



AIRPORT BOARD AGENDA

May 08, 2025 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/81320381493>

Or join via audio: 1-253-215-8782 Webinar ID: 813 2038 1493

**TO TESTIFY: CONTACT SHANNON VAN VALIN, 907-586-0962
BY 3:00 PM ON MAY 7, 2025**

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. **April 10, 2025 Airport Board Meeting Minutes - Draft**

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

2. **Update on Mendenhall River Stabilization Project**

Four bids were received on April 9, but the two lowest bidders were deemed non-responsive. One of the non-responsive bidders, RNB Construction, LLC, protested the bid results. City & Borough of Juneau (CBJ) is reviewing the protest. The Purchasing Officer will issue a written response by May 5. When the protest is resolved, the apparent low bid will be brought before the Board for bid award concurrence. If the bid cannot be awarded, the project will be re-bid ASAP. Department of Military and Veterans Affairs (DMVA) will need to approve the contract before award.

On April 16, JNU received an email from Tery Kurth Public Assistance Branch Chief at DMVA. He stated, "I learned yesterday that (the State Division of Homeland Security & Emergency Management) DHS&EM is unable to obligate (Project Worksheet) PW 0003 for AK-23-296 due to insufficient Disaster Relief Funds (DRF) for that disaster. The remaining disaster funds available are less than the amount needed to award PW 0003 for \$276,230.00. This shortfall of funds is a temporary issue, and we anticipate additional funds becoming available after the current state legislative session. Sorry for this bit of bad news, but it is a temporary setback. This only applies to this disaster for CBJ. Please proceed with the work on PW 0003. We will notify you of any changes to this DRF as they become available." Staff followed up and determined that DHS&EM obligates the entire amount of the grant at once; they will not obligate the grant unless they have all the funds required to do so.

Staff request guidance from the Board. The options are:

1. Proceed with the project upon resolution of the bid protest, even if the DHS&EM grant has not yet been obligated. This would provide a limited window to complete the work before JNU potentially suffers additional damage from a reasonably anticipable 2025 jökulhlaup. If the grant is not obligated, JNU will not be reimbursed. ***Staff recommends this option, as the magnitude of potential additional damage is unclear, and it is in the interests of JNU to repair the damage ASAP.***
2. Proceed with the project upon resolution of the bid protest and obligation of the DHS&EM grant. As DHS&EM must approve the contract before award, this would push completion of the work into late July, August, or 2026, risking additional damage. ***Staff does not recommend this option.***

3. Do not proceed with the project. This option risks additional damage every year until the damage is repaired. ***Staff does not recommend this option.***

Presentation

Board Questions

Public Comment

Board Discussion/Action

Board Motion: Move to

G. NEW BUSINESS

H. STAFF REPORTS

3. **Airport Manager's Recruitment Update**
- [4.](#) **Airport Manager's Report**
- [5.](#) **Airport Project Manager's Report - Mike Greene**
- [6.](#) **Airport Project Manager's Report - Ke Mell**

I. COMMITTEE REPORTS

7. Finance Committee
8. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS/ANNOUNCEMENTS

M. NEXT MEETING DATE

June 12, 2025 at 6pm Alaska Room/Zoom

N. 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, e-mail: city.clerk@juneau.gov.

AIRPORT MANAGER'S REPORT – May 8, 2025

a. Travis Dybdahl Leaving. After over 16 years of City & Borough of Juneau (CBJ) employment and 10 of those years at the Airport, as the Accounting Technician, Travis will be leaving CBJ employment on May 23. Thank you for your years of service and we wish you the best in your new endeavors.

Additional valued personnel and experience we're losing this month: Pam Chapin 35 years; Patty Wahto 27 years, and Greg Jerue 40 years. Their contributions and dedication to the airport will show here for decades.

b. Airport Triennial Live Emergency Drill. The triennial wheels-rolling emergency exercise is scheduled for **Saturday, July 26, 2025**. There will be several planning meetings and a 'tabletop' exercise prior to the event. This will be a multi-agency, multi-department live drill with a lot of volunteers needed. The next planning meeting for this is scheduled for May 15, 2025, at 1 p.m.

c. Union Negotiations. The City is in union negotiations with the three unions that impact the Airport: Marine Engineers' Beneficial Association (MEBA) (which the Airport Manager sits on the City negotiating committee), Public Safety Employees Association (PSEA) which impacts our Airport Security coverage with the Juneau Police Department (JPD), and International Association of Fire Fighters (IAFF) Local 4303 which impacts our Aircraft Rescue/Fire Fighting (ARFF). It is anticipated that this will take months for negotiations, votes and ratification by the Assembly for a July 1, 2025, contract start. No further updates at this time.

d. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). There has been a change to the AFB and no change to the CRAB since last month.

e. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Airport Project Reports:

- **TRANSITION** - Your interim Airport Manager has been getting established on several Airport sites related to security, reporting or monitoring from Department of Environmental Conservation (DEC), Federal Aviation Administration (FAA), Transportation Security Administration (TSA), CBJ Personnel, payroll, badging, and Airport access. We are now reviewing applications for the Security Manager position and preparing to solicit to fill the position vacated by Travis, and the currently vacant Engineer/Architect Associate position.

