



# AIRPORT BOARD AGENDA

April 13, 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 APRIL 12, 2023**

- A. CALL TO ORDER
- B. ROLL CALL
- C. APPROVAL OF MINUTES: March 9, 2023
- D. APPROVAL OF AGENDA
- E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- F. UNFINISHED BUSINESS

1. **JNU Parking Lot Bid Award and Appropriation.** The Airport had several design changes during the design phase of this project including the drainage change and Electric Vehicle (EV) charging locations, as well as the phasing and requirement to perform the work in one construction season. This increased the design costs. The Board previously approved \$600K for project design which has now increased by \$167,783 (total design costs \$767,783). This will need to be included in the total project cost appropriation.

Bids were opened on April 4, 2023, with one bid received from SECON. This work is on a very tight timeline to complete in one construction season using the CARES grant funding. The Airport advised of the potential increases in bids due to rising costs, additional work (drainage) and contractor availability with construction projects inundating the market. The following is the summary of the bid tabulation and additive alternate for the rental car lot.

<u>Bidders</u>	<u>Base Bid</u>	<u>Alternate No. 1</u>	<u>Total Amount</u>
Colaska dba SECON	\$7,997,405	\$287,046	\$8,284,451
<i>Engineer's Estimate</i>	<i>\$6,684,079</i>	<i>\$321,489</i>	<i>\$7,005,568</i>

The Airport recommends awarding the base bid and additive alternate to SECON in the amount of \$8,284,451.

There will also be contract administration and inspection services during construction at a cost of \$1,029,229. The total cost of the parking lot project, if approved by the Board for design, construction and contract administration would now total \$10,081,463. Staff recommends the Board approve the additional \$9,481,463 (total, less the \$600K previously approved), and forward to the Assembly for appropriation. The funding will be provided by the Federal Aviation Administration (FAA) CARES grant, which is all contingent upon receiving the grant amendment timely.

Board Motion: "Approve the additional appropriation of CARES funding through the grant amendment in the amount of \$9,481,463 for the JNU Parking Lot Rehabilitation project."

Board Motion: *“Approve the construction bid award of \$8,284,451 to SECON for the JNU Parking Lot Rehabilitation, funding through the CARES grant, and pending FAA CARES grant amendment.”*

Board Motion: *“Concur with the Contract Administration and Inspection services contract for JNU Parking Lot Rehabilitation provided by DOWL at a cost of \$1,029,229.”*

**G. NEW BUSINESS**

2. **Airport Manager's Report**

3. **Airport Projects Report - Mike Greene**

4. **Airport Projects Report - Ke Mell**

**H. CORRESPONDENCE**

**I. COMMITTEE REPORTS**

5. Finance Committee

6. Operations Committee

**J. ASSEMBLY LIAISON**

**K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**L. BOARD MEMBER COMMENTS**

**M. ANNOUNCEMENTS**

**N. NEXT MEETING DATE:** May 11, 2023

**O. EXECUTIVE SESSION:** Move to recess into executive session to discuss pending CBJ/Airport litigation, specifically a candid discussion of the facts and litigation strategies with the municipal attorney.

**P. 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](mailto:city.clerk@juneau.org).

## AIRPORT MANAGER'S REPORT

- a. John Coleman Retirement. John Coleman, our Business Manager, has announced his retirement after almost twenty-one years with the Airport. His retirement will be effective July 1, 2023. John has handled all aspects of Airport business from contracts and leasing, to budget and procurement; and the huge job of FAA grants, applications, administration and close-out. The Airport will begin recruitment immediately with the idea of having someone train alongside John prior to his departure. We wish John all the best in his well-deserved retirement, and thank him for his years of service. He has been an essential part of the airport administration and he will be missed.
- b. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). The Airport Fund Balance page reflects updates to the FY23/24 budgets now and reflects what will be reported to/adopted by the Assembly. FY24 includes the two new CBJ recruitment and retention programs and the adjustment to the Rates and Fees Regulation for the small carrier Fuel Flowage Fees. The total shortage of \$118,700 will be covered with CARES funding. The CRAB reflects the approved use of the additional \$108K for funding the Float Pond Phase 2 Design work until reimbursed by the FAA grant.
- c. CARES/CRRSAA/ARG Fund Balance (Attachment #2). The breakdown of CARES Act/CRRSAA funds used and proposed to be used/proposed to-date is detailed below. This includes the March Board motions for FY24 budget updates and bid award; and proposed April bid awards/motions in this agenda. Attachment #2 shows the updated spreadsheet of the projects and expenses for the CARES Act funds. The list shows the projects and funding already in use, as well as projects for consideration. At this time, inclusive of the pending parking lot bid, the Airport is looking at \$2.4M still available. The spreadsheet provides further detail for the table (next page). The footnotes detail the lines where changes have occurred.

