



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

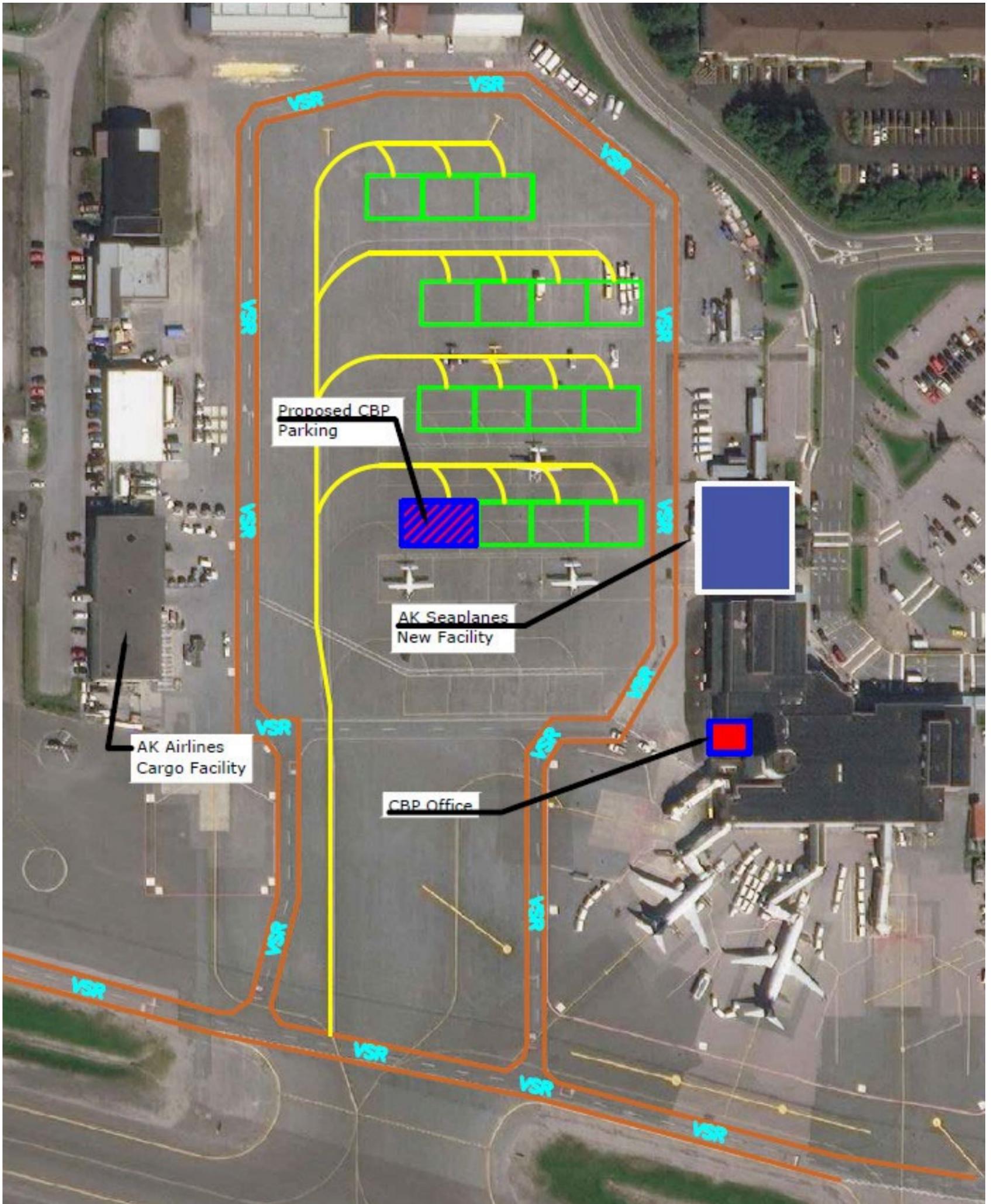
P. EXECUTIVE SESSION

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.