- **UPDATE** - *Passenger Facility Charge (PFC10) Application*. The Airport has submitted the PFC10 application to the FAA for their 120-day review (due July 11, 2025). Both Alaska Airlines and Delt Air Lines submitted their concurrence with the projects listed on PFC10. If FAA concurs with the projects/collections, a letter will be issued allowing the Airport to begin collections later this fall, or when PFC9 collections are complete.

- **NO CHANGE** – At the April 2025 Airport Board meeting, and ad hoc committee was formed to discuss the problems with other CBJ departments. Jordan Creek clean up and illegal camping continues daily. The Airport is on track for exceeding \$100K in clean up costs this year

alone. The unsanitary conditions (both on land and in the creek), animal attractants, illegal limbing along the creek, damming the creek and an abundance of needles/drug paraphernalia are overburdening staff and has become costly to the Airport.

- **NO CHANGE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) continues with the PEL phase (Level 2 Screening) of the second channel crossing project between Juneau and Douglas. The project website: <https://www.jdnorthcrossing.com/> has a ‘What’s New!’ section detailing Level 2 Screening GIS Maps, as well as ‘meetings’ summary and field report ‘documents’. DOWL and the State continue to state: ‘Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration.’ Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.
- **NO CHANGE** – *Aviation Worker Screening (AWS) and Litigation Update*. Oral arguments were held on October 17, 2024. It is anticipated that the ruling may take several months. Compliance deadline for airports to have the AWS process in place was September 25. JNU is currently fulfilling the requirements of AWS without further extension of the deadline. AWS must include all random hours including nights and weekends.
- **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 or reapply for a waiver (currently working on). The Assembly has approved \$150,000 in their FY24 Capital Improvement Project plan for: *the Jordan Creek Greenbelt Improvements, for installation of lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt*. See Project Manager Report for Greenbelt Lighting improvements.
- **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 as a through-the-fence operation. See Project Manager Report for Property Acquisition Specialist.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation. This is still at the \$4.50/person cap since 2000.

- **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

Section H, Item 4.

Available Fund Balance Summary
Airport Fund

	<u>FY24 Actuals</u>	<u>FY25 Amended</u>	<u>FY25 Proj</u>	<u>FY26 Budget</u>	<u>FY26 Budget Revised</u>
Beginning Available FB	3,783,400	2,606,000	2,606,000	4,121,691	4,121,691
Operational Expenses:	(11,199,334)	(10,549,300)	(10,878,959)	(10,755,800)	(10,965,577)
Debt Service (OUT):	(3,064,200)	(2,505,100)	(2,505,045)	(2,583,400)	(2,583,413)
Transfers to Capital Projects:	(822,066)		-		
Other Non-Oper Expenses:	-	-	-	-	-
JNU Total Expenses:	(15,085,600)	(13,054,400)	(13,384,004)	(13,339,200)	(13,548,990)
Minus Non-operational Exp & Debt Serv:	3,886,266	2,505,100	2,505,045	2,583,400	2,583,413
Operational Expenses:	(11,199,334)	(10,549,300)	(10,878,959)	(10,755,800)	(10,965,577)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
CARES Reimb (operations):	3,054,045	-	1,910,131	-	-
PFC for Rev Bond Interest:	434,625	317,600	317,600	194,900	194,900
***Other Financing Sources (Uses):		-	2,100	-	-
JNU Total Revenues:	11,623,200	10,924,300	12,504,695	10,804,900	10,760,024
Minus Non-operational REV & Debt Serv:	(3,488,670)	(317,600)	(2,229,831)	(194,900)	(194,900)
Operational Revenues:	8,134,530	10,606,700	10,274,864	10,610,000	10,565,124
Operating FB Increase(Decrease):	(3,064,804)	57,400	(604,095)	(145,800)	(400,453)
JNU EXP minus REV:	(3,462,400)	(2,130,100)	(879,309)	(2,534,300)	(2,788,966)
Increase (decrease) in Debt Service Reserve:	(2,285,000)	(2,395,000)	(2,395,000)	(2,515,000)	(2,515,000)
Increase (decrease) in Fund Bal (FB):	(1,177,400)	264,900	1,515,691	(19,300)	(273,966)
Ending Avail FB, including Reserve:	2,606,000	2,870,900	4,121,691	4,102,391	3,847,725
Less 3 Mo. Operating Reserve	(2,799,800)	(2,637,300)	(2,719,700)	(2,689,000)	(2,741,400)
Ending Available Fund Balance	(193,800)	233,600	1,401,991	1,413,391	1,106,325
Uses Fund Balance (no rate increases):			604,094		400,453