<b>CARES/CRRSAA/ARG Act Use</b>		4/6/2023
<b>30,590,133</b>	Grant awards*	
(727,145)	FY20 Operational Expenses	
(3,427,111)	FY21 Operational Exp incl tenant relief; yearend	
(602,375)	FY21 Airport GO Bond debt service	
(662,625)	FY22 Airport GO Bond debt service	
(203,028)	TWY Regulator Upgrade (appropriated)	
(1,610,000)	Bag Belt Replace - Est; + \$50K design (10/21)	
(600,000)	Parking Lot Design - Estimate	
1 (167,783)	Parking Lot Design Additional	
(238,400)	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	
(165,000)	SREB Circulation Pump Upgrade *May 22 bids	
(175,000)	Sand/Chem bldg Back-up Boiler TBB July 2022	
(48,715)	Forklift vehicle	
21,962,951	Balance	
	<i>Proposed Use</i>	
(98,347)	Required Concession Relief (not for other use)	
2	FY22 Tenant Rent Relief (est)	
2 (2,453,789)	FY22 Operational Expenses (est) + 107.9K int hit	
(1,250,000)	FY23 Tenant Rent Relief (est)	
(1,250,000)	FY24 Tenant Rent Relief (est)	
(1,611,200)	FY23 Operational Expenses (est)	
3 (118,700)	FY24 Operational Expenses (est)	
(660,300)	FY23 Airport GO Bond debt service	
(657,000)	FY24 Airport GO Bond debt service	
	*April 2022 Board Project Approvals*	
(450,000)	Terminal Seating 11/9/22 Board inc by \$350	
0	Terminal Lighting	
(350,000)	Terminal Ceiling	
(20,000)	Man Lift	
(35,000)	Fuel Station Access Control & Generator	
4 0	TSA Bag Screening Floor	
(32,000)	SREB Wash Bay Protection	
(296,400)	NWDA Electrical Upgrades	
(190,000)	Float Pond Electrical Upgrades	
(604,313)	Gate K Culvert Replace (\$49.1K +\$523.1K est +32,113 bi)	
(147,150)	Old Shop UST remove/replace/cleanup	
5 (9,313,680)	Parking Lot Construction bid + CA&I	
<b>2,425,072</b>	<i>Proposed/estimated balance</i>	
1	Parking Lot Design line item for add'l \$167,783 (total \$767,783)	
2	FY22 close-out incl FY22 tenant relief	
3	\$118,700 incl. for FFF budget amdt and CBJ Payroll recruitment/retention program	
4	\$20K reduced for TSA screening flooring	
5	Parking Lot Construct update for bids & contract admin/inspect (pend approve)	

d. 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** – *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. The Airport continues to extend their concerns on approach corridors and future need during a recent public comment period. Please visit the ADOT website for the project [www.jdnorthcrossing.com](http://www.jdnorthcrossing.com) or make comment to the project email [JDNorthCrossing@dowl.com](mailto:JDNorthCrossing@dowl.com).
- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting*. Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. 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 Senate and House approval.
- **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 variance request on November 22, 2022. Staff was told to work with the Community 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 are performing 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** – *Alaska Department of Natural Resources (DNR) Land Conveyance/ Easement*. During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted and required additional land (safety area) at each end of the runway. The installation of the Runway 8/26 approach lighting (MALSF (Medium Intensity Approach Light Systems with Sequenced Flashing Lights)/MALS (Medium Approach Light System)) requires easement into State wetlands. Two tracts of land at each end are in the process of finalize conveyance to the Airport. Staff is working with DNR to close out this project. The conveyance process is in final

DNR review. Airport staff and DNR expect that the final review and recording soon. A third tract of land (west end) that is currently used for FAA approach lighting is easement only.

- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, survey 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** – *FAA Disabilities Compliance and Title VI Review*. Staff is working on the self-evaluation programs with the terminal substantially complete.
- **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 #1**

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	<b>\$819,246</b>	-	-	-	<b>BUDGET</b>
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$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
	<b>\$144,246</b>				<b>AVAILABLE BUDGET</b>

\*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 #1

**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	-
<b>Operations Revenues (a)</b>	<b>\$6,103,600</b>	<b>\$5,922,987</b>	<b>\$7,260,000</b>	<b>\$7,591,900</b>	<b>\$7,498,000</b>	<b>\$9,592,400</b>	<b>\$0</b>
<b>O&amp;M Expenses (b)</b>	<b>(\$7,941,600)</b>	<b>(\$8,376,776)</b>	<b>(\$9,045,200)</b>	<b>(\$9,203,100)</b>	<b>(\$8,919,500)</b>	<b>(\$9,711,100)</b>	<b>\$0</b>
<b>Operations Surplus (Deficit)</b>	<b>(\$1,838,000)</b>	<b>(\$2,453,789)</b>	<b>(\$1,785,200)</b>	<b>(\$1,611,200)</b>	<b>(\$1,421,500)</b>	<b>(\$118,700)</b>	<b>\$0</b>
<b>Non-Operational Expenses</b>							
Other (c)	\$0	\$0	\$0	(\$2,340,400)	\$0	\$0	\$0
GO Bond debt service--Expense	(662,625)	(662,600)	-	(660,375)	-	(657,125)	-
<b>Total</b>	<b>(\$662,625)</b>	<b>(\$662,600)</b>	<b>\$0</b>	<b>(\$3,000,775)</b>	<b>\$0</b>	<b>(\$657,125)</b>	<b>\$0</b>
<b>Non-Operational Revenues</b>							
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	-	-	-
<b>Total (d)</b>	<b>\$0</b>	<b>\$3,119,128</b>	<b>\$0</b>	<b>\$4,611,975</b>	<b>\$0</b>	<b>\$775,825</b>	<b>\$0</b>
<b>Net Surplus (Deficit)</b>	<b>(\$2,500,625)</b>	<b>\$2,739</b>	<b>(\$1,785,200)</b>	<b>\$0</b>	<b>(\$1,421,500)</b>	<b>\$0</b>	<b>\$0</b>
<b>3-month Operating Reserve:</b>	<b>(\$1,985,400)</b>	<b>(\$2,094,194)</b>	<b>(\$2,261,300)</b>	<b>(\$2,300,775)</b>	<b>(\$2,229,875)</b>	<b>(\$2,427,775)</b>	<b>\$0</b>

