume Service to Juneau. Air North has contacted staff about resuming scheduled air service between Juneau and Whitehorse this spring. At this time they are looking at three days per week from June through September, but will assess for future year-round service again. Air North is working with Alaska Seaplanes for ground handling, U.S. Customs for international arrivals, and the Transportation Security Administration (TSA) for outbound screening. They plan to utilize ATR42 aircraft. The Airport welcomes Air North back to Juneau; it has been about 17 years since Air North ran schedules into Juneau. They are planning a trip to Juneau for meetings in February.

5. State of Alaska's COVID-19 Airport Testing Program Scheduled to Sunset January 31, 2022. At this time, the State of Alaska is not looking to continue COVID-19 testing at airports. This service is currently under contract with Capstone Clinic. Capstone has submitted their notice to vacate the trailer at Juneau Airport by February 5, 2022 (although the last day of testing at the airport will be January 31, 2022). Capstone will continue to provide vaccinations at the airport in their current location.

Capstone Clinic has opened a new private testing site in the Airport Shopping Center adjacent to Alaska Industrial Hardware. This is not associated with the Airport or State of Alaska Department of Health and Social Services. These are not rapid tests. Asymptomatic people can go inside for a test; symptomatic individuals should stay in their vehicle and call to have a tester come out to administer the test. Hours for this location are 10 a.m. to 6 p.m. seven days a week. Capstone will collect insurance information at this testing site. Results are returned within two to three days.

6. Airfield Update. The winter has been a challenging one for snow removal operations with the amount of snow that Juneau has received so far this season. The latest data from NOAA shows the airport receiving 68.5 inches of snow (as of January 6, 2022). The Airfield crew has done a great job keeping up on the snow. There were two instances where the runway closed for poor braking action; subsequently swept, deiced and re-opened with good braking action in less than 45 minutes.

Airfield added three seasonal equipment operator positions by getting rid of the four call-in positions previously on the staffing schedule (the Airport has had a difficult time filling call-in positions over the years). With the new equipment and great maintenance team, there have been very few major equipment issues.

7. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Report:

- **UPDATE** – *Mask Mandate at Airports Extended*. 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 extended to March 18, 2022.** Failure to abide by the face mask mandate may result in fines, removal from facilities and/or stricter punishment, including being banned from flying.
- **UPDATE** – *Oshkosh Plow Trucks*. All three of the new plow trucks are back in service AND staying in service during the snow events. The new warranty period started the end of September and will be valid until Oct. 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 to perform repairs in a timely manner. There is still one outstanding repair to the lines/fittings for the auto-lubricating on the plow hitches, but Oshkosh is aware and working with the Airport on that repair.
- **UPDATE** – *COVID-19 Testing and Vaccines at Airports* (see Airport Manager’s report #5). Capstone Clinic will continue to administer vaccines at the airport in their current location. The contract to provide State COVID-19 testing at airports is scheduled to terminate January 31, 2022. Capstone Clinic has opened a new private testing site in the Airport Shopping Center adjacent to Alaska Industrial Hardware. This is not associated with the Juneau Airport or Department of Health and Social Services. These are not rapid tests. Asymptomatic people can go inside for a test; symptomatic individuals should stay in their vehicle and call to have a tester come out to administer the test. Hours for this location are 10 a.m. to 6 p.m. seven days a week.
- **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** - *Title 49 (Jordan Creek) Variance Request*. Title 49 changes to allow limbing and clean-up adjacent to the creek is still in review with the Title 49 Committee. Staff continues to work on the variance application for the

immediate trimming of vegetation along Jordan Creek (Airport property) for aviation safety and security. There are two issues: 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 see a lot of camps for many of our unsheltered population, as well as criminal/drug activity. Staff will continue to look at the fastest way to resolve this.

- **NO CHANGE** – *Program Updates*. With the completion of the Taxiway Project, several of the Airport maps and diagrams in the Airport Layout Plan, Airport Facility Diagram (and 5010), Airport Certification Manual, Airport Emergency Plan, Wildlife Hazard Management Plan, Storm Water Pollution Prevention Program, Spill Prevention, Control & Countermeasure Plan and several Letters of Agreement (LOAs) with agencies require updates due to changes in airfield geometry. This will take several months to complete. The Airport aerial and mapping will also need to be updated and incorporated into many of these plans.
- *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. Additionally, more information may be found at: <https://covid19.alaska.gov/travelers/> and FAQs: <https://covid19.alaska.gov/faq/>. CBJ requirements require masking in all public areas once again due to rising COVID cases; COVID testing remains on a voluntary basis for travelers, but will no longer be offered at the Juneau Airport. Travelers should continue to check for changes to other areas including requirements for foreign travel. Masking requirements are continuing to rise in other cities and states again.
- **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 for federal funding or 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, the Airport is adjusting projects up

on the CIP list. PFC (PFC9) collections may be abbreviated due to less match required. Staff is continuing to monitor 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 the PFC10 application process would need to start.