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,788	-	-	-	BUDGET
Apr-19			(\$477,000)	**	NO LONGER REQ. Termnl Recon
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
FY25			(\$5,000)		ARFF Truck
FY25			(\$26,427)		Master Plan Update
FY25			(\$50,000)		SIDA ADA Elevator
FY25			(\$10,000)	"PENDING"	ARFF Truck
	\$201,361				AVAILABLE BUDGET on 560010101-3990 to forward fund Projects

* Represents all 3 Capital Accounts: Airport Revolving Capital Reserve Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

** Temp forward funded \$477K to be credited once Controller's complete transfer back to acct



MEMORANDUM

TO: Dave Palmer, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: April 28, 2025

RE: Project Office Monthly Report

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

Outstanding Terminal Work Items: With the construction contract with Dawson Construction for the Terminal Reconstruction project now closed, JNU continues to work with RESPEC (under contract with McCool Carlson Green (MCG) – designers for the Terminal Reconstruction project) on finalizing the following outstanding work items:

Ground Source Loop Field System and HVAC Modifications: No change since last report. JNU Building Maintenance continues to observe contaminants/sediment within the loop field medium (methanol), even with the equipment strainers, pump strainers, by-pass filter and dirt separators in place. The continuing concern is that the system is not getting any cleaner over time, and that somehow the contaminants/sediment keeps replenishing itself. In a meeting with JNU staff, JNU Airport Maintenance and engineers from RESPEC conducted on December 12, it was decided that the samples of these contaminants should be lab-tested to determine what this material is. JNU has asked RESPEC to coordinate with MCG and utilize their remaining contract fund balance to contract with a hydronic system fluid treatment specialist to examine the fluid chemistry, analyze the sediment, and inspect some of the piping in order to recommend or implement a treatment, cleaning, or fluid replacement plan for the distributed ground source piping system. RESPEC is also to provide additional mechanical engineering services to assist with the on-going effort to cleanse the loop field system and review the final Terminal Air Balance (TAB) report.

JNU Building Maintenance continues to work on blowing out the main pump strainers and the air separator strainers in the piping mains, cleaning branch piping heat pump strainers, and backwashing the heat pump coils. JNU Building Maintenance also continues to work on the replacement of the new flexible hoses for thirty (30) of the older heat pumps.

DOAS-1 (Dedicated Outside Air System) unit: This air-handler, originally installed in 2009, brings in outside air to the older portion of the terminal. Repairs to DOAS-1 were completed as part of the terminal reconstruction project, but additional repairs are now needed. Recent voltage spikes have damaged some of the air-handler components, including the VFD (Variable Frequency Drive) for the DOAS-1 exhaust fan. JNU Building Maintenance continues to look at repair options.

Heat Pumps: Approximately thirty (30) water-air heat pumps within the older portion of the terminal were installed in 2009. Many of these heat pumps have already reached the end of their serviceable life and the rest are nearing the end of their serviceable life. This has resulted in there being a number of

these heat pumps that are non-operational at any given time while waiting for replacement parts to arrive and for repairs to be completed. JNU Building Maintenance and JNU staff are continuing to look at funding options for a phased replacement of these older heat pumps.

Terminal Surge Protection: At JNU's request, City & Borough of Juneau (CBJ) Contracting has executed a term consultant contract to RESPEC, in the amount of \$14,520.00 to perform the following work tasks:

- Review JNU's field investigation that was intended to verify the presence of existing power surge suppression equipment in the Terminal, Snow Removal Equipment Building (SREB) and Sand-Chemical buildings.
- Provide recommendations for additional surge suppression equipment that might be needed to protect / prevent continued damage to sensitive electronic components within these three facilities. Include an estimate of cost with these recommendations.
- Provide a recommendation to implement additional surge suppressions or power conditioning as may be needed to protect Ground Source Heat Pump-1 (GSHP-1) within the Sand-Chemical Building. Include an estimate of cost with this recommendation.
- Provide 100% construction documents as needed to obtain bids for the additional power conditioning or surge suppression work.

RESPEC has begun work on this project and will have deliverables to JNU on or before June 2, 2025.

Safety Area Grading at Runway Shoulder and Navigational Aids (NAVAIDS): HDR Engineering (HDR) continues to work on the development of their 60% design submittal for this project. As reported earlier, they have completed the site survey field work and continue to work on their grading analysis to determine the full extent of the grading work. Per the grading analysis, the project will primarily consist of the placement of borrow (fill) to reduce the runway shoulder slopes within the project work areas.

JNU continues to work with HDR on the development of the Construction Safety Phasing Plan (CSPP) and technical specifications, and JNU continues to work on the development of the Division 01 front-end contract documents.

JNU has confirmed with HDR that they will still be able to meet a deliverables schedule that reflects a bid-opening date of July 1, 2025. This revised bid opening date would have an anticipated construction contract award/notice-to-proceed date in late August 2025 or early September 2025. The construction contract will be written to allow the successful bidder to complete the project in the spring of 2026.

