



AIRPORT BOARD AGENDA

August 10, 2023 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNLd2p1OFI3TnY3NUpKa3BRQmFidz09>

or Dial: 1-833-548-0276, Meeting ID: 828 5699 5400, Passcode 697369

TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962

BY 3:00 PM ON AUGUST 9, 2023

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

D. APPROVAL OF AGENDA

E. COMMITTEE APPOINTMENTS

F. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

G. UNFINISHED BUSINESS

1. Operations Committee Meeting Report from July 14, 2023, Meeting – Part 135 Parking Ramp and Vehicle Service Road (VSR).

a. Part 135 Ramp Aircraft Parking Space and US Customs and Border Protection (USCBP) Aircraft Parking (Attachment #1). During ramp design, the Airport made the decision to relocate the USCBP parking space from the current “back” north ramp to the southern “front” row of the ramp. The decision was two-fold: to meet the requirements of the USCBP to have aircraft clearing Customs in close proximity and line-of-sight of their office; and for the safety of their officers and passengers transiting between the aircraft and the USCBP office. From a safety standpoint, the traffic between Alaska Seaplanes operations and their upcoming facility would put USCBP in the middle of those operations if USCBP continued to operate on the north “back” ramp. The proposed terminal layout in Attachment #1 shows the proposed parking box for USCBP which is closer to their offices on the front row of the 135 ramp. This decision was questioned by Alaska Seaplanes and the Airport Board forwarded this to the Operations Committee.

On July 14, 2023, the Airport Operations Committee met and considered what staff, USCBP and Alaska Seaplanes presented. USCBP had several (area – State) representatives at the meeting to speak to the Federal Requirements for USCBP aircraft parking. 19 CFR 122.11 (c) states “Providing office space to the Federal Government. Each international airport shall provide, without cost to the Federal Government, proper office and other space for the sole use of Federal officials working at the airport. A suitable paved loading area shall be supplied by each airport at a place convenient to the office space. The loading area shall be kept for the use of aircraft entering or clearing through the airport.”

When asked about a shared parking spot, USCBP stated that would be difficult with the limited notifications or aircraft that just show up. USCBP also reminded the Committee that during terminal design discussions, it was agreed that USCBP would be relocated to a spot commensurate with their office location. Alaska Seaplanes stated that they have a lot of passengers transiting to/from the parking spaces and closer spaces including the front row were needed based on their numbers.

The Operations Committee concurred that federal requirements prevailed and USCBP parking should be on the front row, as presented, and report this back to the full Board.

b. Part 135 Ramp Vehicle Service Road (VSR) (Attachment #1). The Airport Board Operations Committee also took up the discussion of the VSR between the terminal and 135 aircraft parking ramp. There have been close calls between vehicles, equipment and pedestrians on the VSR. It was noted that this has been exacerbated by construction activity. A number of years ago, Alaska Seaplanes requested that the Airport remove the VSR that was located along the front (South) row of aircraft on the 135 ramp. They stated that the roadway ran conflict with their aircraft taxiing out and it was a safety issue. The Airport removed the VSR and directed all traffic to drive around the periphery of the 135 ramp (to the north) (see Attachment #1 VSR). It was further noted that this move eliminated the vehicle-aircraft incidents on this ramp.

This move also sent almost all traffic away from aircraft but in front of Alaska Seaplanes' passengers/ground crew/pilots. The Airport painted walkways and a crosswalk that aligned with the terminal Gate 1; however, there is still conflict (some related to construction). The Airport noted that the VSR is required to provide dedicated routes with the least impact to aircraft movement/aircraft operations: Federal Aviation Administration (FAA) Advisory Circular AC 150/5300-13B (Section 6.5.2; pg.215). https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13B-Airport-Design.pdf addresses VSRs: "AOA Vehicle Service Road (VSR). AOA VSRs are dedicated routes within the AOA for passage of GSE and airport operations vehicles without impeding aircraft movements. VSRs enhance safety by channelizing ground vehicle traffic to areas that minimize interaction with aircraft operations. VSRs primarily reside in non-movement areas (e.g., airfield, non-controlled apron areas) but may also be present in movement areas of space constrained airports."

Alaska Seaplanes suggested reestablishing the VSR to the south (front) of the 135 ramp and pushing the VSR north. Alaska Airlines thought any 'permanent' changes would be premature and that maybe a safety assessment was needed with all the parties once construction was completed. Several ideas were voiced, but ultimately the Committee stated that several steps were needed – from the immediate to the longer-term solutions.

The Operations Committee suggestions to the full Board were:

Immediate Solutions:

Slow down vehicles/equipment. The Airport will paint reduced speed limit "10 mph" and "slow" on the ground in the section of the VSR between the terminal and the aircraft parking (the east section of the VSR) to bring attention to the congestion and slow down vehicles (this was completed July 14, 2023). The speed limit change could be adopted into the Airport ramp driving study guide at a later date. Repaint crosswalk in area.

