

AIRPORT BOARD
AGENDA
6:00 P.M., THURSDAY, APRIL 8, 2021
ZOOM WEBINAR: <https://juneau.zoom.us/j/96699462037>
Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

**TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON APRIL 7, 2021**

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES:
 - A. Regular Monthly Meeting of March 11, 2021
 - B. Special Meeting of March 17, 2021
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **Taxiway Regulator Upgrades (Update).** At the March 11, 2021, regular Airport Board meeting, and the March 17, 2021 Airport Board special meeting, the Board approved the use of CARES Act funds for the airfield lighting regulator upgrades of: ACE3 control system upgrades (\$118,814), and for the circuitry upgrades (\$84,214). The Federal Aviation Administration (FAA) told us that both these systems were maintenance in nature, therefore, not FAA eligible. On March 25, 2021, the FAA redacted their determination on the circuitry work to state that it is FAA Airport Improvement Program (AIP) Taxiway grant eligible, and the \$84,214 in CARES Act funds would not be needed for this portion. This is just a heads up and for the record.
- VII. NEW BUSINESS
 - A. **Terminal Fire Alarm System.** When the Terminal Reconstruction Project went out for bid, it was not known that the Fire Marshall would require the existing terminal fire alarm system to be retro-fitted with a mass notification – voice evacuation system. This system modification was not included within the scope of the fire alarm work associated with the Terminal Reconstruction project. In order not to delay the bid and grant, staff and the design team elected to assess and design after construction was underway and the work to upgrade this system would be addressed as a stand-alone bid while still being part of the federal funding grant. After assessing the existing fire alarm system, it was determined that it could not simply be expanded to introduce the mass notification – voice evacuation system. This led to the decision to replace the existing system with a new integrated system that could tie in all systems around safety, security (door egress), as well as annunciator systems. This was particularly important with a new exit lane system installed last spring, and became the preferred option, if funding allowed. A fully integrated system went out for bid in February. Two bids were received on March 16,

2021. Johnson Controls Fire Protection LP is the low bidder at \$297,523.48. The protest period ended on March 19, 2021, without protest. Staff requests the Board concur with the bid award to Johnson Controls Fire Protection, with funding through the Terminal Reconstruction project (71.6% federally eligible).

Bidders	Total Bid
<i>Johnson Controls Fire Protection LP</i>	<i>\$297,523.48</i>
Chatham Electric	\$634,000.00
<i>Engineer's Estimate</i>	<i>\$272,500.00</i>

Board Motion: *“Concur with the terminal reconstruction fire alarm system bid award to Johnson Controls Fire Protection LP at a cost of \$297,523.48.”*

B. New Snow Removal Plow Truck Issues. The Airport took delivery of three Oshkosh Plow Trucks last year, but there have been numerous maintenance issues for all three trucks since they were delivered in April 2020. During this first season of winter operations two of the trucks have been mostly out of service; at times, all three have been out of service. The Airport has been working with the distributor (Yukon Equipment) and CBJ Purchasing on all these issues, and will also be working with the manufacturer (Oshkosh), but staff doesn't feel we have the luxury to wait-and-see what the outcome is to repair/replace. Staff believes the situation dictates an immediately plow truck purchase/replacement, to ensure that a plow truck will be in service by next winter season (if possible). Although the Airport will continue discussing the situation with Yukon and Oshkosh, staff is beginning a Class 2 emergency purchase of one additional truck for next season from Construction Machinery Inc., the runner-up on the previous bid. Staff believes this action will help offset the liability of another season with out-of-service or maintenance-intense equipment.

Staff anticipates a purchase price of approximately \$520K; a firm quote and build/delivery timeline are not yet available. Funding will be from the existing AIP74 grant, which has \$917K remaining. Purchased so far from this AIP grant: MB Plow/Broom Combos (three)--\$2.2m; Oshkosh Plow Trucks (three)--\$1.4m; Deicer Truck (one)--\$284K; CAT Loader (one pending)--\$320K.

This is informational only for the Board.

C. 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's 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. No change to the AFB or CRAB since last month.

2. Financial Model Update. FRASCA has completed historical reconciliation and has a final draft model for staff to use and familiarize. FRASCA is also working on a PowerPoint presentation and reference sheet to show what each of the (colors) tabs do, which tabs allow input, which tabs are worksheets (locked) and which tabs generate reports (locked). Staff is hoping to have a Finance Committee meeting to review the new model and allocations around the end of April. FRASCA will continue with any model adjustments or additions, as well as continuing phone support through December 2022.