The Board is advised that the bid process for this project could be impacted / delayed as a result of a significant update by the Federal Aviation Administration (FAA)/ Department of Transportation (DOT) to their Grant Programs. These updates are currently in review by CBJ Law and CBJ Contracting to determine the extent that project bid documents and construction contracts may need to be revised to align with the new Trump Administration policy priorities.

Rehabilitate Part 121/135 Apron and Remain Overnight (RON) Parking Apron: SECON continues work within the Phase 7A and 7B work areas. Crew has completed work on the removal of the old asphalt paving in both areas and continues to work on the placement and grading of the new subbase material. SECON is still planning on placing the new asphalt paving in these work areas beginning May 1.

During this work, a strip of concrete was encountered beneath the old asphalt and was determined to represent a conflict with the new final asphalt grade. This concrete had been placed over a small bank of conduits, which were determined to be abandoned. The concrete has been removed, and because of the depth of bury, the conduits have been left in place. The conduits were marked with detectable warning tape and the depth of bury and conduit ends were surveyed for incorporation into the project as-built documents. JNU / DOWL have prepared Request for Proposals (RFP) 21 to address the additional costs associated with the concrete removal. AIP eligibility for this work has not yet been verified with the FAA.

SECON has adjusted their schedule for the runway asphalt repairs, pushing this work back to the week of May 5-9. The exact date of this work has not yet been determined as SECON is waiting for the asphalt pavement grooving machine to be delivered from Anchorage. The plan remains to address this work over the course of two consecutive nights with full runway closures. Scheduled airport arrival and departure operations will not be impacted.

SECON has begun work on the expansion of the Alaska Airlines cargo hardstand, work that is being done under separate contract with Alaska Airlines. Until this work is completed, Alaska Airlines will continue to utilize Gate 2 for air cargo operations. SECON has placed steel plates at the Gate 2 apron, at the direction of Alaska Airlines and JNU, to protect apron surfaces that were installed last summer. JNU will continue to monitor air cargo operations to make sure that the cargo loading equipment stays on the steel plates.

Roger Hickel Construction has begun work on the installation of a small hardstand for the Gate 3 Passenger Boarding Bridge under separate contract with Alaska Airlines. This work has been coordinated with Alaska Airlines and with JNU as it will briefly close the use of Gate 3 to Alaska’s arrivals and departures.

Apron Lighting Installation: SECON / Chatham Electric completed work on setting the new light pole assemblies on the concrete encased structural piling bases during the week of April 12-16. On Friday, April 16, JNU was contacted by FAA ATCT (Air Traffic Control Towers) Manager Bengamin Dodd with the complaint that the new light poles obstructed their line of sight of the active surfaces from the tower cab.

See photos of the light pole installations below. All photos have been taken from the tower cab.



Light Pole LP-1 assembly is 57.5 feet tall, located approximately 104 feet from the tower cab.



Light Pole LP-2 assembly is 57.5 feet tall, located approximately 136 from the tower cab.



Light Pole LP-3 (on the right) and LP-4 (on the left). LP-3 is approximately 152 feet from the tower cab. LP-4 is approximately 204 feet from the cab. Both assemblies are 57.5 feet tall.