**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 #2**

**Projects for CARES Funding (DOES NOT INCLUDE OPERATIONAL USE)**

4/6/23

Project #	Project Name	Cost Est.	Board Approved	Description	Status
	Public Parking Rehab - Design	\$767,783	\$600,000	Design Long, short, employee, rental car	Board approved
	SREB Circulation Pump Replace	\$165,000	\$165,000	Updated May 2022 Board meeting bid \$156.2K	Board approved
	Outbound Bag Belt/ Conveyor Sys	\$1,610,000	\$1,610,000	Design/Construct motor,belts, fire door, MCP	Board approved
	Sand/Chem Back-up Boiler	\$175,000	\$175,000	in design, tbb in July 2022	Board approved
	TWY Regulator Upgrade	\$203,028	\$203,028	cost	Board approved
	Bagwell Gas Detection System	\$238,400	\$238,400	Design and Replace pend bid approv \$195.4K	Board approved - pending
	Forklift for SREB/SCAB Chem	\$48,715	\$50,000	Approved Dec 2021	Board approved
1	Public Parking Rehab	\$9,313,680		LT, ST, employee, rental car, lighting, drainage ADA	incr 500K for drainage
2	Terminal Seating	\$450,000	\$450,000		Board approved
3	Terminal Lighting Replacement	\$0	\$75,000	LED replace fluorescent old/remaining terminal	FAA Elig now
4	Acquire Man Lift	\$20,000	\$20,000	In-terminal Man Lift for maintenance/cleaninng	Board approved
5	Fuel Station Access Control	\$20,000	\$20,000	Automated fuel access control	Board approved
6	Fuel Station Back-up Generator	\$15,000	\$15,000	In-Line and portable generator + enclosure cost ??	Board approved
7	TSA Bag Screening Floor Replace		\$20,000		Board approved
8	Ceiling Tiles Replacement Old/DL	\$350,000	\$350,000	350k-1M Bulk tile order replace all remaining	Board approved
9	SREB Wash Bay Protection	\$32,000	\$32,000	Ext curtains, ceiling protect, seal/paint dr	Board approved
10	Compactor Relocation / Replace	\$350,000		\$250k design/pad electrical \$100K compact	
11	Blk M, N, O trench drain/paving	\$1,000,000		Est for trench drains and paving	
12	Blk O paving behind hangars	\$280,000		may combine with above	
13	North AK Seaplane/Ward Paving	\$150,000		between tenant lease and TL, TL repair work	
14	Power/Electric to Float Pond	\$190,000	\$190,000	est only to extend down north rd, not to each dock	Board approved
15	Water/Sewer Float Pond/Other			TBD	
16	NWDA Electrical 3-Phase Site Only	\$296,400	\$296,400	brought to box only, not to lease lots update 6/22	Board approved
17	Gate K Culvert Replacement	\$572,200	\$604,313	culvert/pavement failure \$49.1K eng/CA, \$523.1K est	Pending bid approval
18	Old Shop UST remove/replace	\$120,000	\$147,150	remove UST/replace above tank/cleanup; desn \$47.150	Incr design/Pending bids
19	Biffy Dump Station	\$90,000		DOES NOT INCLUDE DESIGN/CA	
20	Compass Rose	\$10,500		Siting only; not include painting	
21	Penthouse (2009) DOAS Repair	\$100,000		est for entropy wheel compressors, etc	
22	Alex Holden Re-design/Repave	\$2,100,000		Cargo Road, raise bed, curb gutter, drainage, pave	
23	Sidewalk Blower/Plow	\$30,000			
24	SREB Maintenance /Addition	\$12,300,000		Est ECI, FAA ineligible maintenace bays/shops	
25	Penthouse (2009) Cooling System	\$30,000		erminal project	
26	Sand/Chem Ship Ladder - Mix Tank	\$15,000		plus shipping??? 2019 quote	
27	Floor Tile Replacment Dep. Lounge	\$10,000			
28	Lighting&Cameras/Security Upgrade			no est yet	
29	Coastal Helicopter Paving			TBD...part of RON parking in master plan	
30	Chain Drive Security Gates			tenant request	
31	Anchor West End Pull-out				
32	Power to N Terminal Ramp Side			tenant request	
33	Water to N Terminal Ramp Side			tenant request	
34	Lactation Pods North End			tenant request; not federal requirement	
35	Food Concession 1st Floor			tenant request; concessionaire viability	
		\$31,052,706	\$5,261,291		
	Total Project		Approved spending		NOTE: Projects only, not operational uses



## MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: April 5, 2023

RE: Projects Office Monthly Report

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

**Terminal Reconstruction:** In March, Dawson Construction continued to work intermittently on more of the project punch-list items, on completing more of the work items required by the original construction contract, and on completing more of the work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders.

The primary focus on the project continues to be the modifications needed to bring the glass guardrail assembly around the second floor light well into code compliance. The current version of this assembly is a modified version of the original design (taller glass panels), and the resulting assembly does not meet the lateral resistance required by IBC Section 1607.8.1. JNU has asked the design team to investigate a full-height (floor-to-ceiling) glass assembly as a replacement for the existing glass guardrail.

**Look Ahead to Upcoming Activity.** The Contractor's schedule for April calls for the continued effort to complete all outstanding project work items. This work will include repairs to the existing terminal heat pumps, modifications to the Lumicor panels at the main stairs, the installation of the glass guardrail assembly around the second floor light-well and the balancing of the entire terminal Heating, Ventilation, and Air Conditioning (HVAC) equipment systems. Some of the punch list items, like exterior painting, will need to wait until spring to be completed.