3. Wetlands Clean-up. May begins the annual community clean-up around Juneau. This includes a group that goes out into the wetlands, just off of airport property, on Saturday, May 1 starting at 10 a.m. The group coordinates the clean-up with the Airport, but they start from Sunny Point. Thanks to all who help with the area-wide clean-up.

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

- *COVID Updates*. 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/>. There have been a lot of updates and allowances (i.e., vaccine allowances) that travelers and residents should continue to check for changes.
- *COVID Testing at Airports*. The State of Alaska (Department of Health and Social Services) awarded a contract to Capstone Clinic to take over the State mandate protocols and testing at the four busiest airports in Alaska (ANC, FAI, JNU, and KTN). The State pays the contractor for these services. The transition from Capital City Fire/Rescue to Capstone occurred February 1, 2021. JNU has also entered into an agreement with Capstone for terminal/space use (rent, parking, etc.). It is a six month contract with the ability to extend up to a year at this time. Out-of-state travel declarations are still required at port of entry. No change.
- *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. While this mandate has been in place at a local level, it is now required at the federal level. Failure to abide by the face mask mandate may result in fines, removal from facilities and/or stricter punishment. No changes.
- *Bag Conveyor Update*. The Board has been advised on the continued breakdown on the 35 year old bag conveyor system. The Board's direction at the February meeting was to look at a whole system replacement rather than parts and pieces that may not be upgradeable later. Staff is currently working on a scope for solicitation of replacing the aged bag conveyor system that has been experiencing

wear/tear and down time. Staff hopes to have the solicitation out for bid within the next couple months.

- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP).* The Airport is currently working under a new five-year permit since July 28, 2020. The Airport continues to receive forms/notices for either an NOI or No Exposure from tenants. The 2020 Annual report was submitted in December, and routine monthly and quarterly reports, assessments and lab analyses are ongoing requirements of the permit. A 'best practices' meeting with tenants operating under our SWPPP will occur again in June. Similar to other program management, the Airport will look at costs for contracting out this requirements of the SWPPP program.
- *Egan/Yandukin Intersection Improvements Project.* Alaska Department of Transportation (ADOT) has narrowed down design alternatives for the project. Please visit ADOT website on this 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) 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. ADOT will be utilizing Unmanned Aircraft Systems (UAS), or drones, in early April to perform 3D scanning of the Egan Drive corridor. This will be coordinated with the Airport, tenants, pilots, ATC and Flight Service.
- *Federal Aviation Administration (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 further updates.
- *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 changes.
- *Disadvantaged Business Enterprise (DBE)/Airport Concession Disadvantaged Business Enterprise (ACDBE) Consultant.* The Airport solicited for a consultant to review, develop, implement and report on the federally required DBE/ACDBE programs. The Board approved the use of \$55,000/annually for five years for this program formerly done by staff. DOWL has been awarded the five-year contract at \$53,000 (although it is being amended down to \$33,000 due to an error DOWL found in their proposal) for the first year, and renegotiated cost for subsequent

- years. Subsequent years may not require the same level of work required for the first year and may be lower/fluctuate with plan/federal changes.
- *Passenger Facility Charge (PFC) cap increase.* JNU continues to discuss the increase of PFC with our DC Lobbyist 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. No change.
 - *Runway 26 MALSR approach lighting discussions with FAA.* Staff continues to work with our DC Lobbyist to look for federal funding to complete the system. Sample language was provided to Congressman Young to incorporate into the FAA reauthorization bill that would add MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) 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 further update.
 - *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. This is complicated by the impacts of COVID and the rate of collections. No change.
 - *Transportation Security Administration (TSA) passenger screening checkpoint equipment* has been put on hold due to construction requirements for the larger equipment. A new date for equipment has not yet been determined.
 - *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.
 - *Air Traffic Control Tower (ATCT) COVID Cleaning.* FAA ATCT is back to a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The ATC contract has been amended to reflect the additional cleaning costs.
 - *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring.* Cox Environmental is working on the next phase of PFAS Plan, as approved by ADEC. All permits are now in place for the drilling (Corps of Engineers (ACOE), Alaska Department of Natural Resources (ADNR)/Division of Mining and Alaska Department of Fish & Game (ADFG) Habitat Section). Cox has completed contacting landowners for wells in the area and the report should be done in April. Only one well has been identified for testing. Cox is also coordinating with the drillers for the additional well drilling in April.
 - *Honsinger Pond/Access* (work in progress): Bicknell is still working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the CBJ on development. Airport Staff has been brought into discussion for development of the adjacent property due to (helicopter) flight paths and FAA compliance for development near an airport.

