

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, JUNE 11, 2019
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of May 14, 2019
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **Terminal Reconstruction Leadership in Energy and Environmental Design (LEED) Exception** (Attachment #1). After several meetings with the Juneau Commission on Sustainability (JCOS), JCOS did not recommend a waiver (exception) to the City & Borough of Juneau's (CBJ) LEED requirements for the terminal reconstruction projects. JCOS determined that the prerequisites for LEED were not economically infeasible for the project.

Staff discussed the project and JCOS letter with the City Manager. The City Manager acknowledged the proposed alternative sustainability measures already in project design and some future consideration for electric vehicles/charging station. The attached letter recommending a LEED exception for the terminal reconstruction project was approved by the Assembly at their June 3, 2019 meeting. LEED certification will not be required for this project.

B. Airport Terminal Reconstruction Project Funding and Bonding (Attachment #2). The Airport Board Finance Committee met on May 29, 2019, to discuss the terminal reconstruction project funding and bonding. The attached table outlines the draft of the project needs versus funding (May 24, 2019) as prepared by CBJ Finance Directors Bob Bartholomew and Jeff Rogers. The current funding gap (local) for the project shows \$1.6M.

As of June 3, 2019, the LEED component of this \$1.6M shortfall has been reduced by the estimated \$550K factored in. Additionally, \$300,000 from Sales Tax (Assembly) will be up for discussion at the Assembly Finance Committee on June 12, 2019, then, if approved, passed along to the full Assembly for action. Based on the both of these factors (LEED exception and Sales Tax contribution), and the possible changes to the bottom line funding gap, the Airport Board Finance Committee approved the use of \$800,000 of Airport Fund Balance to finance the funding gap for the project's local match. When the project goes out for bid, the funding picture (eligibility, etc.) will be clearer.

Board Motion: “Approve the use of \$800,000 of Airport Fund Balance as local match for the Terminal Reconstruction Project, and forward to the Assembly for appropriation.”

VII. NEW BUSINESS

A. **Airport Manager’s Report:**

1. Runway (RWY) 26 Approach Tree Removal. Alaska Airlines’ Required Navigation Performance (RNP) approach to Runway (RWY) 26 requires periodic assessment of the obstacles to that approach. A recent assessment by Alaska Airlines technical pilots determined that several trees already penetrated that approach corridor and all trees over 20 feet in height need to be cut for safety. United States Department of Agriculture (USDA) Wildlife Biologist, Tyler Adams met with Alaska Department of Fish & Game (ADF&G) Area Biologist and Habitat Biologist and went out to the area to get their input on the matter. Pursuant to the ADFG permit (Special Area Permit FH-I-0177-SA, expires November 3, 2027), upon consultation, the Airport has approval to remove the trees (for safety to aircraft/airspace). This includes all trees over 20 feet in height. This would give the approach corridor a couple years of obstacle free safety. There are a few tall trees that need to be cut closer to the RWY 26, however the largest concentration (almost 400 trees) of trees over 20 feet are located on the heart-shaped ‘tree stand’ or mound. This mound is made up of dredge material and is not old growth.

The Airport will get quotes to cut the trees pursuant to the permit and under guidance of ADF&G and USDA Wildlife. Staff hopes to have the quotes/costs for tree cutting to the Board by the July or August meeting. The Airport last removed trees in the fall of 2017, as briefed to the Airport Board in October 2017. Below photos in the red box show the concentrated area of the tree removal (est. 400 trees over 20 ft.).

Runway 26 Approach Concentrated Tree Obstructions



2. USDA Wildlife Biologist Tyler Adams has been offered a position at Hill Air Force Base in Utah. His last day at JNU will be June 11, 2019. Tyler will be greatly missed. He has provided us with a safer airport and come up with ingenious (and

economical) ways to abate wildlife hazards at JNU. JNU wishes Tyler and his family all the best in his new position. Tyler asked me to pass along the following:

“Please pass on my heart felt gratitude for everything the Board does for this community. Winters would be a little longer without visiting/receiving friends and family and Juneau’s beautiful summers wouldn’t be experienced by the many if it wasn’t for the commitment and dedication of everyone in that room to upholding JNU’s standards of excellence.”

