

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, OCTOBER 9, 2018
ALASKA ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of September 11, 2018
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. UNFINISHED BUSINESS

A. **Terminal Reconstruction Update.** The Airport's Terminal Design Consultant, McCool, Carlson, Green, will be in town for a two-day workshop (October 8th-9th) with terminal stakeholders and will provide an update at the meeting.

On August 29, 2018, the Airport provided an update to the Assembly Committee of the Whole (COW), which can be seen at <https://beta.juneau.org/index.php?gf-download=2018%2F10%2FAssembly-COW-Terminal-Reconstruction-Project-Presentation-August-29-2018.pdf&form-id=91&field-id=3&hash=6f7520b1b724f6e4081708852ab87aa729672b638c22be5fa05ea7ade1c37ddc>

Staff will present this PowerPoint at the meeting with additional information from the October 8-9 workshop.

B. **Exit Lane Replacement (Attachment #1).** At the June 14, 2016, Airport Board meeting, staff briefed the Board about the imminent replacement needs of the Departure Lounge Exit Lane. Multiple false alarms and lock downs have sent staff scrambling to resolve. It was estimated at the time that replacement would be approximately \$450K, but staff looked at applying for special Department of Homeland Security grant funds. Those were denied and staff looked at applying for Airport Improvement Project funds (through the Federal Aviation Administration (FAA), but were told that this type of terminal equipment was not eligible. Staff continued to research systems that could be retrofitted into the current location and get updated estimates. Staff received an updated quote for a dual exit system for a total construction cost of \$360K, see Attachment #1. As this was not directly discussed during the past few months of conceptual design, replacement of the exit lane system continues to be a terminal need. Staff requests that the Board approve the use of local funding from the Terminal Reconstruction for this necessary replacement. A non-functional system could eventually cost the Airport more money in fines or staffing in the long run. The scope and budget of the Terminal Reconstruction Project may need to be adjusted to accommodate this critical system.

Board Motion: *Approve the replacement of the Departure Lounge Exit Lane system, to be funded through the Terminal Reconstruction Project local funding.*

C. Berners Avenue Fuel Farm/Impound Lot Fence Extension. Last year, the Airport Board approved the clearing of dead or dying trees on the property adjacent to Berners Avenue. This was done to clean up the area, discourage camping and increase the visibility of the perimeter fence line from the street.

A segregated portion of the fuel farm is also leased to the Juneau Police Department (JPD) for vehicle impound overflow and abandoned vehicle auctions. With the impounded vehicles there, staff frequently finds the fence cut behind the berm which hides the area from the street and nearby neighborhood. The trespassers generally go through the vehicles and steal items out of them. The berm cannot be removed (without great expense) due to abandoned military fuel tanks. The Airport pays thousands of dollars for fence repairs every year because of the existing fence line.

The Airport proposes placing an outer fence outside the berm area, which would be down to the sidewalk on Berners Ave. similar to fence placement along Ladd Street. This will make inspecting the airport perimeter fence very easy for the staff and JPD, as well as a deterrent for break-ins. Further discussion at the meeting.





VII. NEW BUSINESS

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

1. Special Supplemental AIP Appropriation: Snow Removal Equipment Facility Sand/Chemical/Fueling Station Award (Attachment # 2). As was announced, JNU was 1 of 37 airports to receive the first disbursement of grant awards for the special supplement AIP appropriation. The FAA grant award was \$9,985,312, with local match through PFCs, and was previously approved by the Board in anticipation of grant receipt. Final appropriation by the Assembly, including bid award (to Dawson Construction), is expected on October 15, 2018. A total of \$205M of the \$1.2B was awarded. The attached narrative was used, in part, to justify the project and was handed out to our Congressional Delegation as an FYI.

2. Washington DC Trip. Catherine Fritz and Patty Wahto were invited to Washington, D.C., to attend a special event hosted by U.S. Secretary of Transportation Elaine Chao to recognize the first award recipients for the special AIP appropriation. JNU's SREF Sand/Chemical/Fueling station ranked high and was one of 37 projects awarded the end of September. JNU was sponsored by FAA Alaska Regional Acting Director Kristi Warden and FAA Planner Mike Edelmann. JNU staff also made use of the time in D.C. to meet with our DC Lobbyist Katie Kachel, who made arrangements for us to meet with Senator Murkowski and her staff, as well as Senator Sullivan's staff and Congressman Young's staff, on a variety of issues from PFCs to our RWY 26 MALSR.