Education. Remedial and reoccurring training to pilots/ramp crew and anyone driving to look and have situational awareness for themselves and their passengers. Pay attention to roadways and everything on the ramp and avoid distractions.

Longer Term:

Once construction is completed for Alaska Seaplanes, reconvene Operations Committee and reassess for additional changes: whether it is the reestablishment of the road north of the ramp, one-way traffic flow, passengers conveyed to the aircraft via ground transport, or other ideas.

Ramp Rehab construction may also present problems that may require a subsequent look at traffic flow as well. The longer-term solution may have several stages to assess with all users of the VSR and users in the area.

Immediate solutions completed/underway. This is on-going with further discussions with the Operations Committee at a future date.

2. **Capital Improvement Project (CIP) Match Transfers (Redux from July Board Meeting).** At the July 13, 2023, Airport Board meeting, the Board approved the transfer of '\$185,604.96 from RSA2C (A50-091), \$200,000 from Land Acquisition (A50-100) and \$14,157.22 from Ramp LED Lighting (A50-094) to the Ramp Improvements project (total transfer of \$399,762.18); and transfer of \$57,304.17 from Snow Removal Equipment (A50-103), \$9,877.62 from Design Taxiway Rehab (A50-090) and \$20,365.25 from Construct Sand/Chem/Fuel Facility (A50-097) to the Gate 5 PBB project (total transfer of \$87,557.04); all local match sales tax.' Since that approval, a couple changes occurred that require the Airport to adjust the numbers prior to going to the Assembly. First, the bids for the Gate 5 PBB came in significantly less than the Engineer's Estimate (see below, New Business for grant and bid award). This means that there is already enough Sales Tax match in that project account and additional match is not required. Second, the RSA2C project had an outstanding unpaid invoice of \$58,400 owed to SECON from the project. Since the FAA grant was closed out, this amount will need to be paid out of local sales tax match funds. This reduces the amount of the transfer out of the RSA2C CIP to the Ramp Improvements CIP. This motion represents an update from the July transfer.

For purposes of clarity with the previous motion, staff requests the Board rescind the July 13 motion, and approve a new motion as follows:

Board Motion To Rescind July 13 Motion on the Sales Tax Match Transfer: *"Rescind the July 13, 2023, motion to transfer of \$185,604.96 from RSA2C (A50-091), \$200,000 from Land Acquisition (A50-100) and \$14,157.22 from Ramp LED Lighting (A50-094) to the Ramp Improvements project (total transfer of \$399,762.18); and transfer of \$57,304.17 from Snow Removal Equipment (A50-103), \$9,877.62 from Design Taxiway Rehab (A50-090) and \$20,365.25 from Construct Sand/Chem/Fuel Facility (A50-097) to the Gate 5 PBB project (total transfer of \$87,557.04)."*

Board Motion: *"Approve the transfer of \$127,205 from RSA2C (A50-091), \$200,000 from Land Acquisition (A50-100), \$14,157 from Ramp LED Lighting (A50-094), and \$20,365 from Construct Sand/Chem/Fuel Facility (A50-097) to the Ramp Improvements project (total transfer of \$361,727); and transfer \$57,304 from Snow Removal Equipment (A50-103), and \$9,888 from Design Taxiway Rehab (A50-090) to the Construct Taxiway Rehab (A50-098, total transfer of \$67,192); all local match sales tax, and forward to the Assembly for final approval."*

3. **Gate K Culvert PFAS/Dewatering Requirements.** Upon notice to proceed for the Gate K Culvert CIP, contractor (Secon) began submittals and filed for the DEC SWPPP NOI (project specific). DEC is now requiring additional PFAS plan/measures for the project and filtration during the dewatering/diversion of Jordan Creek. Secon is working with Cox Environmental to expedite the plan and process. This additional work could run in excess of \$600K (almost the cost of the project). FAA stated that this additional work could be funded with a CARES grant amendment sometime in November 2023 (CARES grant funds are being used for construction and contract administration of the project), but it has to go to FAA Headquarters for final approval. In order to get the project started now, before winter season, and before CARES funding expires, staff would like to forward fund this additional work through the FY24 Airport Operating budget now, then transfer the expenses to the Gate K Culvert CIP, once the CARES grant amendment is received.

Board Motion: *"Approve the forward-funding of up to \$600,000 of FY24 Airport Operating budget for the additional DEC PFAS/Filtration environmental requirements of the Gate K Culvert CIP, and transfer this additional environmental work to the Gate K Culvert CIP once the grant addendum is received and appropriated."*

H. NEW BUSINESS

4. **Construction/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5 Grant Award.** The Airport applied for an FAA Airport Improvement Program (AIP) Bipartisan Infrastructure (BIL) grant in the amount \$1,795,267 to JNU for the Construction/Replacement of the Gate 5 PBB. The project consists of

demolition of the old jet bridge and replacement with a new jet bridge. Local match of CBJ Sales Tax funding was previously appropriated. Staff requests that the Board approve and forward to the Assembly for appropriation, pending FAA grant award.