3. Part-time Airport Engineer, Ken Nichols has been offered a position with DOWL to oversee their Aviation market. His last day with JNU will be June 28, 2019. Ken will be able to assist with a few more projects at JNU before he begins with DOWL. JNU wishes Ken the best in his new endeavor.

4. Jordan Creek Trail Clean-up. The Airfield crew has started clearing and widening portions of the Jordan Creek Trail walking path. This is only in the open areas; not within the 25-foot no-disturbance area of the creek. The limbing adjacent to the creek is still on-hold with the Planning Commission. It is in the queue, unfortunately it may not be adopted until the end of the year. Trails were widened for accessibility.

Jordan Creek trail overgrown



Jordan Creek trail overgrown



Jordan Creek trail widened/improved



Jordan Creek trail widened/improved off Alpine (note: removed temporary ROW access)



Overgrown trees along Yandukin obscuring visual into area (safety)



Trees along Yandukin limbed for visual (note: path side limbs were already trimmed)



5. Alaska Occupational Safety and Health (AKOSH) 'Safety' Equipment Update. As a follow-up to the AKOSH safety in-lieu of fines, staff received quotes for the FOD Boss Single and Duplex units--\$7,445 and \$17,745 respectively. Staff learned that these also operate at very slow speeds. The cost and slow speed made staff rethink this equipment. Staff has requested a change to the in-lieu of penalties acquisition from AKOSH. Staff proposes acquiring three emergency stair evacuation chairs to be used for ADA around the terminal. This request has gone to AKOSH at a total cost of \$8,100 which is the amount needed to fulfill the in-lieu of penalties. These evacuation stairs would be instead of the FOD Boss.

6. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balances (Attachment #3). Attached are the monthly AFB and CIP balances. The latest balances reflect the \$800,000 proposed appropriation of AFB fund for the airport terminal reconstruction project (outlined above).

7. 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:

- Airport Board Applicant Interviews with the Assembly Human Resources Committee have been postponed until later this summer. The new application deadline date is July 22, 2019. Interviews are now scheduled for August 1, 2019.
- Federal Aviation Administration (FAA) Compliance Land Use/Financial Letter (January 2019). The Airport has not had a response back from the FAA. Staff will continue to work on the compliance items and bring items back to the Board for updates or action as necessary.
- The Airport went on record in support of the Transportation Security Administration Law Enforcement Officer (LEO) Reimbursable funding to continue funding efforts. This letter went through Congressman Young's office. The House has approved the funding, but is still on hold for Senate approval.
- The Airport, through Airports Council International – North America, also went on record with the FAA to show our support/need to raise the Passenger Facility Charge (PFC) caps. This was discussed during hearings on Capitol Hill. No further updates are available.
- State of Alaska Department of Environmental Conservation (ADEC) has responded to JNU'S letter regarding Aqueous Film Forming Foam (AFFF) contamination. The contract has been executed with Cox Environmental to begin well site testing.
- As updated, AKOSH citation mitigation and safety purchases of \$34,000 in-lieu of penalties were approved by AKOSH. The first purchase will be for a quad vehicle (4-wheeler), discussed above. Staff is looking at substituting emergency stair evacuation chairs for the originally approved FOD Boss. The First-aid stations for the sand/chemical facility have been purchased.
- Marine Engineers' Beneficial Association (MEBA) union negotiations began March 5, 2019 (3-year contract). Contract negotiations continue.
- Exit Lane System will be procured/installed after the busy summer season.
- Badging system upgrades are further delayed due to technical infrastructure delays with Millennium Corporation. The Airport will postpone the upgrades until after the busy summer season.
- Honsinger Pond/Access (work in progress) with State Department of Transportation, Bicknell, and the City & Borough of Juneau.
- Terminal Reconstruction:
 - o Assembly Finance Committee will meet on June 12, 2019, to discuss the introduced bond sales (General Obligation and Revenue) for the terminal, as well as additional local funding requirement shortfall.
 - o The Assembly approved the City Manager's recommendation for LEED exception for the terminal project. This will save approximately \$550K on the project costs which would not be FAA eligible.
 - o The One Percent for Art recommendations will be sent to the Assembly for concurrence.
 - o Terminal Design Development (DD) in progress. Meeting with the consultant will take place June 13-14, 2019.

