



# AIRPORT BOARD AGENDA

September 14, 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 SEPTEMBER 13, 2023**

**A. CALL TO ORDER**

**B. ROLL CALL**

**C. APPROVAL OF MINUTES:** August 10, 2023

**D. APPROVAL OF AGENDA**

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

**F. UNFINISHED BUSINESS**

- 1. Underground Storage Tank (UST) Replacement Update.** At the February 9, 2023, Airport Board meeting, the Board approved the increase to the heating fuel UST design phase which included site assessment costs; for a total of \$47,150. Direction to staff was to return to the Board for the additional funding request for construction once estimates were in hand. Nortech (successful design consultant) delivered the 95% cost estimate for construction and their fee proposal for the construction phase services to install the new above-ground tank, and for old UST decommissioning and site assessment during removal. The cost estimate for construction is \$148,439, however, it does not include a construction contingency. Nortech's consultant proposal for the construction phase services, tank decommissioning and site assessment is \$22,934. Fortunately, the design phase assessment revealed little contamination and no evidence of tank leakage. The project should include a 10% construction contingency and JNU staff time. Staff requests the additional authority of \$207,800 (\$171,373, plus contingency and staff time on the construction estimate), bringing the total request on this project to \$254,950. Funding provided through the CARES grant (via operations budget).

Board Motion: *"Approve an increase of \$207,800 (project total not-to-exceed \$254,950) for the construction and contract administration for the removal of the existing 1,200- gallon underground fuel storage tank at the old shop maintenance building, and replacement with a new above-ground fuel tank; funding provided by the Airport CARES funding."*

**G. NEW BUSINESS**

- 2. LAB Flying Service Hangar Use Change to General Aviation (GA) (Attachment #1).** Attachment #1 is an excerpt from the JNU airport layout plan (ALP). The LAB Flying Service hangar is on the north main ramp and designated 'C' as 'Commercial (Aviation)' (property is highlighted with a red rectangle). LAB lost their 135 certificate a number of years ago and has been selling off their aircraft and readying the hangar for sale. Over the past few years, LAB has had little interest for commercial aviation use, with the one pending commercial sale falling through. The owners now have a potential aviation tenant, but it is a private aircraft owner/GA tenant. The owners have asked about the ability to get a 'waiver' or approval to sell to a GA tenant in an area designated on the ALP for commercial use. The Federal Aviation Administration (FAA) has stated that "as long as the use is aeronautical you should not need any approvals from us (FAA)". It is now up to the Airport Board to approve the use as GA in this location.

The tenant's access would be streetside along Alex Holden (cargo road) through the hangar or inside the fence via Gate F directly to the hangar with no need to access the main ramp to reach the hangar. Staff sees no issue with selling this hangar to a GA tenant and either badging accordingly or adjusting the airport security program for this parcel.

Board Motion: "Approve a waiver for the owners of the LAB Flying Service hangar, located on the main, back ramp, the option to sell to a General Aviation tenant for aviation use."

[3.](#) **Airport Manager's Report**

[4.](#) **Airport Projects Report - Mike Greene**

[5.](#) **Airport Projects Report - Ke Mell**

[6.](#) **Airfield Maintenance Projects Update**

**H. CORRESPONDENCE**

**I. COMMITTEE REPORTS**

- 7. Finance Committee: Next Meeting date: October 3, 2023, 8:30 a.m. in the Alaska Room/Zoom
- 8. Operations Committee

**J. ASSEMBLY LIAISON**

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

**L. BOARD MEMBER COMMENTS**

**M. ANNOUNCEMENTS**

**N. NEXT MEETING DATE:**

Airport Board Finance Committee: October 3, 2023, 8:30 a.m., Alaska Room/Zoom  
Regular Airport Board Meeting: October 12, 2023, 6:00 p.m., Alaska Room/Zoom