3. Title 49 Jordan Creek Update. Planning Commission Title 49 Committee met on October 1, 2018 to discuss the proposed changes related to limbing/clearing within 25ft. of a creek/stream. Discussion focused on the public safety removal of vegetation and requires a letter of documentation from a CBJ Public Safety Official.

A few of the committee members requested a rewrite to better define public safety issues and who or what organization would be the Public Safety Official. CDD as well as the Law Department will be reviewing these items/recommendations and will draft up the new ordinance. The new draft ordinance will be discussed at the next committee meeting before presenting it to the Assembly.

4. Airport Engineer Report (Attachment #3)

5. Airport Architect Report (Attachment #4)

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., November 13, 2018, Alaska Room

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1



MEMORANDUM

TO: Patty Wahto, JNU Airport Manager

FROM: Catherine Fritz, AIA, JNU Airport Architect

RE: Secure Exit Lane Scope Summary

DATE: October 4, 2018

The secure exit lane that allows travelers to proceed out of the Departure Lounge into the unsecure second floor Meet & Greet space has been problematic for several years. The double door system was originally installed in 2001 following mandated airport security measures. The doors and controls were moved to their current location in 2010 during Phase I of the Terminal Renovation. Since that time, there have been many repairs and component replacements to keep things working. However, the age of the components, along with the lack of a comprehensive “system” approach continues to result in many malfunctions. These affect both operations (when travelers get trapped between the closed doors) and security near-breaches (that leave JNU staff scrambling to address).

It has previously been determined that for JNU Airport, the responsibility for maintaining passage from secure to non-secure areas fall on the Airport. This can be done by stationing a qualified person at the control point, or through physical door and alarm systems. While JNU used personnel during the 2009-2010 construction period, it was very costly and had its own set of challenges (e.g., finding qualified staff to cover the exit lane at all necessary hours). New technologies for exit lane security have been developed in recent years that are being used in airports across the country. **JNU Airport staff has evaluated these systems and recommends that a two lane automatic door system be installed to replace the current aged system.**



Automated exit lane under construction at Paine Field Terminal.



Advertisement image of an automated exit lane system at Portland, OR terminal.

Modest modifications to the walls of the existing exit lane will be necessary to install the new system, but much of the building’s electrical and mechanical infrastructure will remain in place. The total project cost for a new exit lane system is estimated at approximately \$360,000. The Airport has sought Homeland Security grant funds for an automated exit lane, but has not been successful in gaining access to a grant program. This project is not eligible for Airport Improvement Program or Passenger Facility Charge funding, but the Terminal Reconstruction General Obligation bond could be used. The exit lane is not currently included in the cost estimate for the Terminal Reconstruction project. Procurement and installation of the exit lane equipment will take 6-8 months.

ATTACHMENT #2



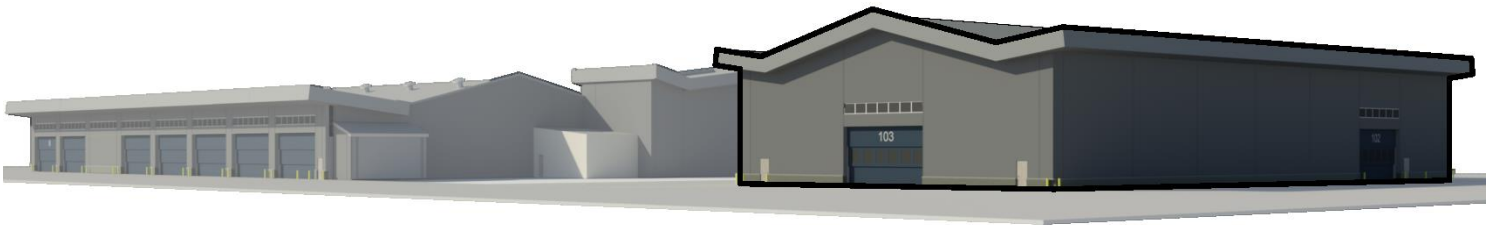
PROJECT NARRATIVE for Sand/Chemical Building & Airport Equipment Fueling Station at Juneau International Airport (JNU) September, 2018

This project will construct a Sand/Chemical Building and Airport Equipment Fueling Station. It will strengthen access, reduce operational costs, is consistent with JNU's Sustainability Master Plan, and is included in JNU's approved Airport Layout Plan. The project will start construction in October, 2018. Total project cost is approximately \$10.6M.