- o FAA equipment relocation: reimbursable agreement with FAA has been executed. Funding is in place and relocation of equipment should start soon.
- o Gift Shop relocation. Staff will be executing a lease amendment with the gift shop to temporarily relocate during construction to part of the space across from the Delta Air Lines. Staff will continue to review the gift shop concept for the new section of the terminal.
- o U.S. Customs and Border Protection (USCBP) space requirements: USCBP has requested a few minor changes to their space.
- o FAA office space requirements
- o The temporary relocation and phasing plan is almost complete. Some pre-construction for temporary space has started. The Alaska Room will be used for Airport Administration offices and FAA Air Traffic Control offices during the construction, so no meeting room will be available at the Airport. ***Airport Board meeting locations are scheduled in the Glacier Fire Station Training Room starting with the August 2019 meeting.*** A reminder will be announced at the July 2019 meeting.
- o Review of leases and contracts affected by construction.
- o Reconfiguration of lobby space/check-in kiosks for Alaska Airlines.
- o Bond package for total project with CBJ Finance Director. This was discussed at the May 29, 2019, Airport Finance meeting and will be discussed at the Assembly level (Finance Committee meeting) on June 12, 2019, before its public hearing at the June 24, 2019, Assembly meeting.
- o PFC9 Amendment for Bond interest
- o FAA grant application for four years of Airport Improvement Program (AIP) Entitlement dollars
- Taxiway A, E and D-1 Construction. The Airport will begin the two-year construction on the rehabilitation/relocate and lighting of Taxiway A, E and D-1. There will be a lot of information and NOTAMs issued. This will cause a lot of congestion on the ramps and require a lot of coordination with contractor, staff, Air Traffic and air carriers. The design documents are 95% design review at this time with the hopes of getting the bids out this summer. A stakeholder meeting will be held on June 11, 2019, at 10 a.m. in the Alaska Room. Both the Taxiway and Terminal projects will consume a tremendous amount of staff time as construction begins. An FAA Safety Risk Management Review will take place prior to the actual taxiway rehab next spring.
- CBJ Title 49 (Jordan Creek Greenbelt) allowance to limb/clean-up around the creek. As stated above, it is in the queue, but may be the end of the year before adoption.
- Tenant insurance reminders continue to be sent out. Several certificates have lapsed in our records.
- Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting discussions with FAA. Staff submitted permit continuance requests to State and Corps of Engineers to keep current.
- Elevator contingency protocol

- Maintenance programs refinement (roofs, heat pump equipment, etc.)
- Staff Training Programs (safety and health) for AKOSH. Staff participated in Fall Protection training and certification which now brings the Airport into compliance with AKOSH notice of deficiencies. The Airport is waiting for the final close-out letter. Some of the Airport staff participated in a 10-hour OSHA training/familiarization class at the end of May.

8. Airport Project Manager Report (Attachment #4)

9. Airport Architect Report (Attachment #5)

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. Assembly Finance Committee 5:30 p.m., June 12, 2019, Assembly Chambers.

B. Airport Board, 6:00 p.m., July 9, 2019, Alaska Room

XV. EXECUTIVE SESSION: Airport Manager Annual Evaluation: *The Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.*

XVI. ADJOURN

ATTACHMENT #1



City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

DATE: May 23, 2019
TO: Mayor and Assembly
FROM: Rorie Watt, City Manager
RE: Airport North Terminal Project

We need to bring the issue of the LEED requirement for the Airport North Terminal project to conclusion.

The Airport may manage its capital improvements and has chosen to do so. All municipal capital improvements are required under certain circumstances to be LEED certified. The Airport has suggested that the North Terminal project should be granted an exception from the requirement. Per the attached memorandum from February, I recommended against granting an exception and suggested that JNU and JCOS work together to propose alternative sustainability approaches in lieu of the LEED requirement.

In April, the Juneau Commission on Sustainability (JCOS) submitted comments recommending against the granting of an exemption.

Strictly speaking, 49.35.800 calls for a simple analysis of economic feasibility and does not call for substitute measures. CBJ code does not provide guidance on the analysis of economic feasibility. Upon further review of project information and the JCOS comments, I suggest an alternate approach to facilitate a solution that is better than either requiring or exempting LEED. Neither of these two black/white approaches is ideal:

1. I am convinced that in this instance, complying with LEED would cause the Airport to spend time and money collecting points to satisfy the certification requirements but that the general concept of sustainability would not be efficiently advanced.
2. Providing a waiver without some other surrogate actions would run contrary to all of the Assembly's recent goals as articulated at the December retreat and the adopted Juneau Renewable Energy Strategy.