**O. EXECUTIVE SESSION**

**P. ADJOURNMENT**

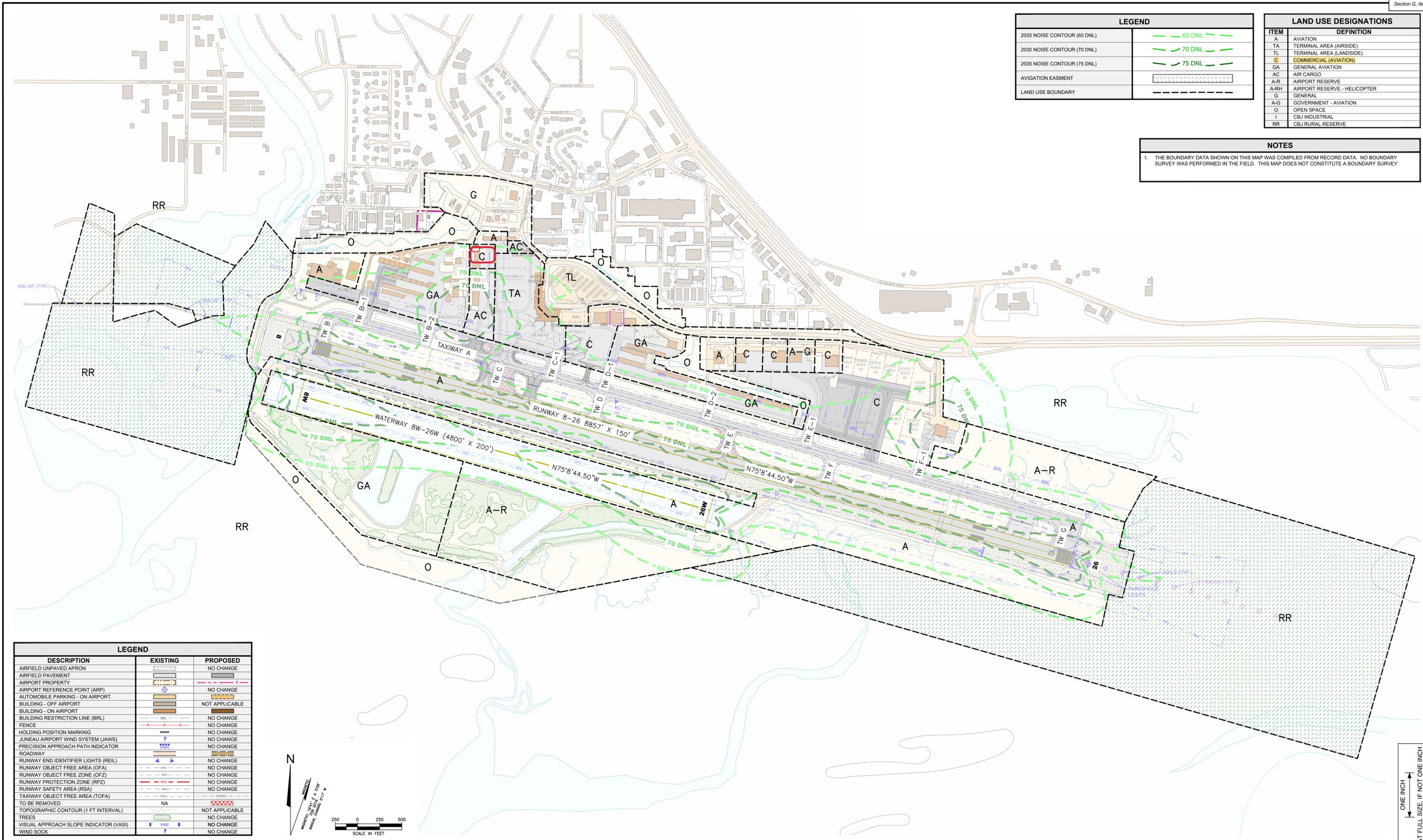
ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: [city.clerk@juneau.org](mailto:city.clerk@juneau.org).