JNU Proposed 135 Ramp Layout



MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET, JUNEAU, ALASKA 99801

EMAILED MEMORANDUM

TO: Renee Loree July 20, 2023
CBJ Purchasing Officer

FROM: *CL* on behalf of
Greg Smith
Contract Administrator

SUBJ: POSTING NOTICE OF BIDS
JNU Gate 5 Passenger Boarding Bridge Replacement
Contract No. BE22-202

This memo is to post a notice of the results of the bid opening on July 19, 2023, for the subject project and notify the bidder of the intent to award. The bid is as follows:

Bidders	Total Bid
<i>Dawson Construction, LLC</i>	\$1,705,705.00
Island Contractors, Inc.	\$1,914,000.00
<i>Engineer's Estimate</i>	\$3,016,762.00

The apparent low bidder is Dawson Construction, LLC. Recommendation to award the bid in the amount of \$1,705,705.00 will be forwarded to the Juneau Airport Board for approval at the next scheduled board meeting on August 11, 2023.

This notice begins the protest period per Purchasing Code 53.50.062. Protests will be executed in accordance with CBJ Ordinance 53.50.062 "Protests", and 53.50.080 "Administration of Protest." The CBJ Purchasing Code is available online at: <http://www.juneau.org/law> or from the CBJ Purchasing Division at (907) 586-5215.

Dawson Construction, LLC will have until **4:30 p.m. on July 25, 2023**, to submit the following documents to the Engineering Department Contracts Office:

- Subcontractor Report, Section 00 5100;
- Complete DBE Bidder's Registration Form for Subcontractors and others, Section 00 5420 – pg. 3;
- Complete Utilization Report for each DBE, Section 00 5420, if DBE goals are not achieved, the Contact Reports and Summary of Good Faith Efforts are required (forms in Section 00 5420);
- Completed documentation for Type 3 Waiver to Buy American requirements.
- Certification of Bidder Regarding Tax Delinquency and Felony Convictions, Section 00 4311.

c. Bidders
Ke Mell, Airport Project Manager



MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET, JUNEAU, ALASKA 99801

EMAILED MEMORANDUM

TO: Renee Loree July 26, 2023
CBJ Purchasing Officer

FROM: Greg Smith *gs*
Contract Administrator

SUBJ: POSTING NOTICE OF BIDS
JNU Rehabilitate Part 121/135 Apron & RON Parking Apron
Contract No. BE23-243

This memo is to post a notice of the results of the bid opening on July 25, 2023, for the subject project and notify the bidder of the intent to award. The bid is as follows:

Bidders	Base Bid	Alternate No. 1	Total Amount
<i>Colaska dba SECON</i>	\$13,376,162.00	\$1,332,478.00	\$14,708,640.00
<i>Engineer's Estimate</i>	\$12,345,312.00	\$3,294,520.00	\$15,639,832.00

The apparent low bidder is Colaska dba SECON. Recommendation to award the bid for the total amount of **\$14,708,640.00** will be forwarded to the Juneau Airport Board for approval at the next scheduled board meeting on August 11, 2023. Pending board approval and grant funding appropriation, recommendation to award the bid will then be forwarded to the Assembly.

Colaska dba SECON will have until **4:30 p.m. on August 2, 2023**, to submit the following documents to the Engineering Department Contracts Office:

- Subcontractor Report, Section 00 5100;
- Complete DBE Bidder's Registration Form for Subcontractors and others, Section 00 5420 – pg. 3
- Complete Utilization Report for each DBE, Section 00 5420, if DBE goals are not achieved, the Contact Reports and Summary of Good Faith Efforts are required (forms in Section 00 5420);
- Completed documentation for Type 3 Waiver to Buy American requirements
- Certification of Bidder Regarding Tax Delinquency and Felony Convictions, Section 00 4311.

c. Bidders
Mike Greene, Airport Project Manager



AIRPORT MANAGER’S REPORT – August 10, 2023

a. TEMSCO Rent Payments Follow-Up. At the July 13, 2023, Airport Board meeting, the Board approved up to \$295K in either reimbursement through CARES funding, or rental credits if the CARES reimbursement is not approved by the Federal Aviation Administration (FAA). As a follow-up, staff was asked to provide TEMSCO’s annual rent amounts, for planning purposes if the reimbursement must be done through rent credits. The following is the current rent (currently abated through CARES) for TEMSCO:

- Block HELI, Lot 1,2,3 (Heliport) – \$69,300.00 Annually
- Block HELI, Lot 1,2,3 (Frontage Road) – \$15,750.00 Annually
- Block P, Lot 17,18 – \$3,696.85 Annually
- Block N, Lot 9 (Executive Hangar) – \$2,047.50 Annually