The Airport has much to be proud of and should get full credit for past sustainability actions and current design features that do not leverage LEED points. These activities include:

- Decreasing the terminal square footage while increasing layout efficiencies and responding to modern operational needs
- Geothermal system, including electric heat pumps. This will make the terminal a fully renewable energy facility by eliminating diesel boilers
- Building envelope efficiency. Strategic, cost effective R Values of roof, walls, under slab, windows and vestibule entries

ATTACHMENT #1

- Modern electrical devices, including LED lighting throughout and motion-activated controls
- Mechanical system automated controls for continual monitoring, adjustment and efficiencies; and improved air quality
- Low water use toilets and motion activated faucets
- Increased natural daylighting to offset lighting load and increase human comfort
- Low-VOC construction materials
- New escalator, elevators have much higher efficiencies than current ones

I recommend the following actions:

- A. The Assembly consent to the granting of an exception to the LEED process for this project.
- B. The Airport agree to implement the two major JRES goals:
 - a. *Reduce Dependence on Fossil Fuels for Space Heating.* **DONE!** The North Terminal will be heated by the existing ground source heat system that Airport had the foresight to design so that it can accommodate the North Terminal project.
 - b. *Reduce Dependence on Fossil Fuels for Transportation.*
 - i. Program purchase of one or more EVs for airfield use.
 - ii. Plan and program installation of EV chargers.
 - iii. Agree to install EV chargers in the public parking lot when the lot is next repaved.
 - iv. Consider incentives for rental car companies to provide EVs as part of rental car fleet.
 - c. Build the North Terminal as a high performing building addition.

TITLE 05 - JUNEAU INTERNATIONAL AIRPORT

05.01.070 - General powers.

(5) May administer the design and construction of all municipal capital improvements located entirely on the airport notwithstanding [section 03.10.052](#). The airport board may propose capital improvement projects to and apply for funding from state and federal agencies.

49.35.800 - Sustainable building standards for construction and renovation of buildings.

(a) New construction and renovation of existing buildings and facilities by the City and Borough. The City and Borough shall construct and renovate its public facilities and buildings to sustainable building standards through the use of the U.S. Green Building Council's Leadership in Energy and Environmental Design (*LEED*) rating system, and shall be responsible for ensuring that public facilities and buildings meet the requirements as set out in this section and are operated accordingly.

(2) All public facilities and buildings utilizing municipal funds and costing over \$5,000,000.00 (either general or bonded), including new private construction for Municipal leasing or renting, shall be designed and constructed in such a fashion as to achieve a minimum level of *LEED* Certified;

(b) Application. The sustainable building standards for municipal buildings and facilities, including but not limited to, the Juneau School District, the Juneau International Airport, and Bartlett Regional Hospital, shall apply to facilities and buildings where the principal use is regularly occupied space, including, but not limited to, buildings occupied for office, retail, classroom, healthcare, or assembly purposes.

ATTACHMENT #1

(c) Exception procedure. If the Manager, with the consent of the Assembly, after consideration of the recommendation of the Sustainability Commission, determines that it would not be economically feasible to satisfy the prerequisites for *LEED* Certification in the case of a specific project, that project shall be exempt from the requirement for *LEED* Certification.

ATTACHMENT #1



City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

DATE: February 18, 2019

TO: Chair Michelle Hale
Assembly Public Works & Facilities Committee

FROM: Rorie Watt
City Manager

RE: Airport North Terminal – LEED Requirement

There has been question as to whether the Airport North Terminal project should be required to obtain the LEED standard. Per 49.35.800, the project is required to obtain LEED Certification unless:

"the Manager, with the consent of the Assembly, after consideration of the recommendation of the Sustainability Commission, determines that it would not be economically feasible to satisfy the prerequisites for LEED Certification in the case of a specific project, that project shall be exempt from the requirement for LEED Certification."