- **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, but does not look like this will happen this year.
- **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. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic system, and needs, and will plan to talk to each of the companies to see what they offer and the cost per year or per user for the system. 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. An annual line item in the budget for Maintenance and Operations repairs/replacement of systems will be introduced again with the upcoming budget cycle.

8. Airport Project Manager Report (Attachment #3).

VIII. CORRESPONDENCE: Laurie Craig e-mail (Attachment #4) regarding snow removal on the Emergency Vehicle Access Road.

IX. COMMITTEE REPORTS

A. **Finance Committee:** Report from the January 6, 2022, meeting on CARES/CRRSAA/ARG grant use; and upcoming operational budget meetings TBD.

B. **Operations Committee:**

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., February 10, 2022, via ZOOM
- XV. EXECUTIVE SESSION
- XVI. ADJOURN

ATTACHMENT #1

Projects for CARES Funding; as of 1-6-22

~~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 for design and magnitude of cost to see which/how much repairs to complete. Estimate: \$1.5M - \$5M

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

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

ATTACHMENT #1

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.

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

ATTACHMENT #1

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 (Airport Improvement Program (AIP) eligible projects are noted and would not suggest use of CARES funding for these):

Water/Sewer Extension on Airport; many areas 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 #1

AIP Eligible:

Taxiway C (Intersection) Pavement Rehabilitation (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 Capital Improvement Project (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. Federal Aviation Administration Eligibility should still fall within this scope, cost TBD, probably still AIP eligible.

East End Access would require Environmental Impact Study (EIS), 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 Road Pavement. Cost TBD could be included in other pavement work.

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

ATTACHMENT #2

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

*Represents all three Capital Accounts: Airport Revolving Captial 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 #2

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	<u>4,488,200</u>	<u>3,699,778</u>	<u>3,433,568</u>	
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	<u>1,833,178</u>	<u>1,429,768</u>	<u>1,714,378</u>	

*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 #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: January 6, 2022

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

Terminal Reconstruction – Phase 1&2. In December, Dawson Construction continued work on the rough-in of the light gage steel stud framing for the new interior walls, ceiling soffits and ceiling bulkheads within the first floor main entry lobby and in the central second floor passenger seating area. Crew also completed work on framing the new low wall assembly for the Alaska Airlines ticketing kiosks. The drywall / painting subcontractor started work on the installation of the gypsum wallboard on the new ceiling soffit and bulkhead framing, and on taping and mudding the joints and corners of these assemblies. Dawson Construction also continued work on more of the outstanding issues from the initial construction phase and on work items that have been introduced to the project by Change Order.

The existing main entry to the terminal remains closed to public use, and is currently scheduled to remain closed until early February 2022. The mechanical work that is located above the ceiling has been modified, and this will prevent the removal of the temporary walls in this immediate area.

Dawson Construction has started removing portions of the temporary Phase 2 work area partitioning on the first and second floor levels, and have started on the preparation work for the installation of the new floor and ceiling finishes. The temporary pedestrian “tunnel” has been removed from the first floor, and the access route between the old portion of the terminal and the new portion of the terminal has been opened up and widened. Vertical access between floors will continue to be accommodated by the use of one of the two new elevators. The new escalator, new main stair and the second elevator will be made available for use following the completion of the new floor installations.

Look Ahead to Upcoming Phase 2B Activity. The Contractor’s schedule for January calls for the continuation and completion of the membrane roof work (weather permitting), the completion of the mechanical and electrical rough-in, the continuation of work on the interior ceiling, wall and floor finishes, interior painting and the installation of the last of the project handrails and guardrails. Dawson Construction will also continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

To date, Dawson Construction has submitted a total of 302 Requests for Information (RFI’s) on the Terminal Reconstruction project, and from these RFI’s a total of 152 Requests for Proposal (RFP’s) have been issued by JNU to Dawson Construction to address RFI responses that have introduced additional work to the BE20-020 contract.

Terminal Fire Alarm Upgrade: In December, Johnson Controls and their electrical subcontractor Alaska Electric, continued work within the first and second floor levels of the terminal. Alaska Electric has been coordinating directly with Dawson Construction to access work areas that are common to both projects. The

ATTACHMENT #3

Terminal project requires Dawson Construction to remove and replace portions of the existing suspended ceiling assemblies on the first and second floor levels, and Johnson Controls and Alaska Electric are taking advantage of this and are working on their above-ceiling rough-in work before the new ceiling assemblies are installed.

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 is currently finalizing the Division 0 and Division 1 specification sections in coordination with CBJ Engineering/Contracting. This project will be released for competitive bid this month.

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 is currently working on the following:

- Contracting 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.