- *Terminal Reconstruction:*
 - o 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.
 - o *Elevator contingency protocol.* To keep the old elevator in use until the new ones are installed. The freight elevator has been demolished.
 - o *Coordination for Relocation.* Staff and tenants are poised to move into the new areas of the terminal in June. Staff is also looking at the date that the Alaska Room will be transformed back into a meeting and available for lease again.
 - o *Coordination with Artists.* Staff is working with artists to review final design, colors and installation of work along with contractor.
- *Taxiway A, E and D-1 Construction.* SECON has met the amended (and expedited) work schedule for paving and electrical in movement area for this construction year. They will continue their work on the lighting vault and lighting control cutover.
- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas. Reminder: Southeast Alaska Watershed Coalition (SAWC) has requested support for an Alaska Clean Water Action grant to implement storm water management best practices in the Jordan Creek urban watershed. One area is located on Airport property in a current settling pond. SAWC project scope is to *'maintain and cleanout the forebay settling pond on the proposed wet biofiltration swale in the Jordan Creek Greenbelt on Juneau International Airport property near the intersection of Jordan Avenue and Teal St. Maintenance needs of this settling pond will be similar to the cleanout needed for the currently undersized storm water retention basin that is located here.'* SAWC has received the grant and start of work TBD.
- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records. This is an ongoing measure.
- *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 how much per year or per user of 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.

5. Airport Project Manager Report (Attachment #2)

VIII. CORRESPONDENCE: (Attachment #3) Letter of appreciation from DEC Water Quality to assisting them with a health study of Jordan Creek Watershed (dated February 22, 2021; received March 8, 2021).

- IX. COMMITTEE REPORTS
 - A. **Finance Committee: TBD**
 - B. **Operations Committee: TBD**
- X. ASSEMBLY LIAISON
- XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- XII. BOARD MEMBER COMMENTS
- XIII. ANNOUNCEMENTS
- XIV. TIME AND PLACE OF NEXT MEETING:
 - A. Assembly Finance Committee, Airport Budget Presentation, 5:30 p.m., April 21, 2021 (estimated following a special Assembly meeting at 5:00 p.m.) via ZOOM
 - B. Airport Board, 6:00 p.m., May 13, 2021, via ZOOM
- XV. EXECUTIVE SESSION
- XVI. ADJOURN

ATTACHMENT #1

Available Fund Balance Summary Airport Fund

Last Update: 3/1/21

	FY20 Actuals	FY21 Projected	FY22 Budget
Revenues:	6,602,372	5,053,100	6,103,600
Expenditures:	(7,466,591)	(8,096,700)	(7,941,600)
Transfers (to)/from Capital Projects:	(800,000)		
CARES Reimb (operations):	724,664	3,043,600	1,838,000
PFC For Debt	285,007		
Debt Service (Rev):	(285,007)	(2,451,700)	(2,722,300)
*Other Financing Sources (Uses):	151,133	2,451,700	2,722,300
Increase (decrease) in Fund Bal (FB):	<u>(788,422)</u>	<u>-</u>	<u>-</u>
Beginning Available FB	<u>4,488,200</u>	<u>3,699,778</u>	<u>3,699,778</u>
Ending Avail FB, including Reserve:	3,699,778	3,699,778	3,699,778
Less 3 Mo. Operating Reserve	(1,866,600)	(2,024,200)	(1,985,400)
Ending Available Fund Balance	<u>1,833,178</u>	<u>1,675,578</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.