Total – \$90,794.35/Annually

b. Congressional Delegation Visit. Several members of Congress, and their staff will be visiting Juneau on August 8. The visit surrounds U.S. Coast Guard and maritime but will also have a stop-over visit with the Airport Manager prior to departing. A white paper will be provided discussing current projects, JNU notables and broader aviation needs. JNU will also be thanking them for their support and introducing the language in the 2023 Reauthorization Bill to add Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) systems to the list of approach lighting systems to be owned/maintained by the FAA.

c. TSA Mandate for Employee Screening into Secured and Sterile Areas. The aviation workers screening National Amendment (NA) from the TSA is moving forward despite overwhelming opposition from airports and airport advocacy groups from around the country. This NA would require airports to screen aviation workers at all public to sterile/secured area portals randomly using a schedule generated by the Transportation Security Administration (TSA). JNU has reached out to our Congressional contacts to voice our opinion on the financial burden from this NA and the unpractical timeline for implementation. JNU is not opposed to additional security measures, provided there is a reasonable compliance timeline as well as clear direction and adequate funding can be sought.

Staff has been working with the local TSA Regulatory and Assistant Federal Security Director to find a solution that would be cost effective and reasonable for the airport. Discussions are still in progress with the TSA to find a solution that is feasible for JNU before the NA becomes effective on September 25. The requirements for screening will be a multi-phase, with this September 25 phase being the first.

d. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #4). NO CHANGE since last month. The Airport Fund Balance page reflects updates to the FY23/24 budgets and reflects what has been submitted to the Assembly and approved by the Board.

e. CARES/CRRSAA/ARG Fund Balance (Attachment #5). The breakdown of CARES/CRRSAA/ARPA (or ARG) funds used and proposed is updated on Attachment #3. The Airport is looking at just under \$1.5M available in CARES funding.

A Finance Committee meeting will be set up in the next month or so to pursue any further use of CARES grant for operational funding, bond interest payment, or project match (so long as the draw down occurs prior to April 27, 2024).

f. 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:

- **NO CHANGE**– *Alaska Department of Natural Resource (ADNR) Land Conveyance Close-out*. During the Runway Safety Area (RSA) project, the Airport through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport’s property. Once this is completed and recorded, the Airport Layout Plan and ‘Exhibit A’ will need to be updated to reflect the airport boundaries.

- **NO CHANGE** – *Alaska Department of Environmental Conservation (ADEC) Compliance Order by Consent (COBC) Close-out*. On March 9, 2020, ADEC performed a compliance inspection of the Airport’s Storm Water Pollution Prevention Plan (SWPPP). Due to the inspection, a Notice of Violation was issued by ADEC and a COBC was signed March 1, 2021. The compliance order was issued for a two-year period and was adhered to for the duration. The paperwork has been sent in to ADEC for the termination of the COBC. Staff anticipates close-out soon.

- **NO CHANGE**– *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. On June 23, the Airport Manger discussed the concerns of a bridge at either Sunny Point location and the Airport approaches with Federal Aviation Administration (FAA) Airports Division; they were equally concerned. FAA Airports met with Commissioner Binder and team to relay on the aviation concerns. JNU Airport will continue to voice concerns with any bridge option that will impact airport approaches, departures or future development. Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.

- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. After introduction by Senator Sullivan, the language that would include the MALSR in the FY23 Reauthorization Bill (that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion) has gained support from Transportation and Infrastructure Chair, Congressman Graves. The language would add MALSR equipment to the list of allowable lighting equipment and allow the transfer of this to the FAA even if paid for through Airport Improvement Program

(AIP) funding. This is now pending final approval within the Reauthorization Bill. In June, the Airport received a new five-year Corps of Engineers permit for the work in the wetlands.

- **NO CHANGE** - *Title 49 (Jordan Creek) Variance Request*. Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.
- **NO CHANGE** – *Transportation Security Administration (TSA) passenger screening checkpoint equipment*. This project is on hold due to construction requirements for the larger equipment.
- **NO CHANGE** - *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They perform weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt.
- **NO CHANGE** - *United Parcel Service (UPS) Package Bin Theft*. Staff continues to work with UPS on the outgoing drop-boxes that fill/overflow to avoid theft of packages.
- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, surveying the test wells to determine flow direction, including two private wells within the test radius.
- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.
- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.
- **NO CHANGE** – *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

ATTACHMENT #4

Section H, Item 10.