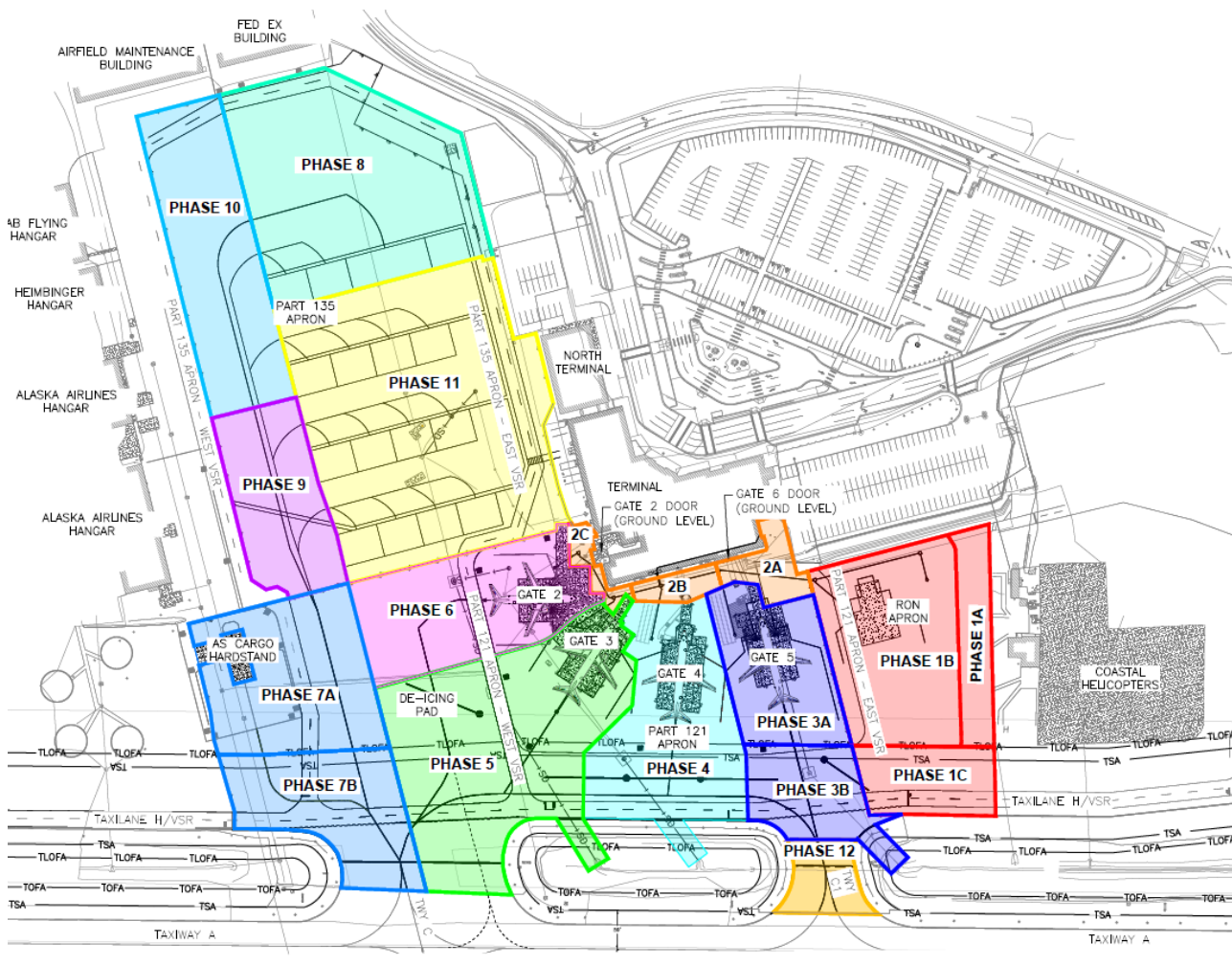
Light Pole LP-4 (on the right) and LP-5 (on the left). LP-4 is approximately 204 feet from the cab. LP-5 (striped) is approximately 320 feet from the cab. Both assemblies are 57.5 feet tall.



Light Pole LP-5 (on the right) and LP-6 (on the left). LP-5 (striped) is approximately 320 feet from the cab. LP-6 (striped) is approximately 416 feet from the cab. Both assemblies are 57.5 feet tall.

Following receipt of the ATCT complaint, JNU instructed the project design team: DOWL (civil engineering) and Morris Engineering Group (electrical engineering) to revisit the design determinations made with respect to the placement of the new light poles within the 121 apron and with respect to the heights of the pole assemblies.

DOWL and Morris are to follow-up with the FAA on the obstruction study that was done prior to the completion of the design for the new lighting.



The following are the current start and completion dates for the remaining apron work:

- **Install concrete hardstand extension at Alaska Air Cargo under contract with Alaska Airlines.**
Start: April 16, 2025 Complete: April 30, 2025
- **Mill existing asphalt surface at Phase 7A and Phase 7B work areas and place asphalt paving.**
Start: April 18, 2025 Complete: May 6, 2025
- **Apply new pavement markings in the Phase 7A and Phase 7B work areas.**
Start: May 6, 2025 Complete: May 7, 2025
- **Transition Alaska Airlines air cargo operations back to the air cargo hardstand.**
Start: May 8, 2025 Complete: May 8, 2025

JNU has coordinated with DOWL to have construction updates issued to all stakeholders to advise of the status of construction and associated work schedule.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: No change since last report. As previously reported, JNU has received the condition survey as prepared by proHNS engineering for the large half-arch aluminum culvert assembly which allows Jordan Creek to pass beneath Taxiway A and Runway 8-26. In their report, proHNS stated the opinion that an immediate catastrophic failure of the culvert is unlikely. The report goes on to state that continued deterioration is likely, and that repair work is recommended, even if the source of deterioration is determined and eliminated. proHNS has identified three (3) repair-in-place options, recommending them for further study. They would not require open trenching, would not require a closure of Runway 8-26 and would not require extensive permitting.

The three recommended repair-in-place options are:

1. HDPE (High Density Polyethylene) Slip Lining

- Pros:
- a. Corrosion resistant structure.
 - b. Local contractors are familiar with construction installation methods.
 - c. Cost effective due to shipping and construction costs.
 - d. Would not require runway closure for construction.
- Cons:
- a. Grouting annular space where lengths are over 100' can be challenging.
 - b. 800' length push and pull resistance on pipe will be significant.
 - c. Requires large area for insertion/jacking/welding pit.
 - d. Potential to reduce flow capacity.