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 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			(\$585,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond (\$40k) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

*Represents all three Capital Accounts: Airport Revolving Captial Reservce 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



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: April 1, 2021

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

Terminal Reconstruction: In March, Dawson Construction started work on the installation of the exterior metal siding and flashing on the north and west sides of the addition. The carpenters continued work on the layout and installation of the light gage metal interior wall framing, and on the installation of the interior sound batt insulation and gypsum wallboard assemblies. The drywall finishers/painters worked on taping, mudding, priming and painting the gypsum board assemblies on the second floor level. Crews also started work on hanging the interior doors on the second floor level. The HVAC (heating ventilation air conditioning) crew continued work on the installation of ductwork on all floor levels, and on the installation of the heat pumps and air-handling equipment within the new north mechanical penthouse. The plumbers continued work on the piping rough-ins within the new restrooms on the first and second floor levels, on the installation of the new hot and cold water lines and the installation of the new roof drain leaders and heating lines. The electricians started work on the installation of the data wiring within the new cable trays, and continued work on the installation of conductors within the primary and secondary runs and on the installation of junction boxes within the new wall framing. ACS and GCI have completed work on the removal of the old utility runs from the old communications room, and on the cut-overs of these runs to the new third floor communications room.

Dawson Construction continues to operate temporary heaters within the building to facilitate interior construction activities and prevent the infiltration of cold air into the adjacent occupied terminal spaces.

The Contractor's current project schedule is still showing that the Phase 1 areas will be ready for beneficial occupancy in Mid-May 2021, however, it is now expected that the Phase 1 completion date will move back into mid to late June due to additional time associated with Change Order (additional) work and/or perceived delays over the course of the Phase 1 project. Dawson just advised that all of the ceramic floor tiles for the 135 concourse and main entry are on a freighter in Seattle that is unable to offload. This freighter is currently in line behind over 100 other ships that are inbound from foreign ports.

Look Ahead to Upcoming Activity. The Contractor's schedule for April calls for the continuation of work on the installation of the exterior metal panel siding, continuing work on the installation of the interior metal wall framing, installation and finishing of the gypsum

wallboard, interior painting, the continuation of work on the installation of the HVAC components and ductwork, and the continuation of the plumbing and electrical rough-in work. Electricians will continue work on pulling in the primary power conductors and will perform the second cut-over to energize the new electrical panels.

Terminal Fire Alarm Upgrade: On March 16, 2021, bids were opened for the Fire Alarm Upgrade project. The apparent low bidder was Johnson Controls, who submitted a lump sum bid in the amount of \$297,523.48. The engineer's estimate for this work was \$272,500. Recommendation to award this bid in the amount of \$297,523.48 will be forwarded to the Juneau Airport Board for concurrence at the April 8, 2021, meeting.

This project will remove and replace the existing fire alarm system within the JNU Terminal building with a new addressable fire alarm panel that includes a mass notification-voice evacuation system. Work will include the installation of new speakers for the mass evacuation system and the integration of the existing public address system into the fire alarm head-end so all announcements are broadcast through the new speakers.

Sand/Chemical Building & Fueling Station: JNU continues to work with Dawson Construction and with the project design team on closing out this project and on the resolution of warranty issues.

The heating system for the building remains operational. JNU contracted directly with Perma Refrigeration who has completed work on the removal of the two compressors from the original GSHP-1 (ground source heat pump #1) continues to operate using the compressors that were taken out of the original heat pump unit. The new replacement compressors (furnished at no cost to JNU by Daikin) have arrived in Juneau. JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself is defective, or whether the compressor failures are the result of outside influences. JNU has put Dawson Construction on notice that if it is determined that the heat pump is defective, JNU will file a warranty deficiency under the project one-year construction warranty.

JNU continues to work with PDC Engineers on the commissioning effort for the shared GHSP system for the Snow Removal Equipment Building (SREB) and Sand-Chemical buildings. In their initial report, PDC Engineers confirmed the suspicion that the primary circulation pumps (P-1A and P-1B) in the SREB are undersized. PDC reports that the head loss associated with the overall supply and return system (SREB plus Sand-Chemical) is much higher than originally anticipated, and these pumps cannot meet the needed design flow rate. This determination confirms the suspicions that these pumps were the cause of the flow issues that were automatically turning off the heat pumps and initiating errors in the Direct Digital Controls (DDC) and heating plants. JNU is currently evaluating a proposed solution which would replace the existing pumps, which have 15 HP (horse power) motors, with larger pumps that would be driven by 25 HP motors.