**Terminal Fire Alarm Upgrade:** The fire alarm project is now essentially complete, but the feedback problem within the public address system continues to delay the final acceptance and testing of the work. The feedback issue continues to be limited to problems with Delta Air Lines' use of a wireless phone system.

**Look Ahead:** The Contractor's schedule for April calls for coordinating with Delta Air Lines to resolve their feedback issue, as well as the completion of the remaining system start-up, testing and Owner training.

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

**Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design.**

In March, DOWL completed the geotechnical field work and they are now reviewing the soils data to establish the structural sections and asphalt pavement designs for the project work areas. In April, DOWL will submit the DRAFT Construction Safety Phasing Plan (CSPP) and work phasing plans, the aircraft movement studies, the storm drain system layout, and the revised construction cost estimate with the goal of providing JNU with 90% design documents on April 28.

In April, DOWL will continue to work on a scope reduction analysis to bring the overall scope of work in line with the original total project budget. This scope reduction will most likely include a reduction in the amount of asphalt removal and replacement/asphalt milling and overlay work within the 135 ramp, a reduction in the number of trench drains installed within the 121 ramp, and a reduction in the number of pole mounted ramp light fixtures installed to the north of the terminal.

In April, DOWL will also continue to coordinate directly with tenants and stakeholders to obtain information relating to their operations, aircraft and ground equipment, and to identify all potential operational impacts. DOWL will perform outreach to airport stakeholders, including Alaska Airlines, Delta Air Lines, Alaska Seaplanes, Coastal Helicopters, Federal Aviation Administration (FAA) and FAA Air Traffic Control, and other airport tenants.

DOWL continues to coordinate the development of the Ramps project scope of work and construction schedule with the JNU Gate 5 Passenger Boarding Bridge (PBB) Replacement project. DOWL also continues to coordinate the development of the Ramps project with the JNU Parking Lot Improvements project – which is now introducing a new storm drain culvert that will carry all run-off collected from the parking lots, into the AOA where it will empty into the infield drainage system.

The project is currently scheduled to be released for competitive bid in May 2023, with a project award scheduled to occur in late-July/early-August. The current work phasing plan identifies the development of new RON as the only construction work that is to be completed in the summer/fall 2023. The scope and duration of the 121 ramp work and the 135 ramp work is currently being reviewed to determine if all of this work could/should be addressed during the 2024 summer construction season, or split between the 2024 and 2025 summer construction seasons.

JNU continues to work with DOWL to identify project priorities, to develop and review the project budget in relation to the scope of work, to develop the project phasing plan, to provide input during the development of the project design and to make design decisions in a timely manner.

JNU will soon be issuing an RFP to DOWL to provide CA services during the construction phases of this project.

**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 or this new installation.

**Sand/Chemical Building - Commissioning: No change since last report.** JNU has advised RESPEC (formerly PDC Engineers) that the work to replace pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) has been completed, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical system.

**Rehabilitate Access Road (Float Pond Improvements – Phase 2):** SECON has completed the in-water work on the project, which consisted of setting the new gangway headwalls and placing armor rock along portions of the south bank of the float pond to prevent further erosion by wave action. With the in-water work complete, the water level in the pond has been returned to its normal level (15’ MLLW) and the pond can be re-opened for use by aircraft as soon as the weather permits.

SECON's current project schedule also indicates that they intend to return in mid-April to start work on the rehabilitation of the south access road. Per this schedule, SECON plans on starting work on asphalt paving in the first week of June.

The Project Construction Schedule remains as follows:

- Float Pond Re-Open: March 31, 2023 (no longer project dependent, now weather dependent)
- Substantial Completion: June 15, 2023

JNU has issued **RFP 02-PAVE ROADWAY CROSSINGS** to SECON, and has obtained a proposal in the amount of \$83,000 to patch the asphalt paving at the nine utility crossings in the pond access road. These crossings were made by Alaska Electric Light & Power (AEL&P) last fall when they extended power to the float pond and when they worked on the power upgrades into the Northwest Development Area (NWD). JNU is working with PND Engineers to evaluate this proposal. JNU is also evaluating in-house alternatives to complete this work.