I understand that the Airport feels pinched on their project budget. However, given the Assembly's focus on a **Sustainable Community** in their goal setting this past December, I do not recommend exemption from the certification standard. The Airport may wish to work with JCOS and propose substitute measures, possibly including the encouragement of the use of electric transportation (possibly even in the rental car fleet).

49.35.800 - Sustainable building standards for construction and renovation of buildings.

- (a) *New construction and renovation of existing buildings and facilities by the City and Borough.* The City and Borough shall construct and renovate its public facilities and buildings to sustainable building standards through the use of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating system, and shall be responsible for ensuring that public facilities and buildings meet the requirements as set out in this section and are operated accordingly.
- (1) LEED shall be the quantitative measurement for how well standards are met;
 - (2) All public facilities and buildings utilizing municipal funds and costing over \$5,000,000.00 (either general or bonded), including new private construction for Municipal leasing or renting, shall be designed and constructed in such a fashion as to achieve a minimum level of LEED Certified;
 - (A) The City and Borough Engineering Department shall determine if attainment of specific LEED credits will be required within the credits pursued for LEED Certification. These required credits shall be documented in CBJ policy and shall be reviewed and updated each time a new version of the LEED standard is issued. Such update shall occur within three months of the issuance of a new LEED standard.

ATTACHMENT #1

- (b) *Application.* The sustainable building standards for municipal buildings and facilities, including but not limited to, the Juneau School District, the Juneau International Airport, and Bartlett Regional Hospital, shall apply to facilities and buildings where the principal use is regularly occupied space, including, but not limited to, buildings occupied for office, retail, classroom, healthcare, or assembly purposes.
 - (1) As used in this section, occupied means a facility or building whose primary purpose is for people to work, assemble, or intend to remain within to perform functions (other than routine maintenance) of the principal use of the building. Industrial facilities, such as maintenance, warehouse, and vehicle storage, are excluded from this section.
- (c) *Exception procedure.* If the Manager, with the consent of the Assembly, after consideration of the recommendation of the Sustainability Commission, determines that it would not be economically feasible to satisfy the prerequisites for LEED Certification in the case of a specific project, that project shall be exempt from the requirement for LEED Certification.
- (d) *Effective date.* This ordinance shall become effective on July 1, 2011. Existing projects with fully executed contracts for design services on the effective date shall be exempt from this ordinance.

(Serial No. 2010-42, §§ 2—4, 1-10-2011, eff. 7-1-2011)

ATTACHMENT #2

Juneau International Airport North Terminal Rebuild Finances - A50-102

May 24, 2019 (000s)

Project Financing - CBJ FY	Beg. Bal	2019	2020	2021	2022	2023	2024	2025	2026 - 33	Total	
Project Costs - Cash Outflow											
1 Pre-Construction		750	750							1,500	FAA eqmpt move & electrical work
2 Construction			16,000	4,800						20,800	Includes \$750,000 Contingency
3 Other			700	600						1,300	\$1.3 is for Art, LEED, furnishings & staff.
Subtotal	0	750	17,450	5,400	0	0	0	0	0	23,600	
4 Interest Costs GO Bonds			115	135	115	105	100	90	181	841	10 year payoff with P-tax
5 Interest Costs Rev Bonds			460	390	340	250	170	145	55	1,810	10 year bonds & assume 5 year call
6 Revenue Bond Reserve Fund			1,695							1,695	
Total	0	750	19,720	5,925	455	355	270	235	236	27,946	
Project CIP Funding/Cash In-Flow											
1 Sales Tax			261							261	
2 Revolving Loan A50-001,-031,-033		675		(675)						0	
3 Property Tax (to repay GO Bond)			5,900							5,900	
4 PFC Cash & Funded Rev Bond		215	5,700							5,915	
5 Airport Rates / Fund Balance										0	
6 FAA Entitlement Funded Bonds			11,800							11,800	
Subtotal	0	890	23,661	(675)	0	0	0	0	0	23,876	
7 Revenue Bond Reserve Fund			1,695							1,695	
8 Additional P-Tax for Interest Cost									715	715	
Total	0	890	25,356	(675)	0	0	0	0	715	26,286	
Funding (Shortfall) - Surplus										(1,660)	Current Funding Status
Revenue/Bond Repayment Funding Sources											
1 Sales Tax		261								261	Will be available 7/2019 upon PFC collection/appropriation)
2 Revolving Loan A50-001,-031,-033		675		(675)						0	
3 Property Tax (to repay GO Bond)			665	665	665	665	665	665	2,710	6,700	Principal + \$0.8 million interest
4 Passenger Facility Charges (PFC)		215		1,000	1,000	1,000	1,000	1,000	700	5,915	
5 FAA Entitlement Funds			2,966	2,966	2,966	2,966				11,864	
6 Revenue Bond Reserve Fund									1,695	1,695	
7 Airport Rates / Fund Balance										0	\$X.XM avail/unencumbered at this time
8 Other										0	
Total	0	1,150	3,631	3,956	4,631	4,631	1,665	1,665	5,105	26,434	