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimb
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimb
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

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

**Terminal bonds have been sold; all funding is in place; temp forward funded \$675K to be credited once Controller's completes transfer back to acct

ATTACHMENT #4

NET REVENUES v EXPENSES
 Juneau International Airport
 For Fiscal Years ending June 30

	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024	-
Operations Revenues (a)	\$6,103,600	\$5,922,987	\$7,260,000	\$7,591,900	\$7,498,000	\$9,592,400	\$0
O&M Expenses (b)	(\$7,941,600)	(\$8,376,776)	(\$9,045,200)	(\$9,203,100)	(\$8,919,500)	(\$9,711,100)	\$0
Operations Surplus (Deficit)	(\$1,838,000)	(\$2,453,789)	(\$1,785,200)	(\$1,611,200)	(\$1,421,500)	(\$118,700)	\$0
Non-Operational Expenses							
Other (c)	\$0	\$0	\$0	(\$2,340,400)	\$0	\$0	\$0
GO Bond debt service--Expense	(662,625)	(662,600)	-	(660,375)	-	(657,125)	-
Total	(\$662,625)	(\$662,600)	\$0	(\$3,000,775)	\$0	(\$657,125)	\$0
Non-Operational Revenues							
Airport fund balance applied	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COVID-19 relief grants drawn							
CARES	\$0	\$0	\$0	\$0	\$0	\$775,825	\$0
CRRSA	-	1,559,564	-	1,764,887	-	-	-
ARPA	-	1,559,564	-	2,847,088	-	-	-
Total (d)	\$0	\$3,119,128	\$0	\$4,611,975	\$0	\$775,825	\$0
Net Surplus (Deficit)	(\$2,500,625)	\$2,739	(\$1,785,200)	\$0	(\$1,421,500)	\$0	\$0
3-month Operating Reserve:	(\$1,985,400)	(\$2,094,194)	(\$2,261,300)	(\$2,300,775)	(\$2,229,875)	(\$2,427,775)	\$0

Note 1: **Rent Abatements:** Revenue not collected due to Abatements (approx. \$1.25m) is not factored into the Budget Revenue line (a) for Adopted, Revised, Projected budgets, but is reflected in Actuals for FY22. i.e. budget lines for FY23 & FY24 are shown "whole" so that rates and fees can be accurately derived.

Note 2: **Board-Approved CARES Expenditures:** \$2,340,400 of Board-approved, grant-funded, expenditures are projected for FY23. These expenses are not included in the O&M expense line (b), so that they do not inflate the FY23 deficit for Rates and Fees calculations. The grant-funded expenses are shown on the Non-Operational Expenses line, Other (c).

Note 3: **Non-Operational Revenues, Total (d):** The CARES/CRSSA/ARPA grant draw for FY23 is projected at \$4.6M; this includes the operational deficit \$1.6M, GO Bond debt service \$660K, and Board-approved projects \$2.3M.

(a) See Attachment 1 for summary and Attachment 4 for detail by account.

(b) See Attachment 1 for summary and Attachment 3 for detail by account.

(c) Other includes: capital expenditures, transfer of sales tax to Airport fund, and transfers between Airport operations and

CIP projects, and other changes in restrictions of fund balance. At year end, the audited financial statements are not on a cash basis but on accrual--The Airport budgets/reports are revenues & expenditures – which are cash basis.

ATTACHMENT #5

Section H, Item 10.

<u>Type of Expense</u>	<u>Description</u>	<u>Amount</u>	<u>Fiscal Year</u>	<u>Final OR In Progress</u>
	CARES grant Award	21,736,343		
	CRSSA grant Award	3,324,451		
	ARPA grant Award	5,430,992		
	TOTAL GRANTS:	30,491,786		
Ops Deficit	FY20 Operational Expenses	(727,145)	2020	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,427,111)	2021	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,453,789)	2022	Final
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	2023	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(1,611,200)	2023	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	2024	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	2024	In Progress
Debt Service	FY21 Airport GO Bond debt service	(602,375)	2021	Final
Debt Service	FY22 Airport GO Bond debt service	(662,625)	2022	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	2023	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,000)	2024	In Progress
Project - Match	Ramp Project Match	(312,500)	2023	pending
Project	TWY Regulator Upgrade (appropriated)	(203,028)	2023	In Progress
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	2023	In Progress
Project	Parking Lot Design (max) - Estimate	(767,783)	2023	In Progress
Project	Terminal Ceiling	(350,000)	2023	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	2023	In Progress
Project	Terminal Seating	(450,000)	2023	In Progress
Project	SREB Circulation Pump Upgrade *May 22 bids	(165,000)	2023	In Progress
Project	Sand/Chem bldg Back-up Boiler TBB July 2022	(175,000)	2023	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	2023	In Progress
Project	SREB Wash Bay Protection	(49,925)	2023	In Progress
Project	NWDA Electrical Upgrades	(296,400)	2023	In Progress
Project	Float Pond Electrical Upgrades	(190,000)	2023	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	2023	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering addendum	(600,000)	2023	PENDING
Project	Old Shop UST remove/replace/cleanup	(147,150)	2023	In Progress
Project	Forklift vehicle	(48,715)	2023	Final
Project	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	(238,400)	2023	In Progress
Project	Man Lift	(20,000)	2025	In Progress
		846,271		