Limited Construction Administration and Inspection services continue to be provided by PND Engineers, who are the engineers of record for this project.

**Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:** No change since last report. JNU continues to work with SECON, DOWL and Morris Engineering Group to wrap up the remaining punch-list work items, and on finalizing all work associated with the retainage of the existing Airfield Lighting Regulator Vault (ALRV) and the development of a dual-ALRV lighting control system.

JNU has received a proposal from SECON, in the amount of \$148,614.98, for RFP 029 – Additional ALRV Work. This RFP was issued to address the work intended to finalize the temporary dual-ALRV installation into a permanent dual-ALRV installation.

JNU has also received a determination from the FAA that states: *“The temporary dual ALRV arrangement was necessary to complete the JNU TWY A-D1-E project. That project is complete and there is no need for the dual ALRV arrangement. Dual ALRV’s may be desirable but costs associated to make the temporary dual ALRVs permanent are not AIP eligible.”*

JNU has asked DOWL-Morris Engineering Group to provide a breakdown of SECON's RFP 29 proposal to identify what each work item is worth. DOWL has also been asked to prioritize the work tasks in terms of most needed to least needed. With this information, JNU can better evaluate how (or if) we should proceed.

**Gate K (Crest Street) Culvert at Jordan Creek:** There has been no further movement on the Jordan Creek culvert replacement project since the bid opening on March 1, 2023. This bid has not yet been accepted or awarded; pending receipt of the FAA CARES grant amendment.

The original project schedule called for construction to begin in the early spring of 2023, with the contract set up to allow the Contractor a total of 140 calendar days to complete all work. The work to remove and replace the culvert is still anticipated to require 40 days, but at this time, the anticipated work start date is unknown. During the 40 day work period, the airfield access over Jordan Creek at the Gate K culvert will be closed. Gate K will remain open for use, and a detour will be provided per the Safety Plan.

**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.

**Upgraded Power to the Northwest Development Area (NWDA): No change since last report.** The work by AEL&P to extend new 12.5 KW 3-phase electrical service into the NWDA remains on hold until the necessary conductors arrive in Juneau. This work is intended to provide upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA. AEL&P has indicated that the completion of this work may be delayed until spring.

**Power Extension to the Float Pond: No change since last report.** JNU has received and accepted a revised proposal from AEL&P, in the amount of \$94,380.24 to add a fourth service across the pond access road. This increase, in the amount of \$7,580.10, represents the cost of one (1) additional step-down transformer and conduit/conductors for the fourth crossing. This additional work was introduced at the request of Ward Air.

Per this contract, AEL&P will extend primary power approximately 2,050 feet along the north side of the float pond access road. This extension will be routed from the new transformer location, along the north side of the float pond, and will extend as far to the east as the Ward Air gangway. AEL&P's work will include the installation of four step-down transformers that will be used to make 115V-220V 60 amp service available to the primary commercial tenants that have floats at the northwest side of the pond.

JNU has coordinated this work with Wings Airways, Alaska Seaplanes and Ward Air and has advised that they will each need to contact and contract directly with AEL&P to have the stepped down power extended from the transformers, across the access road and terminated at their respective gangways. JNU has also advised these tenants that AEL&P's estimated cost to bring this power across the access road will cost them each \$3,701.03. JNU has received acknowledgement from each of these tenants that they have contacted AEL&P and have begun the contracting process.

AEL&P has indicated that they would address this work when they return in the spring to complete the power upgrade work within the northwest development area (NWDA).

**SREB Wash Bay Water Protection: No change since last report.** CBJ Contracts issued a Notice-to-Proceed to Dawson Construction for this project on January 20, 2023. Dawson Construction has completed work on submitting the materials product data to JNU, and has started work on ordering these approved materials.

The scope of work will include patching and painting the water damaged gypsum wallboard; the preparation (caulk to seal) and re-painting of the interior face of the exterior vertical lift door; the installation of splash curtains and plastic panel ceiling splash protection within the wash bay.