ATTACHMENT #2

SPACE			AIP Eligibility
	Eligible	Non-Eligible	Eligibility
ADMINISTRATION (w/ PROJECTS)		3,316	0.00%
TERMINAL MAINTENANCE		804	0.00%
AIRPORT POLICE		447	0.00%
FAA ATCT OFFICES		1,275	100.00%
FAA COMM	532		0.00%
FAA OFFICES - CAP STONE		332	0.00%
WEATHER OBSERVATION		334	0.00%
US CUSTOMS & BORDER CONTROL	1,079		100.00%
TSA LOUNGE		325	0.00%
ALASKA AIRLINES' OPS		0	
PART 135 TENANT LEASE SPACE		1,384	0.00%
PART 135 TICKET COUNTER		627	0.00%
PASSENGER CIRC/SEATING (New)	10,820		100.00%
PASSENGER CIRCULATION/SEATING (Renovation)	8,253		100.00%
GATE ONE	405		100.00%
FOOD SERVICE		201	0.00%
PUBLIC RESTROOMS	819		100.00%
JANITOR		241	0.00%
CANOPIES/VESTIBULES/SITE AMENITIES - AMT	3,118		100.00%
CANOPIES/VESTIBULES/SITE AMENITIES - Exmpt			100.00%
NON PUBLIC CIRCULATION		527	0.00%
SUBTOTAL	25,026	9,813	34,839
	71.83%	28.17%	
PRORATED AREAS			
MECHANICAL & ELECTRICAL	1,842	722	71.83%
GENERATOR	115	45	71.83%
TOTAL	26,983	10,580	37,563
	71.83%	28.17%	

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Revenue	GO
Eligible	Non-Eligible
Exmpt \$ -	\$ 1,976,777
Exmpt \$ -	\$ 479,291
Exmpt \$ -	\$ 266,471
AMT \$ -	\$ 760,069
AMT \$ 317,143	\$ -
AMT \$ -	\$ 197,916
AMT \$ -	\$ 199,108
AMT \$ 643,227	\$ -
AMT \$ -	\$ 193,743
\$ -	\$ -
AMT \$ -	\$ 825,048
Exmpt \$ -	\$ 373,775
Exmpt \$ 6,450,158	\$ -
Exmpt \$ 4,919,885	\$ -
AMT \$ 241,434	\$ -
AMT \$ -	\$ 119,823
Exmpt \$ 488,233	\$ -
Alloc \$ -	\$ 143,668
Alloc \$ 1,858,742	\$ -
Exmpt \$ -	\$ -
AMT \$ -	\$ 314,162
\$14,918,822	\$5,849,852
71.83%	28.17%
2564 Alloc \$ 1,097,961	\$ 430,524
160 Alloc \$ 68,515	\$ 26,866
\$16,085,298	\$6,307,242
	(357,242) Exceeds Bond Authority
\$16,085,298	\$5,950,000
\$16,000,000	\$5,950,000

Total AIP Eligible Project Costs \$ 22,392,540
 Ineligible for AIP/PFC (LEED, Furn/Equip, Public Art, Support): \$ 1,190,358
 Total Airport Renovation Project Costs \$ 23,582,898