2. Carbon Fiber Lining

- Pros:
- a. Corrosion resistant structure.
 - b. Could be done while maintaining streamflow in existing pipe.
 - c. Wouldn't impact existing stream bed material, which should make for easier permitting process.
 - d. Can be designed to be structurally independent and fully withstand runway loading.
- Cons:
- Specialized equipment and trained personnel required, known installer (National Plant Services, Michels Trenchless), known Manufacturer (Structural Technologies).

3. GeoPolymer Lining

- Pros:
- a. Corrosion resistant structure.
 - b. Could be done while maintaining streamflow in existing pipe.
 - c. Wouldn't impact existing stream bed material, which should make for easier permitting process. Product has extensive research on chemical properties not affecting fish.
- Cons:
- Specialized equipment and trained personnel required, known installer (National Plant Services, Michels Trenchless), known Manufacturer (Structural Technologies, GeoTree)
 - b. Questions on whether this product would be strong enough to fully withstand runway loading.

At this time, JNU does not have estimated construction costs for any of the three repair options. JNU has confirmed with the FAA that replacement / repair costs would not be AIP eligible because the culvert is within the 20-year useful life of grant 60-2014 and because the FAA considers this work to be a maintenance project.

JNU has requested a fee proposal from proHNS Engineering to complete the necessary design phase services and to provide bid-ready construction documents (technical specifications and drawings) based upon one of their three repair-in-place recommendations. The RFP has requested that the design consultant complete a structural analysis of the recommended repair option to verify that the repair would become a permanent load bearing replacement for the culvert in the eventuality that the old culvert fully deteriorated away. The RFP also requested that the design consultant prepare detailed construction cost estimates throughout the design process.

It was JNU's hope that proHNS' services could be obtained through CBJ's Term Consultant Contract – which has a \$50K cap. proHNS has advised that they cannot complete the identified scope for under

\$50,000. proHNS also advised that based on their research into the three repair options that would not require runway shutdowns, the project is going to require specialty design services. Based on this communication, it would now appear necessary for JNU to obtain design services for this project by issuance of an official RFP for Consultant Design services through CBJ Contracting.

Snow Removal Equipment Building and Sand-Chemical Building Door Repairs: On April 21, 2025 Airfield Maintenance received a fee proposal from International Door, Inc. to inspect and repair a number of the large vertical lift and turnover doors in the SREB and Sand-Chemical buildings. A copy of this proposal is as follows:

FURNISH AND INSTALL – PROVIDE 2 TECHNICIANS, PARTS AND LABOR.

- Remove and replace Clutch assembly – 4 locations total.
- Remove and replace safety edges, harness, rubber, etc. – 4 locations total.
- Remove and replace limit switches – 3 locations total.
- Remove and replace safety edge “rubber only” – 1 location.
- Install new brush seal across the top of door panel – 1 location.
- Adjust, brace, and anchor counterweight and guide towers as necessary – all locations.
- Adjust lift cable tension/panel position as necessary, may require rigging to complete. – all locations.
- Adjust sheaves and brackets as necessary, may require rigging to complete. – all locations.
- Adjust clutches as necessary, apply lock-tite, and tighten clutch bolts to spec. – all locations.
- Relocate bottom panel seal as necessary to fully contact the ground – 1 location.
- Remove and replace damaged guide roller on door B8 – 1 location.
- Troubleshoot door C1 and C2 strobe light issues, repair/replace strobe as needed – 2 locations.
- Troubleshoot and address electrical control issues – 1 location.

Complete cost = \$134,271.00

These door assemblies were originally installed by the manufacturer (International Door) in 2018 (SREB) and 2019 (Sand-Chemical) and are no longer covered by any construction guarantee or by the manufacturer’s warranty. While the absence of any active warranty would not prevent JNU from contracting with a local vendor to repair these doors, JNU has been unable to find anyone in Juneau that is willing and able to work on these very large doors.

Parking Lot Concrete Repairs: No change since last report. Portions of the concrete curb and gutter within the public short term parking lot, the taxi waiting lot and the secure employee parking lot have been damaged by snow removal operations. See example photos below.



PHOTO 05: Damage at the east end of the employee lot.



PHOTO 06: Damage at one of the accessible ramps.

JNU had initially attempted to address this work by RFP 016 through the current construction contract with SECON but is now planning on running this work through CBJ's small civil term contract. JNU is currently preparing the scope of work package for this small project.

Airport Construction Document Archiving: JNU Staff continues to work on sorting / culling the old, archived construction documents, as-built documents and miscellaneous reports.