Dawson Construction has indicated that they will begin work within the wash bay in the spring of 2023, when the use of the wash bay by Airfield Maintenance is greatly reduced.

End of Report



# MEMORANDUM

TO: Patty Wahto, Airport Manager  
FROM: Ke Mell, Airport Architect  
DATE: April 5, 2023  
RE: Airport Architect's Report

*Updates since last report in italics.*

**Bagwell Mechanical Repairs:** *Substantial Completion occurred on March 17. Training for JNU staff on the ToxAlert system controls is scheduled for April 12. After staff training, Building Maintenance staff will instruct airline personnel as to the functioning of the system, and then the system will be made fully operational.*

**Sand/Chemical Back-up Electric Boiler:** *The temporary boiler is no longer be needed and will be 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.*

**Parking Lot Repairs:** *On April 4 one bid was received:*

<i>Bidder</i>	<i>Base Bid</i>	<i>Alternate No. 1</i>	<i>Total Amount</i>
<i>Colaska dba SECON</i>	<i>\$7,997,405.00</i>	<i>\$287,046.00</i>	<i>\$8,284,451.00</i>
<i>Engineer's Estimate</i>	<i>\$6,684,079.00</i>	<i>\$321,489.00</i>	<i>\$7,005,568.00</i>

*The bid includes an Alternate for some work in the rental car lot, which was directed by JNU staff in an effort to reduce the potential cost of the total project. The storm drain line from the main parking lots through the airfield, the severe potholes at the entrance from Shell Simmons to the rental car lot, and access control for the rental car lot remain in the Base Bid. This bid award and additional funding request is set to go to the Board, as presented earlier in the agenda.*

*Secon and several electrical subcontractors attended the pre-bid meeting and site visit. At the meeting JNU staff made very clear that the project is driven by three factors: 1) CARES funds must be entirely paid out by April 2024; 2) winter and the closure of the batch plant, in conjunction with administrative approvals before award will severely limit the time available for construction; and 3) JNU must remain fully functional throughout the project. Given those constraints, staff strongly encouraged those present to consider six or seven day weeks, long days, night work, and other measures to expedite the work.*

At 95% the cost estimate was \$8.1M including construction, consultant services during construction, JNU administrative costs and permitting. At 50% the cost was approximately \$7.3M.

Key drivers of the increase included drainage improvements as directed by the Board at their January meeting, and recent inflation-driven increases, notably in the cost of oil used to make paving asphalt. There were still loose ends (e.g., lighting, heated sidewalk repair) that were not reflected in the estimate. The accelerated schedule and drainage improvements will likely affect the cost of design.

JNU has posted signs at the entrances to the long and short term lots informing the public that long term parking will be closing May 31 and that temporary long term parking will be provided. JNU staff will provide the public with more information as it becomes available.

During construction Republic/REEF will be operating the temporary long term parking on the airfield north of the terminal, near FedEx. There is not enough space to provide as much temporary long term parking as we currently have. We need the spaces to turn over, so JNU and Republic/REEF propose a 14 day limit (rather than the normal 30 days) for the temporary long term parking. During construction there will be no weekly rate; just the daily rate of \$16/day for long term parking.

In February the Airport Manager met with the City Manager and Director of Engineering and Public Works regarding City & Borough of Juneau (CBJ) and determined that a Project Labor Agreement (PLA) was not required for the parking lots project.

Estimates do not include additional security cameras, but the bid documents do identify camera locations and provide power and data conduits to those locations. We anticipate that JNU will contract separately for the cameras that would expand our existing system.

DOWL's work is being coordinated with the solicitation for an automated parking lot payment system. Drainage design is being closely coordinated with Alaska Seaplanes' new terminal and the Main Ramp Rehabilitation project. CARES funds must be expended by late April 2024, consequently construction must occur in 2023.