Total Revenue Bonds
Total GO Bonds

JNU Terminal Expansion Eligibility Table

Page 3 of 3

ATTACHMENT #3

AIRPORT FUND BALANCE

Date	Fund Balance	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Operating Budget +/- (to balance or residual budget-end)	Description
	\$2,804,325					
Aug-18		\$1,801,875				PBB Gate 2 FAA grant rec'd - fwd fund project
Aug-18		\$131,938				TWY A Design match, deappropriate - used Sales Tax
Jul-18		\$500,000				RWY Rehab Construct Unused contingency portion
		\$10,922				RWY Rehab Construct Unused portion
	\$5,249,060					
Aug-18		\$43,750				PFC9 reimburse TWY A/E Design match
Aug-18		\$37,789				PFC9 reimburse Master Plan match (portion)
Aug-18		\$64,610				PC9 reimburse Alex Holden/cargo road rehab
Aug-18		\$228,251				PFC9 reimburse RSA NE/NW Apron Des/construct match
Aug-18		\$50,000				PFC9 reimburse ARFF Bldg match (portion)
	\$5,623,460					
		\$13,501	(\$13,501)			RWY Rehab match (portion) anticipate 2019 reimbur
		\$17,573	(\$17,573)			RWY Rehab match (portion) anticipate 2019 reimbur
				(\$380,000)		Replace Exit Lane System CIP funding (No Reimb)
FY18end					\$274,672	FY 18 year close out/ increase to fund balance
	\$5,487,058					
Jun-19	**			(\$800,000)		PROPOSED contribution to Terminal Reconstruction local funds
					(\$136,000)	*FY19 contribution to balance proposed budget
					(\$234,500)	*FY20 contribution to balance proposed budget
					(\$1,906,000)	*3-mo Operating Reserve (based on budget) FY20
	\$2,441,632					represents usable amount/available fund cash

**Pending Board approval and Assembly appropriation

* varies by budget year

ATTACHMENT #3

AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

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)		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			(\$675,000)		Terminal Reconstruction Prep/construct desgin forwar fund
	\$141,246				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Capital Reserve Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

ATTACHMENT #4



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: June 6, 2019

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

Runway Safety Area (RSA) Expansion Phase IIC: The project Contractor (SECON) is working on wrapping up work operations in both the Northeast Development Area (NEDA) and in the Northwest Development Area (NWDA). In the NEDA, SECON has completed work on the asphalt paving, on the storm drain improvements and on the installation of the aircraft tie-downs. Remaining work includes the application of paint markings at the tie-down locations and the placement and seeding of topsoil around the north and east sides of the new apron.

SECON was scheduled to place the asphalt paving around the new trench drain on the south side of the Block M hangars last week. This work was postponed due to equipment breakdowns, and is scheduled to be completed sometime this week.

SECON has completed work on the installation of the new trench drain assemblies and has completed work on the placement of asphalt paving in the new taxilanes in the NWDA. SECON has also completed work on the installation of new aircraft tie-downs on the south side of the Block I hangars and has placed the concrete for the new aircraft wash-down area. Remaining work includes the application of paint markings at the aircraft tie-downs, the application of paint markings within the taxilanes, and the completion of the power connection for the aircraft wash-down sump pump.

SECON and their subcontractor, Glacier State Contractors, continue to pursue a claim which is asking for damages relating to a scope of work reduction in the NEDA. Airport Contract Administrator Mike Greene and DOWL are working with SECON on a resolution to this potential claim.

While working in the NWDA, SECON damaged two exterior lighting circuits. SECON has repaired one of the circuits and restored power to the exterior hangar mounted lighting, denies responsibility for disconnecting the circuit that fed the remaining pole mounted lights. Airport Contract Administrator Mike Greene and DOWL are working with SECON on a resolution to this issue.

ATTACHMENT #4

JNU continues to issue notification to hangar tenants and to aircraft owners advising them of upcoming work and work completion schedules.

The project remains on track for all work to be Substantially Complete on or before July 30, 2019.

As the engineers of record, DOWL continues to provide construction administration and inspection services for this work.

Float Pond Improvements: The Contractor, Southeast Earthmovers, has completed work on the placement and seeding of the topsoil along the east side of the Emergency Vehicle Access Road (EVAR), on the placement of the asphalt paving over the new valve vault and on the installation of the electrical service equipment.

Work that remains to be completed includes insulating the six-inch force main which passes through the valve vault and the testing of the electrical components, which remains on hold pending the arrival of the remote actuator control.

As the engineers of record, PND Engineers continues to provide construction administration and inspection services for this work.