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: August 2, 2023

RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

Parking Lot Repairs: *Work proceeds. The employee lot is paved, striped, and occupied as of August 3. Secon continues work in the short-term parking and ground transportation areas; **completion of these is expected over the next month.** Due to delays in receipt of materials, Secon has also begun the work that they can do in the portion of the long-term lot no longer needed for employee parking. Temporary lighting is being provided for the temporary short-term lot and for the employee lot due to material delays.*

Short-term parking has moved temporarily to the long-term lot, and short-term lot payment has transitioned to pre-pay kiosks just outside the terminal entrance. Ground transportation is picking up in the taxi staging area and along the west side of Shell Simmons by Alaska Seaplanes' new building.

Secon Substantially Completed the airfield work on June 28, although they ***will be returning to the airfield in September to install an oil/grit separator*** that has a lead time of several months.

Last, Secon will reconstruct the long-term parking lot (***completion anticipated in early October***). Long-term parking will then transition from the temporary lot on the airfield by FedEx back to the long-term lot. That transition should be complete by the beginning of November—just in time for winter. JNU staff have been working closely with Secon, DOWL (engineering consultants), Republic/REEF parking, and stakeholders to minimize the inevitable disruption of a major improvement to airport parking. Staff appreciate the patience of all during the process.

The short-term parking rate remains unchanged. Republic will have employees on hand to assist customers with making payments, to direct them to available parking and to patrol to ensure payment.

The temporary long-term parking lot is operating on the airfield north of Alaska Seaplanes' new building, near FedEx. Staff reports that this is going well; people are paying in advance as they are supposed to, and JNU has only had one complaint, which was addressed. Temporary long-term parking has close to 200 spaces, which are not all full. There is a 14-day limit (rather than the normal 30 days). During construction, there will be no long-term weekly rate; just the daily rate of

\$16/day. Parking will be pre-paid at payment kiosks in the temporary long-term lot, or by application.

Seccon has accelerated their schedule and currently projects *finishing work in early October*. This is one month before Contractual Substantial Completion.

Funds approved to date do not include any construction contingency (to cover unanticipated changes during construction). Any project of this size will have changes during construction, so it is possible that during construction the Board will be asked to approve additional CARES funds to that end. CARES funds must be expended by late April 2024.

The project is being coordinated with the solicitation for an automated parking lot payment system. Additional security cameras will be a future project.

Outgoing Baggage Belt Repair/Replacement: City & Borough of Juneau (CBJ) Contracts issued Notice to Proceed (NTP), and Robson submitted a tentative schedule with *installation in mid-to-late January*. Staff will coordinate the installation schedule with Transportation Security Administration (TSA), Alaska Airlines and Delta Air Lines. CARES funds must be expended by late April 2024. A future project will work with TSA through their planning and design process to upgrade the system as a whole.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Bids were opened on July 19. Two bids were received – 1) Dawson Construction for \$1,705,705 and 2) Island Construction for \$1,914,000, both well below the cost estimate at 95% design of \$3.02M.* As of April, the estimated lead time on the PBB was 40 weeks. When the contract is awarded, the schedule will be updated. The work will take place in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.

Terminal Furnishings: *The furnishings are expected in Juneau in mid-to-late October.* JNU staff placed the terminal furniture order in early May with Arconas, a Canadian commercial furniture company specializing in transportation grade furnishings that meet FAA's Buy American compliance with a Type 3 Waiver. This order includes beam seating units (sling-backs) and benches. They will be assembled by JNU personnel.

Alaska Seaplanes Building: *Dawson has begun removing siding from the terminal north wall to construct the two connections (passenger and bag belt) between the terminal and Alaska Seaplanes building. JNU staff are closely monitoring the work. Dawson is installing exterior siding and continues to work on the interior.* Alaska Seaplanes has submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. JNU staff are reviewing the ATIR.