LEGEND	
2035 NOISE CONTOUR (65 DNL)	65 DNL
2035 NOISE CONTOUR (70 DNL)	70 DNL
2035 NOISE CONTOUR (75 DNL)	75 DNL
AVIGATION EASEMENT	
LAND USE BOUNDARY	

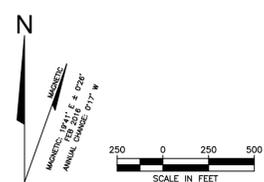
LAND USE DESIGNATIONS	
ITEM	DEFINITION
A	AVIATION
TA	TERMINAL AREA (AIRSIDE)
TL	TERMINAL AREA (LANDSIDE)
C	COMMERCIAL (AVIATION)
GA	GENERAL AVIATION
AC	AIR CARGO
AR	AIRPORT RESERVE
A-RH	AIRPORT RESERVE - HELICOPTER
G	GENERAL
A-G	GOVERNMENT - AVIATION
O	OPEN SPACE
I	CBJ INDUSTRIAL
RR	CBJ RURAL RESERVE

**NOTES**

1. THE BOUNDARY DATA SHOWN ON THIS MAP WAS COMPILED FROM RECORD DATA. NO BOUNDARY SURVEY WAS PERFORMED IN THE FIELD. THIS MAP DOES NOT CONSTITUTE A BOUNDARY SURVEY.



LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRFIELD UNPAVED APRON		NO CHANGE
AIRFIELD PAVEMENT		NO CHANGE
AIRPORT PROPERTY		NO CHANGE
AIRPORT REFERENCE POINT (ARP)		NO CHANGE
AUTOMOBILE PARKING - ON AIRPORT		NO CHANGE
BUILDING - OFF AIRPORT		NOT APPLICABLE
BUILDING - ON AIRPORT		NO CHANGE
BUILDING RESTRICTION LINE (BRL)		NO CHANGE
FENCE		NO CHANGE
HOLDING POSITION MARKING		NO CHANGE
JUNEAU AIRPORT WIND SYSTEM (JAWS)		NO CHANGE
PRECISION APPROACH PATH INDICATOR		NO CHANGE
ROADWAY		NO CHANGE
RUNWAY END IDENTIFIER LIGHTS (REIL)		NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)		NO CHANGE
RUNWAY OBJECT FREE ZONE (OFZ)		NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)		NO CHANGE
RUNWAY SAFETY AREA (RSA)		NO CHANGE
TAXIWAY OBJECT FREE AREA (TOFA)		NO CHANGE
TO BE REMOVED	NA	XXXXXX
TOPOGRAPHIC CONTOUR (1 FT INTERVAL)		NOT APPLICABLE
TREES		NO CHANGE
VISUAL APPROACH SLOPE INDICATOR (VASI)		NO CHANGE
WIND SOCK		NO CHANGE



ONE INCH  
AT FULL SIZE IF NOT ONE INCH  
SCALE ACCORDINGLY

**AECOM**  
1111 3rd AVENUE, SUITE 1600  
SEATTLE, WA 98101  
PHONE: 206-438-2700

PROJECT MANAGER: JJY  
DESIGNED BY: RLO

DRAFTED BY: RLO  
CHECKED BY: JJY

#	REVISION	COMPANY	BY	DATE
1	MINOR CORRECTIONS	DOWL	KSN	02/09/2022

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

**ATTACHMENT #1**



**JUNEAU INTERNATIONAL AIRPORT**  
AIRPORT MASTER PLAN

**LAND USE DRAWING**

SCALE: 1" = 500'  
DATE: SEPTEMBER 2018

AIP NUMBER: 3-16-0133-059-2013  
ASN: 2017-AAL-190-NRA  
SHEET NUMBER: 10 OF 11

## AIRPORT MANAGER'S REPORT – September 14, 2023

a. U.S. Secretary of Transportation Pete Buttigieg Visit. U.S. Secretary of Transportation Pete Buttigieg was in Alaska in mid-August to visit several ports, including Juneau. Airport staff, Mayor Weldon, City & Borough of Juneau (CBJ) Directors and other airport tenants had an audience with Secretary Buttigieg on August 16, 2023. The Secretary was accompanied by Senator Lisa Murkowski on his travels and was able to experience some of the routine issues such as weather delays and ferry breakdown that occur in Southeast Alaska. The Secretary and Senator also held a quick roundtable for several of us to voice concerns in our sector (JNU approach lighting system language in the 2023 Reauthorization Bill). A white paper was provided discussing current JNU projects, JNU notables and broader aviation needs. It was an honor to host the briefing at the Airport.

b. TSA Mandate for Employee Screening into Secured and Sterile Areas. The aviation workers screening National Amendment (NA) from the Transportation Security Administration (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 TSA.