End of Report



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: April 28, 2025

RE: Airport Architect's Report

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

Mendenhall Riverbank Stabilization: *Four bids were received on April 9, but the two lowest bidders were deemed non-responsive. One of the non-responsive bidders, RNB Construction, LLC, protested the bid results. CBJ is reviewing the protest. The Purchasing Officer will issue a written response by May 5. When the protest is resolved, the apparent low bid will be brought before the Board for bid award concurrence. If the bid cannot be awarded, the project will be re-bid ASAP. DMVA will need to approve the contract before award.*

On April 16, JNU received an email from Tery Kurth Public Assistance Branch Chief at DMVA. He stated, "I learned yesterday that (the State Division of Homeland Security & Emergency Management) DHS&EM is unable to obligate (Project Worksheet) PW 0003 for AK-23-296 due to insufficient Disaster Relief Funds (DRF) for that disaster. The remaining disaster funds available are less than the amount needed to award PW 0003 for \$276,230.00. This shortfall of funds is a temporary issue, and we anticipate additional funds becoming available after the current state legislative session. Sorry for this bit of bad news, but it is a temporary setback. This only applies to this disaster for CBJ. Please proceed with the work on PW 0003. We will notify you of any changes to this DRF as they become available." Staff followed up and determined that DHS&EM obligates the entire amount of the grant at once; they will not obligate the grant unless they have all the funds required to do so.

Staff request guidance from the Board. The options are:

- 1. Proceed with the project upon resolution of the bid protest, even if the DHS&EM grant has not yet been obligated. This would provide a limited window to complete the work before JNU potentially suffers additional damage from a reasonably anticipable 2025 jökulhlaup. If the grant is not obligated, JNU will not be reimbursed. Staff recommends this option, as the magnitude of potential additional damage is unclear, and it is in the interests of JNU to repair the damage ASAP.*
- 2. Proceed with the project upon resolution of the bid protest and obligation of the DHS&EM grant. As DHS&EM must approve the contract before award, this would push completion of the work into late July, August, or 2026, risking additional damage. Staff does not recommend this option.*

3. *Do not proceed with the project. This option risks additional damage every year until the damage is repaired. Staff does not recommend this option.*

At the March Board meeting the Board approved the forward-funding of up to \$290K from the Airport Fund Balance for the Mendenhall Riverbank Stabilization project; to be reimbursed by a grant from State of Alaska Department of Veterans and Military Affairs upon completion. The project was advertised for bid on March 18.

On behalf of JNU, proHNS is in the process of applying for permits for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4, 2024, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, 2024, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On October 21, JNU received the permit.
3. On August 12, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, proHNS submitted an application to the City & Borough of Juneau (CBJ) for a grading permit. *The application is being processed.*

At the August 21, 2024 low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

The jökulhlaup occurred on August 5, 2023. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff have assured JNU that the extension will be granted.

Master Plan Update (MPU): *Tentatively, MBI will present an overview of their work to the Assembly at their June 2 Public Works and Facilities Committee meeting at 12:10 p.m. in the CBJ Assembly Chambers.*

MBI presented an overview of their work to the JNU Airport Board at the April 10 regular meeting. Also on April 10, Technical Advisory Committee (TAC) meeting took place from 1:00 p.m. to 3:00 p.m. Both meetings were held in person at the Juneau International Airport, Alaska Room and virtually on MS Teams. The Working Paper presented at the TAC meeting covered the refined airport alternatives, the Environmental Action Plan, and a list of suggested capital improvements.

On April 9 from 6:00 p.m. to 8:00 p.m. MBI held a public open house in the Alaska Room at JNU.

The second TAC meeting took place by videoconference on March 11. The meeting covered Airfield Inventory and Existing Conditions, the Aviation Forecast for JNU, and Airport Capacity and Facility Requirements. Not all members of the TAC were able to attend, so MBI will provide the slide show and recording of the meeting, which will also be available to the public. MBI would appreciate any comments on the presentation *at the earliest convenience*.

The final TAC meeting is scheduled for June 19, 1:00 p.m. to 3:00 p.m. The meeting will be virtual on MS Teams and will cover the complete draft MPU.

MBI visited JNU on December 4 and December 5. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the following year.

The current Airport Master Plan will be updated with regard to data and forecasts of aviation demands, expansion for future planning consideration, Airport Layout Plan, and related Exhibit "A". This update will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan. Aerial photography for the obstruction survey will take place in June 2025, and the final update is expected in December 2025.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:
On April 24 Northwind Architects visited to familiarize themselves with site conditions as they are preparing to submit their proposed scope and fee for the work.

On February 14, JNU received proposals from two design consultants, Jensen Yorba Wall and Northwind Architects. On March 24 Northwind Architects was selected and will begin contract negotiations with JNU shortly.

On March 4, 2025, the Assembly appropriated \$50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project, funding provided by Airport Revolving Funds. The Airport Board reviewed and approved this at the December 12, 2024, meeting.

Staff thanks Mr. Bedford for participating in review of the two consultant proposals received for design of the elevator installation. In his email returning his comments, he noted: "I think that it is important that the elevator installation have minimum impact on the view of the airport from the sterile area. I think that it is beneficial to the airport and the aviation community as a whole that the traveling public be exposed to and take an interest in airport operations. Both proposals seem to recognize that the area on the ramp level between gates 3 and 5 is extremely congested but I would like to emphasize this point. Although the south wall of the terminal is probably the most logical site for the proposed elevator, that area takes the full brunt of the prevailing southeast wind, and this should be taken into account during the design process."