There has been no activity by Dawson Construction on the replacement of the fuel delivery pump on the 10,000 gallon gasoline storage tank at the new fuel station. This exterior rated pump apparently failed because of water infiltration into the pump housing. Dawson Construction/Harri Plumbing (Dawson/Harri) are claiming that JNU performed work on this pump and did not close or seal the pump housing properly. JNU disagrees with this claim and has instructed the Contractor to replace the pump per the terms of the project warranty. Dawson/Harri has ordered a new pump and returned the damaged pump to the manufacturer for a damage determination. JNU is currently getting gasoline off-site until the replacement pump arrives and can be installed.

JNU also continues to work with Dawson Construction to finalize the close-out of this project and to finalize a number of Warranty Deficiencies that have been encountered. These deficiencies include roof leaks, heating problems, vertical lift door issues and floor slope-drainage issues.

Look Ahead to Upcoming Activity: JNU will continue to coordinate directly with Daikin to verify the compressor replacement schedule for GSHP-1. JNU will also continue to coordinate with Dawson Construction to make sure that all of the punch list items are completed, to make sure that all of the warranty issues have been corrected, and continue work on the project close-out. The Airport Improvement Program grant for this project cannot be closed until the old Sand Shed Demolition project is complete.

Sand Shed Demolition: Southeast Earthmovers (SEEMs) has completed work on the installation of the large exterior insulated wall panels and trim over the new structural steel frame and girts. Crew is currently working on the interior wall assembly repairs. Crew has also started work on the layout of the new security fencing and on the installation of the new freestanding enclosure for the trash compactor controls.

SEEMS has started work on the roofing revisions associated with the removal of the old recessed gutter assembly and the removal of the old, deteriorated membrane roofing along the west side of the Loken hangar. The completion of this work has been delayed by weather.

SEEMS and JNU continue to coordinate directly with Aral and Craig Loken, and with Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access. The project is currently running approximately 65 days behind the original project schedule.

Float Pond Improvements: JNU has submitted the Phase 1 project close-out documents to the FAA for review and approval. JNU has started working with PND Engineers under the original project contract to establish the scope of work for the second phase of this project. Work that is to be completed in this next phase 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 14 of the existing float plane dock headwalls. PND is currently working on the preparation of a fee proposal to complete the design, and design-construction documents for this second project phase.

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

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) continue to work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to the SREB. Crews continue work on the rough-in for the electrical distribution system, HVAC and fire suppression systems.

The current project schedule calls for the ALRV to be substantially complete on May 4, 2021, and the work that will commence at that time will include: the relocation of the airfield lighting regulators to the new ALRV, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the Airfield Lighting Controls and

Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer. JNU continues to work on finalizing an amendment to the DOWL contract to expand the scope of construction administration services for Morris Engineering who is their electrical field inspector.

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 continues 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. There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot, and Republic has not yet submitted a proposed plan for these revisions for review by JNU. The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed in the potholes that had formed in the public parking lots last year continue to deteriorate. Many areas within these paved parking areas are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but there is no money currently allocated to address any of these repairs.

Ramp Lighting Upgrades: No change since last report. JNU has received the 100% set of construction documents from Haight & Associates and is currently working 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 this spring.

Haight & Associates provided confirmation from the manufacturer that the proposed high efficiency LED flood light fixtures meet the Federal Aviation Administration's (FAA) 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).



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

ATTACHMENT #3

**Department of Environmental
Conservation**

DIVISION OF WATER
Water Quality Standards, Assessment and Restoration Program

410 Willoughby Avenue
Juneau, AK 99811
Main: (907) 465-5066
www.dec.alaska.gov

RECEIVED

MAR 8 2021

**JUNEAU
INTERNATIONAL AIRPORT**

Scott Rinkenberger
Airport Superintendent
Juneau International Airport
1873 Shell Simmons Drive
Juneau, AK 99801

February 22, 2021

Dear Mr. Rinkenberger:

This letter is to express the Department's appreciation for supporting the Watershed Health Assessment and Data Analysis Program for Jordan Creek during the 2020 field season. Access to the creek on airport property and providing the weekly to monthly escorts from May to October ensured our safety and provided the collection of necessary water quality information. The environmental data collected will help improve our understanding of Jordan Creek's health and stormwater management within the lower Jordan Creek watershed. We wouldn't have been able to collect this information without your assistance and appreciate your time and attention to this project.

We look forward to continued collaboration within the Juneau Watersheds.

Sincerely,

A handwritten signature in blue ink that reads "Gretchen Augat".

Gretchen Augat, Environmental Program Specialist
Water Quality Standards, Assessment and
Restoration Program