Taxiway A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: PDC Engineers released the 95% set of design documents for internal review by the design team and for peer review. JNU continues to conduct a simultaneous over-the-shoulder review of these documents in an attempt to speed up the overall review process. PDC's current document delivery schedule has the design documents reaching the 100% complete stage at the end of June with delivery to JNU on July 1.

The 95% Construction Safety and Phasing Plan (CSPP) has been reviewed and approved by the FAA and a copy of this document has been issued to all stakeholders.

The 95% stakeholder meeting is scheduled for June 11, 2019.

PDC Engineers continues to coordinate directly with JNU and with the FAA on the development of the technical specifications. JNU is currently working on the development of the Division 0 and Division 1 front end specifications.

JNU is currently working with City & Borough of Juneau (CBJ) Engineering on the development of the Request for Proposals (RFP) language that will be used to obtain proposals from qualified consultants to provide limited Contract Administration and Inspection (CA&I) services during the construction phase of the project.

The goal remains to release this project for competitive bid in late July 2019.

Air Traffic Organization (ATO) will be looking at conducting a Safety Risk Management (SRM) review prior to the start of major construction next spring.

Ward Air Hangar Expansion: JNU has had no recent involvement in the development/review of the conceptual design for the new hangar that will be located on Lots 15, 16, 17 and 18 of Block K.

ATTACHMENT #4

Fed-Ex Expansion: R&L Leasing, Inc. continued construction on the building addition.

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

Parking Lot Repairs: JNU Airfield Maintenance has placed cold-patch in a number of the potholes that had formed in the public parking lots. This represents a short-term fix. Many areas within these asphalt paving installations 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 does not currently have any money to address any of these repairs.

ATTACHMENT #5



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of May 2019 Activity

DATE: June 6, 2019

Sand/Chemical Building & Fueling Station. Exterior framing was completed in May, which allowed the exterior sheathing and roofing to begin. Inside the building, under-slab earthwork, insulation, and vapor barriers were completed, and the radiant heat piping began. Concrete and structural steel work on the Fueling Station canopy were also completed in May. The construction contract has been paid to 44% completion. Approved change orders to date total approximately \$20,000. Progress meetings continue on a weekly basis, and the work is proceeding smoothly.



Sand/Chemical Building from SW Corner



Fueling Station Canopy

Terminal Reconstruction. The Design Development phase of the project continued through May and included an interiors work session on May 23, 2019, and a design meeting for data and communication systems on May 28, 2019. The interiors work session included meeting with the artists whose works were selected in the recent 1% for Art procurement so they could learn more about the overall project and refine their art proposals. Contracts for the artists will be initiated after final review of the selected proposals by the City Manager and City & Borough of Juneau (CBJ) Assembly.

Construction drawings for a separate electrical construction bid package were completed in May. This work will be bid in June, so new electrical infrastructure can be completed by fall, ahead of the main terminal reconstruction contract.

ATTACHMENT #5

Meetings with CBJ Finance staff and bond counsel continued to address the project's funding and cash flow needs. The project's financing plan is now formed and has been reviewed; it was recently reviewed by JNU Airport Board's Finance Committee. Required ordinance introductions have begun with the CBJ Assembly.

The Federal Aviation Administration's equipment relocation project continued through design during May. Coordination meetings with the terminal project's electrical engineers occurred, and a schedule for this construction work is expected soon.

The temporary office plan for staff and tenants affected by terminal construction was submitted to the CBJ Building Permits office for review and permit. Meetings have begun with individual tenants to coordinate details related to temporary spaces, and to keep tenants updated on the progress of the reconstruction project. Construction of the temporary restroom in the existing north wing continued through May.

Projects staff has also begun preparing for other impacts of the reconstruction project such as identifying the art displays located in the north wing that will be affected, inventorying the landscaping to determine if plants can be relocated, and determining new locations for furnishings such as the smoking shelter.

Project Closeouts. The Gate 2 Passenger Boarding Bridge and the Airfield Rescue and Fire Fighting (ARFF) Building Modifications projects are currently in closeout phase.

Other projects/issues worked on by architectural projects staff during April included:

- Punch list on Snow Removal Equipment Facility (SREF) and Wash Bay Addition continued.
- Continued work on the Disadvantaged Business Enterprise (DBE) program.
- Completed signage for FAA Americans with Disability Act (ADA) and Title VI Non-Compliance