JNU's Snow Removal Equipment Facilities (SREF) are being constructed through a multi-phase, multi-funding source approach in a consolidated location within the northwest quadrant of the airport. Phase 1, construction of a Snow Removal Equipment Building (SREB) is nearly complete. SREF Phase 2 is this project: replacing the existing Sand/Chemical Building and Airport Equipment Fueling Station.

JNU's current facilities are obsolete, functionally inadequate, and have documented safety concerns. The current Sand/Chemical storage facility is a dilapidated open-air steel building, originally constructed in the 1950's. The need for replacement has been planned for more than two decades. Recently, an inspection by Alaska Occupational Health and Safety Administration identified safety hazards that required disconnecting the building's electrical service, blocking access to mezzanine storage areas, and limiting entry into the building. This severely impacts JNU operations, with no alternative facility to store essential sand, de-icing chemicals, and related deicing equipment. The current Fueling Station is similarly aged and does not meet current safety standards. Diesel pumping is inoperative without bypassing the antiquated tracking system that is no longer supported by the manufacturer.

Consistent with JNU's sustainability goals and Master Plan, the new Sand/Chem building utilizes an existing geothermal heat pump system and incorporates high performance, low maintenance design features. Sand storage will have a climate controlled environment that eliminates ice lenses and frozen chunks of sand, making loading and placement more streamlined and predictable. The chemical mixing area will also be inside the new building, providing safe and efficient storage and mixing of chemicals that are used on the airfield. The new features will contribute significantly toward keeping the runway open and safe during inclement weather. This increases access to the airport by building operational confidence and creating long term economic stability – operators and passengers can rely on JNU's runway being open year-round.



Architect's 3-D rendering of new Sand/Chemical building to be located adjacent to JNU's Snow Removal Equipment Building.

ATTACHMENT #2

Images of the existing Sand/Chem Storage Building and Fueling Station that will be replaced in 2018-19.



Existing sand and chemical storage building.



Existing airport equipment fueling station.



Existing chemical mixing tank & mixing platform.



For additional information,
contact JNU Airport
Manager, Patty Wahto
(907) 789-7821 or
pwahto@jnuairport.com

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto
Airport Manager

FROM: Mike Greene
Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: October 4, 2018

General

Project specific summaries of project status and activity are presented below. Ken continues to work in a part-time capacity and will continue to provide assistance for the foreseeable future. I will be working alongside Ken and Catherine on the projects.

Airport Sustainability Master Plan

The Airport Sustainability Master Plan has been approved by the Federal Aviation Administration (FAA), the Airport Board and the Assembly. This document has been posted to the airport website. https://beta.juneau.org/index.php?gf-download=2018%2F10%2FJNU-SMP_Final-91918-FULL-DOCUMENT.pdf&form-id=91&field-id=3&hash=1c9b616f9b53f0dcf39f57bc8a09aa1e95cd7f21e5a852baf269f151fa971cc3

SREB Phase 1b Wash Bay

F&W Construction has completed work on the installation of the roof assembly over the Wash Bay addition and is currently working on the installation of large turn-over door, the installation of the gypsum board sheathing on the interior ceiling and walls, the installation of the electrical rough-in and on the installation of the wash bay catwalks and associated equipment. The Contractor's schedule still has the project being substantially complete in late October 2018.

Runway Safety Area (RSA) Expansion Phase IIB

DOWL has completed and submitted the final construction report for the project and will soon be submitting their final invoice for the project.

RSA Expansion Phase IIC

SECON has started work within the Northeast Development Area (NEDA) and is working on preparing the NEDA apron for the extension of the loop field piping, and for the installation of the site drainage improvements, aircraft tie-downs and asphalt paving. No work has been scheduled yet within the Northwest Development Area (NWDA) this fall.

ATTACHMENT #3

SECON is working on setting up their asphalt batch plant on site and plans to complete as much of the work in the NEDA area as possible before the weather forces them to stop. Work not completed this year will be completed in the spring. The completion date for all work is currently July 30, 2019.

As the engineers of record, DOWL is providing construction administration and inspection services for this work.

