

AIRPORT BOARD

AGENDA

6:00 P.M., THURSDAY, DECEMBER 9, 2021

ZOOM WEBINAR: <https://juneau.zoom.us/j/89264042977?pwd=aXJxY3l4aXRSU1JCKzBOZkRheUhlQT09>

Or Telephone: 253 215 8782 Webinar ID: 892 6404 2977

TO TESTIFY: CONTACT PAM CHAPIN, 907-789-7821

BY 3:00 P.M. ON DECEMBER 8, 2021

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES: Regular Monthly Meeting of November 18, 2021

IV. APPROVAL OF AGENDA

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. **Airfield Forklift Revisited (from November):** At the November 18, 2021, Airport Board meeting, Staff presented a request to use CARES funding for the purchase of a forklift that could be used inside the sand/chem building and small enough to offload chemical bags from delivery trailers. The Board asked for more details and economic justification. Staff has assessed forklift those needs and costs. Currently, the airport rents a forklift, or use airport-owned heavy equipment ‘loaders’. The loaders do not work in these areas nor have the maneuverability that the forklift has. This forklift is essential for ground handling the 2,200 lbs. “Super-Sac’s” of aggregate runway de-icing chemicals for mixing (both offloading and positioning for mixing); offloading, moving, delivering repair parts for snow removal equipment that are palletized for delivery. The ‘rented’ forklift is also trailered and moved around for other Airport offloading requirements such as Aircraft Rescue and Fire Fighting chemicals and for terminal supplies that come in pallets. The forklift is also used for lifting/downloading the supplies in the upper mezzanine of the Snow Removal Equipment Building (SREB) which is the supplies storage area. Most of the supplies used in support of airfield maintenance and snow removal operations are delivered in some sort of palletized means. Procurement of a forklift was in fleet reserve, but was scheduled several years out (fleet funding is from operations budget). Without purchasing a forklift, Airfield Maintenance will need to continue renting equipment. Currently the rental forklift costs \$890 per month and has been rented for 26 months at a total cost of \$23,140, to-date. If not procured now, the purchase of a forklift will wait its turn in fleet and the airport will continue to rent a forklift until it can be procured through fleet.

Board Motion: *“Approve the purchase of a forklift vehicle, at a cost not-to-exceed \$50,000, funding providing from the CARES Act grant.”*

VII. NEW BUSINESS

A. Airport Manager's Report:

1. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). 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 last month.*
2. CARES/CRRSAA Fund Balance. 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 the November Board approval for Snow Removal Equipment Building circulation pump update and the Sand/Chem building back-up boiler system (all estimates until bid award).

CARES/CRRSAA/ARG Act Use		12/1/2021
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	
22,374,964	Balance	
	<i>Proposed Use</i>	
(1,150,553)	FY22 Tenant Rent Relief (est)	
(1,838,000)	FY22 Operational Expenses (est)	
19,386,411	<i>Proposed/estimated balance FY22 end</i>	
*\$98,347 concession relief requirement		

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.

3. Channel Flying/Coastal Helicopter Wall Resolution. The Airport met with Aral and Craig Loken, and Mike Wilson, to discuss the inner wall construction, and came to an agreement on the cost for the inner wall. This matter will be closed out with a final payment to Lokens (Channel Flying) as invoiced.

4. Architect/Engineer Vacancy Recruitment. With the departure of Catherine Fritz in 2020, the Airport has had a vacancy with Project Management. Airport Project Management has fallen on our one Architect/Project Manager, Mike Greene, to oversee all airport projects. The Airport attempted to recruit for a part-time position, however no applications had been received after several months. Recruitment for full-time is now underway. The Airport hopes to fill this vacancy by early 2022.
5. Assembly Retreat. The Assembly has planned their annual retreat and goal-setting for Saturday, December 4, 2021, at Centennial Hall. Department Heads have been asked to attend in case the Assembly has questions.
6. Project List (non-Federally funded). (Attachment #2). At the May Airport Board meeting, the Board asked staff to compile a list of project wishes that would be a good use of CARES Act funds. Staff has begun an extensive list but continues to gather estimated costs of these items. The attachment shows a draft for the Board to review. Staff plans to bring this list to the Finance Committee meeting during budget discussions in early 2022. Until the budget cycle discussions, staff continues to bring the more urgent requisitions to the Board requiring CARES funding.
7. Juneau Airport is the first in Alaska to formally join federal campaign against human trafficking. A Memorandum of Understanding was signed last month between the Juneau Airport, the U.S. Department of Homeland Security and the U.S. Department of Transportation, forging a public outreach campaign to combat human trafficking through a program called the “Blue Lightning Initiative” or BLI. This campaign will be coordinated by Deputy Airport Manager Scott Rinkenberger to train airport and airline personnel to combat human trafficking with the commercial aviation industry. Additionally, coordination and collaboration with the Central Council of the Tlingit and Haida Indian Tribes of Alaska is also underway to ensure that Alaska Natives are represented in the Juneau Airport – BLI partnership.
8. 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 now expected to extend 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** – *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.