Board Motion: *“Approve the appropriation of an FAA AIP BIL grant award in the amount \$1,795,267 for Construction/Replacement of the Passenger Boarding Bridge/Gate 5, pending FAA grant award.”*

5. **Bid Review/Award for the Construct/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5 (Attachment #2).** The Construct/Replacement of the PBB/Gate 5 project went out for bid June 7, 2023, and opened on July 19, 2023. The Airport received two bids. Low bidder was Dawson Construction at \$1,705,705. The Design Consultant Engineer’s estimate was \$3,016,762. Funding provided by FAA grant, pending award, and Sales Tax for local match. Upon Airport Board review/concurrence, and pending receipt of the FAA grant, the award will be forwarded to the Assembly. Summary of bids on Attachment #2.

Board Motion: *“Concur with the Construct/Replacement of the PBB/Gate 5 bid award of \$1,705,705 to Dawson Construction, and forward to the Assembly for final award, pending FAA grant award.”*

6. **Contract Administration and Inspection (CA&I) Services for the Construct/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5.** The Airport received a price of \$77,946 for the CA&I services for the Construct/Replacement of the PBB/Gate 5, from the Design consultant on this project, Jensen Yorba Wall (JYW). The Airport requests concurrence from the Board to proceed with a contract amendment, pending award of FAA grant, to continue the CA&I services through the construction phase of this project. The funding is provided through a pending FAA AIP grant and local match for this project.

Board Motion: *“Concur award to Jensen Yorba Wall for the Contract Administration and Inspection Services for the Construct/Replacement of the Passenger Boarding Bridge (PBB)/Gate 5 project, at an amount of \$77,946, pending FAA grant award.”*

7. **Grant Award - Ramp Improvements - Construct Terminal Area Apron -121/135/Remain Overnight (RON) Grant.** An FAA AIP grant in the amount of \$16,603,563 is pending award to JNU for Construct Terminal Area Apron -121/135/RON Ramp Improvements project. The Part 135 Ramp was bid as an additive alternate and is included in the total. Local match of CBJ Sales Tax funding was previously appropriated. Staff requests that the Board approve this grant and forward to the Assembly for appropriation, pending grant award from the FAA.

Board Motion: *“Approve the appropriation of an FAA AIP grant award in the amount \$16,603,563 for Construct Terminal Area Apron -121/135/RON Ramp Improvements, pending FAA grant award.”*

8. **Bid Review/Award -- Construct Terminal Area Apron 121/135/RON Ramp Improvements (Attachment #3).** The Construct Terminal Area Apron – 121/135/RON Ramp Improvements project went out for bid June 28, 2023. This project consists of constructing a new RON large aircraft parking ramp, rehabilitation of the Part 121 large jet parking ramp, rehabilitation of the Part 135 small regional carrier parking ramp and associated drainage and ramp lighting. The Part 135 ramp was bid as an additive alternate and included in the bid tabulation. The Airport received one bid from SECON Construction for \$14,708,640 for the base bid and additive alternate. The Design Consultant Engineer’s estimate was \$15,639,833 including the additive alternate bid. Funding for this project is provided by a pending FAA AIP grant and Sales Tax for local match. Upon Airport Board review/concurrence to award, the award will be forwarded to the Assembly, pending FAA grant award. Summary of bids on Attachment #3.

Board Motion: *“Concur with the Construct Terminal Area Apron – 121/135/RON Ramp Improvement CIP bid award of \$14,708,640 to SECON Construction, and forward to the Assembly for final award, pending FAA grant award.”*

9. **Contract Award - Contract Administration and Inspection Services – Ramp Improvements - Construct Terminal Area Apron – 121/135/RON.** The Airport received a price of \$2,226,827 for the CA&I services

for the Construct Terminal Area Apron – 121/135/RON Ramp Improvements project, from the Design consultant on this project, DOWL. The Airport requests concurrence from the Board to proceed with a contract amendment to continue the CA&I services through the construction phases of this project. The funding is provided through the FAA AIP grant, pending FAA grant award, and local match for this project.

Board Motion: *“Concur award to DOWL for the Contract Administration and Inspection Services for the Construct Terminal Area Apron – 121/135/RON – Ramp Improvement CIP in an amount of \$2,226,827, and forward to the Assembly for approval, pending FAA grant award.”*

10. Airport Manager's Report

11. Airport Projects Report - Ke Mell

12. Airport Projects Report - Mike Greene

I. CORRESPONDENCE

13. Laurie Craig Email regarding Cut Branches, Not Trees

J. COMMITTEE REPORTS

14. Finance Committee

15. Operations Committee: See Unfinished Business, Item G.1. for the report from the July 14, 2023, Meeting.

K. ASSEMBLY LIAISON

L. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

M. BOARD MEMBER COMMENTS

N. ANNOUNCEMENTS

O. NEXT MEETING DATE

P. EXECUTIVE SESSION

Q. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.