Float Pond Improvements

Bids for the project were opened on September 18, 2018 and the low bidder is Southeast Earthmovers out of Sitka. The award, in the amount of \$473,729, will consist of the Base Bid and Additive Alternate 1 work. Additive Alternate 2 was not awarded. The engineer's estimate for all work was \$594K. Work is scheduled to take place between December 1, 2018 and May 31, 2019. The float pond will be shut down starting December 1, 2018 and will be re-opened on April 1, 2019. As a reminder, the Airport received a design/construct grant last Fall from FFY2017.

Taxiway A Rehab and Taxiway E Realignment Design, and Taxiway D-1 Relocation

PDC Engineers continue to work on the development of the 65% design documents for the Taxiway A and E projects. These documents will be submitted to JNU and to the FAA for review at the end of October. The Taxiway D-1 documents are at 100% and the bid has been put on hold pending a determination as to when FAA funding will be available. Engineer's estimate for the Taxiway D-1 project is \$1.1M.

Runway Repairs Post-Aircraft Incident (June 20, 2018)

SECON has completed work on grinding, paving and most of the grooving repair on the east end of Runway 8-26. The Airport has some areas of grooving that they would like SECON to look at, then complete any painting in the repair area. The work was coordinated with operators (especially medevacs and freighters), as well as Air Traffic Control and Flight Service. Airfield staff assisted with coordination and safety during the work and the repairs were completed without incident. The cost of the repairs will be charged out to the responsible aircraft owner/insurance.

Parking Lot Repairs

The short term, long term and staff areas of the large parking lot are all in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, the removal and replacement of large portions of the asphalt paving and subbase, 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 CIP but does not currently have any money to address any of these repairs.



ATTACHMENT #4

MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: October 4, 2018

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of September 2018 Activity

The Snow Removal Equipment Facilities (SREF) Wash Bay addition made noticeable progress during September. Concrete work was completed, roofing was installed, the exterior walls were framed and sheathed and the wash equipment began being installed. Substantial Completion continues to be scheduled for mid-October 2018. All claims of the Phase 1A SREB (Snow Removal Equipment Building) were resolved during September and the final Certificate of Occupancy was granted. Thanks to F & W's and JNU's collaboration and commitment to contractual fairness, the project's Dispute Resolution Board was not needed during construction, but their voluntary efforts were much appreciated. The closeout process for this project has begun, but will not be completed for several months, as the Wash Bay addition (Phase 1B) is contractually connected through change orders.

The Airport Improvement Program (AIP) grant application for design of the Terminal Reconstruction project was received from the Federal Aviation Administration (FAA) on September 19, 2018 and is scheduled for Assembly appropriation on October 15, 2018. The current Schematic Phase of design is now underway, and a work session will be held October 8-9, 2018 in Juneau. This phase is scheduled to be complete in January 2019 and will involve a series of meetings and work by the design team to review specific needs of tenants, lay out space configuration for JNU Administration offices, and work through the details of the concept that was approved by the Airport Board in July. A project review and status report will be made at the October 9, 2018 JNU Airport Board meeting.

The new Passenger Boarding Bridge (PBB) for Gate 2 arrived in September and installation began on September 24, 2018. Gate 2 has been closed to maintain safety while the work is completed.

Four bids were received for the Sand/Chemical and Airport Fueling Station project on August 31, 2018 and are summarized below. The Assembly will review the bids at its October 15, 2018 meeting along with appropriation of the Supplemental Grant from the FAA. The Contractor is now submitting the required documentation to allow the contract to be executed and construction to begin. A Pre-Bid conference is tentatively scheduled for early November 2018 with Dawson Construction.

BIDDERS	TOTAL BID
Dawson Construction, LLC	\$9,255,000
F & W Construction Company, Inc.	\$10,001,595
Roger Hickell Contracting, Inc.	\$10,695,000
Alaska Commercial Contractors, Inc.	\$10,924,000
<i>Estimate of Probable Construction Cost</i>	<i>\$9,365,275</i>

ATTACHMENT #4

Other architectural projects during September included:

- Began installing new graphic materials for exterior signage along the front curb.
- Continued close-out documentation for the Aircraft Rescue and Fire Fighting project.
- Completed fencing for the new Pet Relief Area.
- Continued surplus equipment auction and removal.
- Completed an accessible curb cut at Airport employee parking lot in response to anonymous accessibility complaint.
- Reviewed equipment options for rebuilding the secure exit lane, and began developing a scoping document to identify funding for this project.



Exterior and interior views of the SREF Wash Bay.



Views of the Passenger Boarding Bridge at Gate 2.