- **UPDATE – Oshkosh Plow Trucks.** All three of the new plow trucks are back in service AND staying in service during the snow events we have had lately. 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 a to send an Oshkosh service representative if none are available in the local area to perform repairs in a timely manner.
- **NO CHANGE – COVID Testing and Vaccines at Airports.** Capstone Clinic continues to provide COVID testing for passengers who want to COVID test at the Airport. It is not mandated for out-of-state travelers. COVID vaccines are offered seven days per week at the Airport from 12:30 p.m. to 9:30 p.m. on the first floor near baggage claim. Pfizer, Moderna (full and boosters) and Johnson & Johnson are available. Pediatric vaccines are NOT offered at the Airport. Anyone getting tested or vaccinated will need to register on the travel portal at www.Alaska.covidsecureapp.com.
- **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. 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 worked out legal access to their Honsinger Pond property with the 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. Another reminder is for businesses 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**– *Terminal Reconstruction*: Wayfinding and signage for the public during construction continues to change as needed with the project. This includes clear signage/directions for passengers transiting between the main terminal and north annex, and now within the main terminal. A pass-through tunnel was established between the main and annex terminals. Passengers can remain inside the terminal building while transiting between the large and small air carriers.
- **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. Additionally, 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.
- **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.

9. Airport Project Manager Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

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., January 13, 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 (not if any order or priority):

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

TSA bag screening flooring replacement. Very worn/in bad shape. Possibly replace during bag conveyor work. \$5K-\$8K

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

Compactor(s) placement (permanent site). Will require concrete hard stand, electrical and lighting. \$25-\$50K

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

(2009) Penthouse the DOAS (Dedicated Outdoor Air System) inop (entropy wheel frozen, compressors are inop) Cannot get some of the parts for the DOAS (ClimateMaster). Foreign made runs on different voltage. Unknown, est \$100K

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

Acquire Manlift. Ceiling work, cleaning, lighting maintenance, fire suppression systems, HVAC, window cleaning etc... rather than rent. \$10-15k

Sidewalk plow (four wheeler?). To get where large plows cannot (or tear up). \$8-10K

Forklift for SREB/SCAB chemicals (currently renting). \$50K

Paving at O Hangars:

2020 Quote from SECON: \$ 280,000

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 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 AIP eligible for future project.

Paving at Alaska Seaplanes Hangars:

Placeholder Estimate: \$ 150,000

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

ATTACHMENT #2

Alex Holden Re-Design & Re-Paving:

2015 estimate escalated to 2021: \$1,545,000 (does not include design / CA management)

SREB Airfield Maintenance Office Addition:

2020 estimate escalated to 2021: \$12,300,000 (total project estimate)

SREB Wash Bay Water Protection:

Curtains at Exterior Door \$ 9,000

Ceiling Protection \$ 8,500

Seal and Paint Exterior Door \$ 2,000

~~SREB Circulation Pump Replacement:~~

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

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

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

SAND-CHEM Ships Ladder at Mixing Tank:

Brine Maker 2019 Quote: \$ 9,250 + shipping

Fuel Station Access Control:

Placeholder Estimate: \$ 15,000

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

Fuel Station Back-Up Generator:

Placeholder Estimate: \$ 10,000

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.

NWDA Exterior Lighting:

Estimate: \$ 25,000 (WAG)

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): \$ 86,000 (does not include design / CA management)

Compass Rose:

2019 Proposal escalated to 2021: \$10,500

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

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

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: December 3, 2021

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

Terminal Reconstruction – Phase 1&2. In November, Dawson Construction completed work on the installation of the last of the new structural steel columns and beams within the Phase 2 work area, completed work on the application of fire-proofing on the new structural steel, completed work on the placement of the last of the new concrete within the Phase 2 work areas and completed work on the installation of the permanent security fencing at the north end of the terminal. Dawson Construction also continued roofing work above the Phase 2 work area, continued work on the installation of the new water heaters and continued work on some of the outstanding issues from the initial construction phase.

The existing main entry to the terminal remains closed to public use, and will remain closed until early January 2022. During this closure, first floor access between the old portion of the terminal and the new portion of the terminal will continue to use the temporary “tunnel” which routes foot traffic behind the Phase 2 work area. Vertical access between floors will continue to be accommodated by the use of one of the two new elevators. Dawson Construction will soon be removing portions of the temporary Phase 2 work area partitioning on the first and second floor levels as they work to install the new wall, floor and ceiling finishes. Once the temporary work partitioning has been removed, the new escalator, new main stair and the second elevator will be made available for use.

Look Ahead to Upcoming Phase 2B Activity. The Contractor’s schedule for December calls for the continuation and completion of the membrane roof work, the completion of the mechanical and electrical rough-in, the installation of the light gauge framing and gypsum wallboard systems, and the start of the interior ceiling, wall and floor finishes.

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 296 Requests for Information (RFI’s) on the Terminal Reconstruction project, and from these RFI’s a total of 143 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: The project Contractor, Johnson Controls, continues to work on the preparation and submission of the administrative and materials submittals and system shop drawings. JNU, in conjunction with Johnson Controls, has developed an updated project schedule in which work will begin on-site on November 12, 2021, and will be substantially complete on April 1, 2022. The project Pre-Construction meeting was conducted on November 17, 2021 and work on site started on the week of November 29, 2021.

ATTACHMENT #3

Haight & Associates (Electrical Engineer & Designer of Record) remains under contract and is providing construction administration services for this project.

Snow Removal Equipment Building (SREB): 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 in December 2021.

Sand/Chemical Building: 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 Chem 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 Chem 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-Chem 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.

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.

ATTACHMENT #3

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.

ATTACHMENT #3

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.