Sand Shed Demolition: No change since last report. Southeast Earthmovers (SEEMS) has completed all of the items listed within the substantial completion inspection which was conducted on August 25, 2021. JNU has notified Southeast Earthmovers, as well as Craig Loken, that the project was determined to be Substantially Complete on September 19, 2021. JNU has begun work on closing out this project.

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.

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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: No change since last report. The project Contractor, SECON, asked for a Substantial Completion inspection of the new Airfield Lighting Regulator Vault (ALRV) addition to SREB on November 3, 2021. An inspection was conducted on November 4, 2021, and consisted of Architectural (Mike Greene, JNU Project Manager) and Mechanical (Stephen Bishop, PDC Engineers). From this inspection, it was determined that the ALRV was not yet Substantially Complete because the fire suppression system was not yet complete or tested, and the fire alarm interconnection to the fire suppression system was not yet complete or tested. JNU advised DOWL of this determination, who in turn, advised SECON.

SECON and their electrical subcontractor (Ever Electric) continue to work on the completion of the electrical distribution system within the ALRV, and on the installation of the new back-up generator within the SREB. Work continues on the installation of the generator controls. The start-up, testing and commissioning of the new generator has not yet taken place.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration services, coordinating with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers continue to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

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.

Parking Lot Repairs: No change since last report. DOWL has submitted a fee proposal, in the amount of \$128,000, for an initial Site Investigation and Concept Development phase for this project. This initial phase will complete the subsurface soils investigative work, develop a comprehensive site survey, complete a base map which combines existing ground features with topographic survey, review existing lighting and electrical infrastructure, review existing surface and sub-surface drainage and review existing snow removal procedures. The deliverables from this initial phase will include a 15% concept level design for the parking lots and a 15% cost estimate.

Per the DOWL proposal, they have identified the following work to be addressed in future contract amendments:

- Preliminary Design to 65% level.
- Final Design to 95% level.
- Development of Bid-Ready (100% Level) Construction Documents.
- Assistance during CBJ Bidding Process.
- Design Services during Construction.
- Construction Administration and Inspection Services.
- FAA Grant Assistance, Project Close-Out Assistance.

Per the DOWL proposal, the work associated with the initial Site Investigation and Concept Development project phase was to be complete on or before April 1, 2021.

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Ramp Lighting Upgrades: No change since last report. JNU has issued a Request for Proposals as part of the Terminal Reconstruction project to introduce lighting mounting brackets on the west (airside) roof parapets of the new north wing. These mounting brackets, and the associated conduit feeds, will be installed by the Terminal Reconstruction contractor because the completion of this work by another contractor would adversely impact the warranty associated with the new terminal roof installation.

Haight & Associates is currently working on revising the construction documents to expand the project scope of work to introduce additional building mounted high-efficiency LED light fixtures on the west side of the new north terminal and to identify the lighting mounting brackets and conduit feeds as existing. As reported earlier, these revision area necessary because of the elimination of the free-standing light poles that were to have been installed within the 135 apron as part of the Terminal Reconstruction project. JNU continues to work with Haight & Associates on completing a final review before submitting this project to CBJ Engineering for release for competitive bid. This project is currently scheduled to be bid later this summer.

Haight & Associates provided confirmation from the manufacturer that the proposed high efficiency LED flood light fixtures meet the FAA's Buy American requirements.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds). However, in trying to abide by the Buy American clause, and other design delays, this grant will sunset on September 30, 2021. Any funds not expended will need to be returned to the FAA (no extension). Staff is working to see if these ramp lights could be incorporated into the terminal project.

ATTACHMENT #4

From: Laurie Craig <lauriecraig@gmail.com>

Sent: Thursday, January 6, 2022 3:54 PM

To: Airport Board <airportboard@juneau.org>

Cc: Patty Wahto <Patty.Wahto@jnuairport.com>; Phil Adams <Phil.Adams@jnuairport.com>; Scott Rinkenberger <scottr@jnuairport.com>

Subject: EVAR snowplowing praise

To the airport board,

The airfield maintenance crew and Phil Adams performed a huge public service and safety effort by plowing the heavy snow from the EVAR. Now ARFF trucks can safely race to the aid of a problem without worrying if they would slip off the access road. They can train safely, too. In the event of a river rescue, the boat launch ramp is meticulously cleared of snow.

From my selfish perspective, I can now walk swiftly and comfortably on the airport dike trail. For the first time, the entrance and foot bridge were plowed to a level and secure footing for all: parents with strollers, tykes on bikes, older Juneauites like me, and runners.

Today was a much-needed outside day for exercise after zero-degree temperature days and fierce winds. We watched humpback whales exhaling plumes of warm breath in the waters off north Douglas, we saw snow bunting flocks and resting Canada geese. A focused eagle watched over the wetlands from the cottonwood tree.

In a time when COVID has challenged all of us to stay socially distanced and yet social, the EVAR/dike trail has been a life saver for families.

Please accept my praise and share it with the staff. I'm deeply appreciative!



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Laurie Craig
907 789-2768