JNU has recently met with Senator Sullivan's office and a letter from the Alaska Congressional delegation is being drafted to Administrator Pekoske's office stating opposition to the NA and requesting the NA be rescinded or significant changes made before implementation. JNU has also sent a Petition for Reconsideration to Administrator Pekoske stating specific concerns of the JNU airport and asking for smaller CAT II airports to be removed from the mandated amendment.

c. Mendenhall River Flooding Damage to Airport. On August 25, 2023, CBJ Engineering and Airport Airfield Maintenance staff assessed the downstream end of the existing riprap that was damaged in the recent flood event. Approximately 110 linear feet of riverbank has lost riprap, exposing the original geotextile that was beneath the rock. The loss of riprap has left the top of bank undermined in places. For budgetary purposes, CBJ Engineering estimates the cost of repairing the damage (i.e., replacing riprap) at \$110,000 (based on 110 LF @ \$1K/LF), but may be complicated by the need to haul through the airport security zone, thus increasing the cost of haul. This claim has been sent to the State Emergency Services Disaster Assistance. The Airport will need to proceed with repairs.

d. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). 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 #3). The breakdown of CARES/CRRSAA/ARPA (or ARG) funds used and proposed is updated on Attachment #3. Airport Business Manager Angelica Lopez-Campos has been working on finalizing the numbers of projects that have closed out so that there is an accurate accounting in the summary. The Airport is looking at just over \$1.1M available in CARES funding.

*An Airport Board Finance Committee meeting has been set to October 3, 2023, at 8:30 a.m. 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 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.idnorthcrossing.com](http://www.idnorthcrossing.com) or make comment to the project email [JNorthCrossing@dowl.com](mailto:JNorthCrossing@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 #2**

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 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
	<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 #2

**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 #3**  
**CARES/CRRSAA/ARPA Grant Funding Use/Availability**

9/5/2023

	<u>Description</u>	<u>Amount Approved</u>	<u>Actuals/ Encumbered</u>	<u>Final OR In Progress</u>
	CARES grant Award (Apr 2024)	21,736,343	21,736,343	
	CRSSA grant Award (Mar 2025)	3,324,451	3,324,451	
	ARPA grant Award (Aug 2025)	5,430,992	5,430,992	
	<b>TOTAL GRANTS:</b>	<b>30,491,786</b>	<b>30,491,786</b>	
<b>Type of Expense</b>				
Ops Deficit	FY20 Operational Expenses	(724,664)	(724,664)	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,693,321)	(3,693,321)	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(896,964)	(896,964)	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(1,559,564)	(1,559,564)	Final
Debt Service	FY21 Airport GO Bond debt service	(602,375)	(602,375)	Final
Debt Service	FY22 Airport GO Bond debt service	(662,600)	(662,600)	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	(660,300)	Final
Project	TWY Regulator Upgrade (appropriated)	(118,814)	(118,814)	Final
Project	Terminal Suspended Ceiling Tile Replac	(350,000)	(213,506)	Final
Project	Terminal Seating	(450,000)	(450,000)	Final
Project	SREB Circulation Pump Upgrade	(165,000)	(164,625)	Final
Project	SREB Wash Bay Protection	(49,925)	(49,925)	Final
Project	Float Pond Electrical Upgrades	(190,000)	(156,348)	Final
Project	Forklift vehicle	(48,715)	(48,715)	Final
Project	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	(238,400)	(197,469)	Final
Project	Parking Lot Design (max) - Estimate	(767,783)	(767,783)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	Finalizing
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	(1,250,000)	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(950,900)	(950,900)	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	(1,600,000)	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	(118,700)	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,125)	(657,125)	In Progress
	TEMSCO Sewer install	(295,000)	(295,000)	PENDING FAA
Project - Match	Ramp Project Match	(312,500)	(312,500)	In Progress
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	(9,686,227)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler	(175,000)	(175,000)	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	(35,000)	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering addendum	(600,000)	(600,000)	PENDING FAA
Project	JNU Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(47,150)	(254,950)	In Progress
Project	Man Lift	(20,000)	(20,000)	Need RFB
		<b>1,129,217</b>	<b>1,132,869</b>	
			<i>Remaining</i>	



## MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: September 5, 2023

RE: Projects Office Monthly Report

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

**Terminal Reconstruction:** In August, Dawson Construction continued to 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. JNU continues to work on finalizing the following outstanding work items:

**Glass Guardrail:** JNU continues to work with the project architects who 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.

**Lighting Control Replacement:** JNU has issued RFP 183 to Dawson Construction to provide a price to replace the failing lighting control equipment within the older portion of the terminal. The interior lighting in this portion of the terminal is either being controlled manually or is being left on due to the failure of the old lighting control equipment. JNU has not yet received a price from Dawson Construction for RFP 183.

**Terminal Air Balancing (TAB):** 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 heating and cooling systems components are identified and 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.

**Ground Source Loop Field Glycol Replacement:** Building Maintenance has reported that they have found contaminants within the loop field / terminal heat pump system, and that these contaminants include remnants of the rubber linings from the braided stainless-steel supply / return hoses at each of the heat pumps, as well as sludge build-up which is evidently a by-product of the ethylene-alcohol glycol coming in contact with iron in the make-up water. These contaminants have been found throughout the loop field / heat pumps system and are adversely impacting the efficiency of the overall system because they are clogging the system supply and return lines and the heat pump filters.

Building Maintenance initially looked at how best to filter the contaminants out of the system, but soon realized that the complete replacement of the glycol was going to be necessary to avoid continuing problems. JNU is currently working with RESPEC to establish the associated scope of work and will soon issue this as RFP 190 - Loop Field Glycol Replacement to Dawson Construction.

**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 award of the project to SECON. The FAA has issued a conditional approval of the project Construction Safety and Phasing Plan (CSPP). The FAA has also completed their aeronautical study and have made the determination that obstruction lighting is not required on the new ramp lighting poles. The construction contract currently calls for 60-foot-high poles with obstruction lights, and JNU is working with DOWL to issue an RFP to remove the obstruction lights from the contract scope of work.

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): No change since last report.** 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, working with DOWL and SECON, has finalized the last of the outstanding project RFPs, Change Orders and Contractor Pay Requests.

**RFP 27R1-Existing ALRV and Existing Generator:** The FAA has determined that the cost of \$55,676.21 for RFP 27R1 is AIP eligible. This RFP addressed 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.

**Change Order 12:** The FAA has determined that the cost of Change Order 12, in the amount of \$191,908.11, is AIP eligible. This Change Order addressed 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.

DOWL is currently working on the completion of the project Engineer's (close-out) Report. This document will be submitted to the FAA as soon as it has been approved by JNU.

**Gate K (Crest Street) Culvert at Jordan Creek:** The start of construction, which was originally scheduled to begin on July 31, 2023, has finally begun on this project. SECON started construction on Tuesday September 5, 2023, by erecting the temporary traffic detour, closing off the work area to traffic and by exposing and isolating the existing waterline that crosses through the work area. SECON then worked on exposing and removing the existing failing culvert.