Alaska Seaplanes has submitted their Tenant Improvement Request (TIR) for the entire building; JNU staff are reviewing. In October 2022, JNU approved the TIR for foundations only. Drainage is being closely coordinated with the Main Ramp Rehabilitation and Parking Lot Repairs projects.

NorthStar Trekking Addition: *Staff recommended to the Airport Manager that NorthStar's Airfield Tenant Improvement Request (ATIR) for their new Tour Center be approved. Alaska Commercial Contractors has completed the foundation and is placing fill under the slab. The new building is next to but structurally separate from NorthStar's hangar building on Lot 6A, occupying a portion of their existing parking area.*

Sand/Chemical Back-up Electric Boiler: NO CHANGE – The temporary boiler is no longer needed and has been removed. ECI Alaska (architect for Snow Removal Equipment Building (SREB) and Sand/ Chemical Building) is providing architectural support; JNU staff are reviewing architectural progress drawings. Design is 95% completed, except the minor architectural support.

Old Shop Underground Storage Tank (UST) Replacement: *JNU staff comments on the Design Development documents were sent to the consultants on July 28.*

On April 6, under Nortech's supervision, "Three test pits were excavated to the north, east and west of the buried tank, within approximately five to ten feet of the tank. The test pits were dug to the water level, which was 4.5-5.5 feet below the ground surface at the time. No signs of an oil release from the buried tank were noted through field screening and visual observations, and laboratory samples will be sent to confirm." The reduced uncertainty re potential contamination will favorably affect the cost estimate, which we have not yet received.

Per CBJ Contracting requirements, consultant services under term contract cannot exceed \$50,000 in a single project authorization. As Nortech's design and bid phase services total \$47,150, JNU may end up with a different consultant providing construction phase services.

JNU's Old Shop Building (constructed in 1962) has an UST feeding the oil-fired boiler which heats the building. Both the UST and the boiler were shown in the original drawings, and there is no evidence that the tank was ever replaced.

Bagwell Mechanical Repairs: JNU is awaiting the Notice of Completion (NOC) and final invoice from Schmolck. Greg Smith, CBJ Engineering Contracts Administrator was informed by the State of Alaska Department of Labor (DOL) that they have wage and hour compliance issues with the project. Strictly speaking, this is between DOL and Schmolck, however, JNU cannot approve payment of the final invoice without the NOC, which will be issued when the compliance issues are resolved. The final payment will be for \$13,297; the contract was for \$195,400.00.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: August 3, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In July, Dawson Construction resumed work on the project punch-list items, on work items required by the original construction contract, and on work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders to complete. JNU continues to work with Dawson to finalize these outstanding work items. JNU is also working with Dawson Construction to address a leak in the small roof located near the base of the control tower. JNU has accepted Dawson’s proposal for this additional work, and the repair work will start and be completed next week.

At JNU’s request, the project architects are developing conceptual plans for the introduction of full height (floor-to-ceiling) glass wall assemblies to replace the glass guardrail assembly around the second floor through-floor opening. The full height option has been deemed the best way to address code compliance, safety concerns and concerns relating to potential vandalism to the suspended light fixtures.

The final balancing of the new and old mechanical heating, ventilating & air conditioning (HVAC) systems remains incomplete. This is the last large work component to be completed, and it has been delayed as work to repair more of the existing components is completed. The balancing work cannot (should not) proceed until all of the heat pumps and fan units are operating and under building automation system (BAS) control. As of the writing of this report, there are still HVAC equipment items that are non-operational. JNU continues to work with the Terminal project engineers (RESPEC) and with JNU Building Maintenance staff to address these continuing problems.

Terminal Fire Alarm Upgrade: No change since last report. This project is now substantially complete, and the Contractor’s remaining work items include Owner training and the submission of the project as-built documents and the Operating & Maintenance (O&M) manuals.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration (CA) services for this project.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. The bid opening for this project occurred on July 25, 2023. A single bid was received from SECON, which totaled \$14,708,640. This bid amount included \$13,376,162 for the base bid work (construct the RON, rehabilitate the 121 ramp and reconfigure the parking layouts / tie-downs on the 135 ramp) and \$1,332,478 for the Additive Alternate 1 work (mill and overlay paving work in the 135 ramp).

The engineer’s estimate for the project base bid construction cost was \$12.3M and the estimated construction cost of Additive Alternate 1 was \$3.5M for an estimated total construction cost of \$15.8M.