**Outgoing Baggage Belt Repair/Replacement:**

*JNU staff submitted an updated request for a development addendum for the Bag Belt Repairs to the Federal Aviation Administration (FAA). The apparent low bidder, Robson Handling Systems, provided a schedule of 24-26 weeks—or about six months—from contract award to final completion. This puts installation in our off season (fall 2023 through winter 2023-2024), exact timing to be determined by pending FAA and CBJ Assembly action. Staff will coordinate the installation schedule with Transportation Security Administration (TSA), Alaska Airlines and Delta Air Lines. Robson's bid of \$1,275,000, was accepted by the Board on March 9. 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. This project is now pending FAA CARES grant amendment.*

**Gate 5 Passenger Boarding Bridge (PBB) Replacement:** *Installation is scheduled for late summer of 2024 in close coordination with the Remain over Night/Airport Operations Area (RON/AOA) project. JNU has received and staff are reviewing the 95% documents. The cost estimate at 65% design was \$3.4M, of which the PBB itself was estimated at \$1.9M. This is double what we would have thought, but we are working with the consultant towards a spring 2023 bid for spring/early summer 2024 installation, closely coordinated with the Main Ramp Rehabilitation Project. The estimated lead time on the PBB is down to 8-10 weeks—earlier it was one year.*

The recommended PBB layout will accommodate all anticipated models of the Airbus and Boeing 737 as well as the smaller Embraer and Bombardier. It will not accommodate ATR42, but—coming from Whitehorse—those passengers will need to clear Customs and Border Protection (CBP), so disembarking onto the apron at Gate 2A is easier than using a PBB and having to be escorted through the Departure Lounge and terminal to CBP. Demolition of the existing and installation of the new PBB will occur in 2024 and be closely coordinated with the Main Ramp Rehabilitation project.

**Terminal Furnishings:** *JNU has been working closely with Arconas to finalize our order for terminal seating, as Arconas will be changing their price list in May. The total will be within our \$450K budget.*

Herman Miller cannot comply with the Buy American requirements imposed by CARES funding, so JNU will purchase all furnishings from Arconas (the other manufacturer, who does comply with Buy American). Seating will fully furnish the departure lounge, 135 lounge and additional airport spaces per the new layout plan.

Per CBJ Finance Department, due to the size of the expenditure, the funding for these furnishings needs to go through the CBJ Assembly Capital Improvement Project (CIP) appropriation process, rather than through the operating budget, as would've been possible with a lesser purchase amount. The FAA stated that the furnishings are an eligible CIP expense under CARES, however the Buy American rules apply. This also means that the electrical charging components are not a part of the procurement since they cannot meet Buy American. Installation of the furnishings is now projected to occur in the fall. JNU will buy through a cooperative purchasing agreement so we do not need to bid the furnishings. Cooperative purchasing agreements significantly reducing furniture costs from list prices.

The soft lounge furnishings (brown furniture) in the departure lounge will be moved to pre-screening seating areas, and replaced in the departure lounge with beam-seating (sling-backs), which will increase the seating capacity from 250 seats to 366 seats. The new furniture will provide additional seating flexibility, and offer increased seating with convenience power units.

**Alaska Seaplanes Building:** *Dawson has installed the roof and enclosed the structural frame with building wrap, which keeps the rain out and allows them to heat the space. On April 6 or 7 they plan to pour footings for the passenger and bag belt connections to the JNU terminal north wall. JNU staff are closely monitoring the connections to the terminal building.*

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

**Old Shop Underground Storage Tank (UST) Replacement:** *Nortech plans to submit Design Development in the next few days. The site assessment to determine the likely extent of below grade contamination is scheduled for April 6.* JNU will support Nortech's Site Assessment work by pot-holing (digging pits with an excavator to determine the extent of oil contamination) in-house. JNU rents an excavator annually for airfield spring clean-up.

Tank removal and replacement is scheduled for summer construction. The total cost to remove and replace the tank is unclear, as it is unknown whether there is soil contamination, or the extent thereof. Some contamination is suspected. A 550 gallon tank in the same location will occupy about half a parking space.

Per JNU Airport Board direction at their February meeting, CBJ is contracting with Nortech for design and bid phase services for \$47,150 per Nortech's proposal. Per CBJ Contracting requirements, consultant services under term contract cannot exceed \$50,000 in a single project authorization. Consequently, 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 on the original drawings, and there is no evidence that the tank has ever been replaced. According to records, it is a 1,200 gallon UST which is being filled regularly and does not appear to be actively leaking, as there has been no evidence of water in the tank.