The issues associated with the additional environmental work have largely been resolved, and the Alaska Department of Environmental Conservation (ADEC) has agreed to the following:

- Given the small amount of asphalt paving that is to be removed (173 SY), ADEC (Bill O'Connell ADEC 08.14.2023) has subsequently advised that the asphalt paving removed for the project does not have to be tested for the presence of PFAS. The asphalt will be removed from the airport and deposited in the CBJ asphalt recycling depository for use on future paving projects within the borough.
- Given the small area of disturbance to expose and replace the culvert (approximately 0.1 acres), ADEC (Bill O'Connell ADEC 08.14.2023) has subsequently advised that only the existing excavated soils that become surplus to the project would need to be tested for the presence of PFAS. Soils retained and re-used for the project do not have to be tested.
- Given the fact that trace amounts of PFAS have previously been found within 1,500 feet of the project site, and per the Soil & Groundwater Monitoring Plan, the ground water that is removed from the project excavation will need to be filtered prior to being released back into Jordan Creek or prior to being released into the airport storm drain (airfield infield to float pond settling pond to Mendenhall River) system. The 18,000-gallon weir tank / GAC filtration system needed for this work has been obtained by the Contractor and is now in Juneau and the Contractor will mobilize this equipment to the project site this week. This work has been introduced into the construction contract as part of RFP 02 / Change Order 01.
- In the event that PFAS is detected within the GAC water filters, and/or if PFAS is detected in any surplus soils, JNU will issue RFP 03 to address the associated remediation and disposal of these materials.

Given the above, the overall impacts to the Gate K Culvert Replacement project (to date) are as follows.

**COMPLETION SCHEDULE:** The Contractor’s original construction schedule outlined a four-week work period from the start of excavation to completion of the new asphalt paving over the completed culvert replacement. Per this schedule, all work was to have been completed by 07.05.2023. This schedule was not realized due, in part, to the introduction of the additional environmental requirements by ADEC. Following the acceptance by JNU of RFP 02, the current construction schedule still calls for all work to be complete within four weeks from the start of excavation – which will now begin on the week beginning on 09.04.2023. Per this schedule, all work will be complete by the second week of October 2023.

**COST:** This project was awarded a CARES grant for \$670,426. This amount covered the design, construction and contract administration. The project bid / award amount was \$555,213. Following ADEC’s notification of the additional requirements for a project specific PFAS plan, testing and filtration during dewatering, it was estimated that this work could cost as much as \$600,000. Following a meeting with ADEC on August 14, 2023, the scope of the environmental work was better defined – the removed asphalt pavement will not be tested, and all of the excavated soils will be retained and re-used as backfill and/or embankment. This has reduced the estimated additional cost to \$88,000 (per SECON’s proposal for RFP 02) with the potential for additional cost for the remediation / disposal of the water filters (RFP 03).



SECON assembling the new culvert sections on site.

proHNS Engineers continue to provide limited CA&I services for this project. They are standing by to help oversee / document the construction phase of this project.

**Fuel Station Access Control/Fuel Monitoring/Tracking: No change since last report.** In July 2021, 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



# MEMORANDUM

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TO: Patty Wahto, Airport Manager  
FROM: Ke Mell, Airport Architect  
DATE: September 6, 2023  
RE: Airport Architect's Report

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

**Parking Lot Repairs:** *Taxi and ground transportation pick-up and staging was paved on September 5, and work proceeds on sidewalks in that area. Short term parking moved into a completed portion of the long-term lot on August 29, and will move into permanent short-term parking as soon as it is ready. Secon is removing existing fill, placing new light pole bases, subbase and base courses in the west end of the long-term lot. Employees and rental cars now occupy their permanent lots.*

***In the next month we will be approaching Substantial Completion, at which point JNU will fully occupy all parking lots.*** 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.

*Temporary lighting is being provided for the rental car lot, the temporary short-term lot, and the employee lot due to delays in receipt of the permanent light poles. Poles are currently expected in mid-late September.*

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.

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.

Short-term payment is by 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.

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.

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, *but JNU staff, DOWL, and Secon have been working closely to keep changes to a minimum. However, this is a civil project, where most items (asphalt, base course, sub-base, excavation, etc.) are paid by installed quantity, which will not be known until actual quantities are reconciled with the those in the bid documents at the end of the project. At this point DOWL anticipates that quantity reconciliation will increase the contract total, although it is still unclear as to by how much. The Board will likely 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.