JNU has received DOWL's fee proposal to provide Construction Administration & Inspection (CA&I) services through the construction and project close-out phases of this project. This fee proposal, when compared to JNU's in-house estimate for CA&I services, was determined to be acceptable.

The BE23-243 Rehabilitate Part 121/135 Apron & RON Parking Apron project has not yet been awarded to SECON. JNU has submitted the project grant application, which identifies the bid results, JNU's administration costs, as well as DOWL's CA&I fees to the Federal Aviation Administration (FAA). Upon receipt of the FAA grant, JNU will bring the project to the Assembly for approval to accept the grant and for approval to award the project to SECON.

JNU and DOWL continue to work with the FAA prior to the start of construction. The FAA has issued a conditional approval of the project Construction Safety and Phasing Plan (CSPP). The FAA is also reviewing the design of the proposed 121 ramp lighting to make sure that the lights do not obstruct the line of sight out of the tower, and to determine whether obstruction lights are required on these poles. The construction contract currently calls for 60-foot-high poles with obstruction lights, and JNU is ready to issue an RFP to address any modifications to the light poles as may be necessary following the FAA's review.

Upon award of the project, SECON will develop and submit their overall project schedule for review and approval. It is anticipated that SECON will want to consolidate/overlap the project work phases and sub-phases to introduce efficiencies in completing the work. While the contract calls for a Substantial Completion date of September 30, 2026, there is a good chance that SECON will achieve the substantial completion milestone before then.

Sand/Chemical Building – Roof Warranty: No change since last report. A representative from Carlisle SynTec Systems performed a follow-up inspection of the Sand/Chemical roof installation on September 30, 2022. The representative did not accept the installation and advised Dawson Construction that the heat-welded membrane seams within the two large roof valleys required additional attention. Dawson Construction currently plans on addressing the additional seaming work as soon as possible, weather permitting. Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty for this new installation.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): The project punch list work has been completed and accepted, and JNU has accepted SECON's final request for payment. JNU continues to work with PND Engineers on closing out this project. PND Engineers continues to work on the Engineers Report, which will be submitted to the FAA as soon as it has been completed.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: JNU continues to work with DOWL and SECON on finalizing the last of the outstanding project Requests for Proposals (RFP's), Change Orders and Contractor Pay Requests.

RFP 27R1-Existing ALRV and Existing Generator: JNU has submitted RFP 27R1 to the FAA for determination of AIP eligibility. This RFP, in the amount of \$55,676.21, addresses work associated with the creation of the temporary dual Airfield Lighting Regulator Vault (ALRV) system to facilitate the schedule of the FAA's RVR work. JNU has not yet received this determination from the FAA.

RFP 29-Additional ALRV Work: JNU submitted this RFP to the FAA and was advised that the work associated with improving the dual ALRV system as a permanent installation was not AIP eligible. This RFP has been withdrawn / rescinded.

Change Order 12: JNU has submitted Change Order 12, in the amount of \$191,908.11, to the FAA for determination of AIP eligibility. This Change Order addresses the last of the materials quantity adjustments (actual materials quantities used on the project instead of the estimated quantities that were identified within the bid form) for the project. JNU has not yet received this determination from the FAA.

DOWL is currently coordinating with SECON on the development of the final change orders and contractor pay requests for this project. JNU has received DRAFT versions of these documents and continues to work with DOWL to address final edits/revisions prior to executing these change orders and pay requests.

Gate K (Crest Street) Culvert at Jordan Creek: The start of construction, which was scheduled to begin on July 31, 2023, has been delayed following the determination by the Alaska Department of Environmental Conservation (ADEC) that extensive sampling, testing and monitoring work will need to be conducted during construction due to the known presence of perfluoroalkyl and poly-fluoroalkyl substances (PFAS) near the project work site. ADEC has made the additional sampling and testing work a condition to their Excavation Dewatering General Permit, which has not yet been issued for this project. This additional environmental work was not anticipated, and through discussions with the project Contractor (SECON) and with the environmental engineer working on monitoring PFAS on the airfield (Cox Environmental), the potential cost of this additional sampling, testing and associated remediation if PFAS is detected has the potential to reach \$600,000.

JNU has issued RFP No. 2 to SECON, which is asking for a proposal to introduce the sampling, testing and monitoring work only. (A follow-up RFP will be issued by JNU if PFAS is detected within the work site and if remediation measures are determined to be necessary.) The scope of work for RFP No. 2 is as outlined within a Soil and Groundwater Monitoring plan as developed by Cox Environmental. This plan has not yet been submitted to ADEC, and without approval of the plan by ADEC, SECON cannot prepare and submit a price for RFP No. 2.

For the immediate future, the Gate K Culvert Replacement project is on indefinite hold. SECON has not mobilized to the site and will simply stage materials near the work area as they arrive in Juneau. JNU has notified the FAA of the introduction of the additional environmental work, and of the potential for this work to double the construction cost of this project.

In terms of construction scheduling, it had been expected that the construction work would require 40 days to complete, from start of excavation through to re-paving the roadway over the new culvert. SECON has submitted a more aggressive schedule, which would reduce the 40 days to approximately 2 weeks. This may allow this project to still be completed this fall – if ADEC approves the Soil and Groundwater Monitoring Plan, if ADEC issues their Excavation and Dewatering General Permit, and if JNU is able to find a funding source for the sampling, testing, monitoring and possible remediation work.

proHNS Engineers continue to provide limited CA&I services for this project. They have recently been working on the review of the materials submittals.

Fuel Station Access Control/Fuel Monitoring/Tracking: No change since last report. In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ's term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers to provide a fee proposal for this project. This funding was approved for CARES funding by the Board earlier this year.

End of Report

From: [Laurie Craig](#)
To: [Airport Board](#); [Patty Wahto](#)
Subject: Cut branches, not trees
Date: Saturday, July 29, 2023 7:23:22 PM

Airport board members,

As some of you know I walk the airport dike trail (EVAR) several times per week. Recently I have noticed entire sections of trees being cut down. This is potentially not the best solution for safety. I understand some tree removal is required, but I urge thoughtful decisions that preserve public access and protection for the airport.

In essence, please cut branches, not trees. The exception is the visibility gained by brushing shrubs at the access gate by the river so ARFF drivers can see clearly to enter and exit the restricted area. Limited cutting makes the best choice.

What is truly needed for safety is a clear understanding of the unique landscape at JIA. Discussions occurred during the airport EIS that may not have been conveyed to newer employees. The trees form a natural barrier between the wetlands and the float pond and airport. The woodland prevents an average of 900 Canada Geese and 2,000 wintering mallards from crossing the runway during the dark winter months. The birds forage close to the channel. The resident eagle pair near the river also defend the woodland and mostly keep other eagles away. They are steadfast in holding their territory. When the salmon came into the river this week, there were 53 eagles on sandbars downstream from the airport. The airport's wildlife hazards team has been vigilant. I notify them if I see a problem that may not be visible from their monitoring patrol inside the fence.

I recognize the need to manage vegetation along the EVAR. To assist in that endeavor I have hand-cut woody growth from the chain link fence to save our airport staff from the time consuming effort that cannot be performed with machinery. I do my best to help keep the airport safe, keep dog owners behaving politely to others and keep the trail as clear and clean as possible for the enjoyment of all. The horse manure has been a topic of considerable interest to those who carefully remove their dog's waste.

Mostly I am aware of the airport's need to provide safety for aircraft. That is why I urge the staff to focus on cutting branches, not trees.

- 1) the dense woodland blocks massive numbers of waterfowl from intersecting the runway and float pond
- 2) increased winds, as we had with damaging microbursts during the October 1, 2021 storm, can take out large forested portions. The stronger and wider the forest, the more likely it is to withstand significant losses from excessive winds
- 3) more frequent training trips with the ARFF on the dike are breaking down the dike; I encourage negotiations with CCFR to train on the new interior road surface with the heavy trucks as an alternative to preserve longevity of the dike
- 4) large trees and their root systems provide strength and stability to the dike. Do not remove the trees that would render the EVAR unusable in an emergency

On a separate topic, I am pleased to inform you that the Alaska Department of Fish and Game has reinstated the Mendenhall Wetlands State Game Refuge Citizens Advisory Committee. I am a member again as I was in the early 2000s. We have met several times and are following key issues that affect the Refuge as well as the airport.

My familiarity with airport issues gives me a voice to speak to the group about concerns we share. One of the efforts currently before the community is the Second Crossing. I have been following news of both Delta and Alaska being concerned about a structure potentially being erected in the flight path over Gastineau Channel, notably near Sunny Point. That parallels my own worry of inappropriate placement. I welcome inclusion in any public discussion of the airport board that will inform me and fellow committee members on options for a safer Second Crossing.

Thank you for being responsive. Your staff has been helpful when problems arise.

Best regards,

Laurie Craig
907 789-2768

Sent from my iPhone