*During the course of the project, it has become increasingly clear that there are design, utility, and paving issues that will need to be addressed in a future reconstruction of Shell Simmons and Yandukin.*

**Outgoing Baggage Belt Repair/Replacement:** *Robson is submitting Requests for Information (RFIs) as they begin their work. 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:** This is in the process of being awarded to Dawson. 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:** *Furnishings were delivered on September 5 and are stored in the Snow Removal Equipment Building (SREB). Furnishings were to come in two shipments, so there may be more to come. Staff will begin assembling and installing the units over the next few months. 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.*

**Alaska Seaplanes Building:** *Dawson has enclosed, roofed, and sided the passenger connection, and is working on the baggage connection. JNU staff are closely monitoring the work. Dawson continues work on the building's exterior and 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:** *Alaska Commercial Contractors has the walls up and roof beams on. 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:** *The project requires trenching across the apron between the Snow Removal Equipment Building (SREB) and the Sand/Chemical building in order to provide sufficient electrical capacity for the new boiler. As trenching cannot be done in the winter, and this project will not be awarded before winter, staff are investigating options to include the trenching in another project. The temporary boiler will be needed again this winter. 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.*

**JNU Buried Tank Removal & Replacement (formerly Old Shop UST):** *Staff received the 95% documents and are reviewing them in preparation for bidding. The 95% construction cost estimate and Nortech's proposals for construction phase services bring the project total to approximately \$254,950. At the February meeting the Board approved a total of \$47,150 for design and bid documents and a design phase site assessment from Nortech. This did not include construction or construction phase consultant services, as the construction cost was unknown as was the extent of site contamination.*

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.

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. In June, CBJ Engineering Contracts Administrator Greg Smith 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:** Andres Delgado, Airport Superintendent

**DATE:** September 6, 2023

**SUBJECT:** Airfield Operations Update

The following is an update of the completed and in-progress projects for the JNU Airfield Operations and Maintenance (AFM) staff:

- Brush clearing and campsite removal is continuing on airport property near the Glory Hall area outside of the protected stream buffer. Airport operations staff are monitoring this area closely and working in conjunction with Juneau Police Department and Glory Hall staff to improve safety and the user experience in this area. Additionally, we wish to thank the Glory Hall staff for graciously volunteering their time, efforts, and assistance with this ongoing project. (Ongoing)
- This summer, the Airport has received several inquiries from wide-body charter operators (up to Boeing 747) that wish to land in Juneau. Unfortunately, these aircraft have been turned away due to the inability to load or offload passengers. We are looking at estimates for an ADA-accessible boarding ramp that can accommodate these larger aircraft.
- AFM staff recently began performing semi-annual SREB (Snow Removal Equipment Building) door inspections. Several of the blue overhead lifting doors have shown signs of misalignment and damage stemming from regular operation, which may be the result of a manufacturer and/or engineering defect. Efforts are being made to resolve the issue with the installer and manufacturer. The procurement of a comprehensive, and expensive, list of spare parts is being reviewed.
- Update: It has been several months since the last reported incident, and concerns about stolen United Parcel Service (UPS) packages and bear activity in this area have been nearly completely eliminated. *Tree limbing and brush removal has been completed adjacent to the Juneau FSS (Flight Service Station). This area had been increasingly used by bears to tear apart trash bags and by transients who have stolen UPS packages to use as a prime hiding area in the previous year.* (Completed)
- Extensive brush and tree removal, berm modification and grading along the south float pond road has been underway for some time, allowing for improved mowing, vehicle accessibility, drainage, wildlife control, and snow removal operations. (Ongoing)

- Movement/non-movement area painting was completed fairly early in the summer season. The airport access roads, runway and taxiway edge and center lines have all received a fresh coat of paint, which includes Type 3B reflective beads on movement areas. (Completed)
- De-Ice materials have begun arriving in time for winter operations. We expect to have all materials ready for the season by mid-September. (Ongoing)
- With Part 139 Airport Certification inspection due in late November, AFM crew has ramped up efforts to keep the airfield spotless, with careful attention to movement area, fence lines, lighting, security, and general vehicle/building maintenance. (In Progress)