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected.

An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding for passengers who cannot use stairs, and employee access between the floors. The elevator would require a SIDA badge for access and operation. FAA has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.

E-1 Ramp Rehab: *When the Categorical Exclusion (CATEX) application was submitted to the FAA in December of 2024, the FAA requested State Historic Preservation Office (SHPO) concurrence that no additional sites eligible for listing have been found or buildings have aged in (become 50 years old) since 2003. This requires a search of the Alaska Heritage Resources Survey website. Within the past year SHPO has restricted access to the website to “qualified professionals”. This would typically require CBJ to issue a Request for Proposals (RFP) for a qualified professional, evaluate their submissions, and contract for the services. For a small project like this, the administrative overhead—both time and money—to obtain the search is considerable. However, “qualified professionals” includes registered architects. JNU staff include registered architects, and staff have been granted access to the website. Normally the concurrence is a two step process, but in this case—with the limited scope of the project and JNU having a qualified professional on staff, the FAA will approve a direct to findings process, skipping the first step.*

ADL 107380 Conveyance: Since last checking with the State of Alaska Department of Natural Resources (ADNR) April 4, 2025, the Title Report Request has moved from up to number 6 in the queue but has not yet been assigned to an adjudicator. When ADNR staff receive the Title Report, they can request the tideland patent for JNU. Actual processing time is as yet unknown.

During the Runway Safety Area (RSA) project in 2009, 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 by Michael Baker International to reflect the conveyance in the airport boundaries.

Jordan Creek Greenbelt Lighting: *(No change)* Staff are reviewing requirements and considering options. In February staff belatedly realized that the project would require a Variance and a Flood Plain Development Permit, both from CBJ Department of Community Development (CDD). CDD processing time on a typical Variance is currently twelve weeks from submission of the complete application. The Flood Plain Development Permit may also be time consuming, as the Mendenhall River jökulhlaups and resulting flooding have made this a “hot topic” in Juneau. As a consequence, it may not be possible to complete the work this construction season, as the light poles and fixtures have a ten-week lead time for production after submittals are approved. Staff will apply for the Variance and Flood Plain Permit and advertise for bids this season, but the contractor will be allowed to install the fixtures when weather permits. Despite the additional engineering required by the Flood Plain Development Permit, staff are cautiously optimistic that the \$150K budget provided by the Assembly will cover all costs, including JNU staff time.

The Flood Plain Development Permit will require work by a licensed civil engineer; Begenyi Engineering's subconsultant, PND Engineers declined to provide a proposal. Staff will ask CBJ Contracts to solicit interest from qualified engineering consultants under term contract.

Begenyi Engineering has submitted bid documents (100% drawings) and the 95% construction cost estimate. The estimate is \$78,641, a slight increase from the 65% estimate of \$73,565. Of the total construction estimate, just under 40% is for the pole foundations. The ground adjacent to Jordan Creek is very wet and although the poles are only 15' tall, local experience indicates that adequate foundations are essential.

The design will be pedestrian scale, compliant with IESNA (Illuminating Engineering Society of North America) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces, with a preliminary estimate of slightly less than \$50K for construction cost. Construction cost does not include JNU or CBJ Contracting staff costs. Incidental to the design, costs will be estimated to extend pedestrian scale lighting along the path on the north side of Jordan Creek between Teal Street/Jordan Avenue and Alpine Avenue just north of Airport Boulevard if funding is available, extended path lighting could be included in the project.-

In a September 16 email to the Airport Manager, Bruce Denton of the Glory Hall Board said "In the past leftover funds from completed CIP projects have been re-allocated to augment projects that are short. Given that this project is an effort to improve safety of folks who are legitimately using the path to transit between the airport and the adjoining neighborhood, and to deter the use of the path as a hangout or camping spot for vagrants, I would think it warrants the funding needed to do it right. I can't help but think that JPD [Juneau Police Department] and the city manager would support this. I believe this needs to be initiated by the city manager. Does anyone have any idea how much is needed to do it right? I'd be happy to follow up with Katie with an increased funding request."

The \$150K appropriated by the CBJ Assembly appears to be the right order of magnitude. the project will allow for installation of JNU-owned cameras.

Channel/Loken/Coastal Contamination: *On April 24 and 25 Cox Environmental Services' (CES) completed drilling of four additional drilling/testing groundwater wells, as required by ADEC in their December 9, 2024, letter. CES will send soil and water samples for testing and expects to complete the work and submit all deliverables by August 1, 2025.*

At the January Board meeting the Board approved the appropriation of \$43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.

On December 9 ADEC approved the Site Characterization Report submitted by Cox Environmental on July 15, 2024. In the letter ADEC stated, "Additional site characterization is required south of

JIA-12 and west of CF-12 to determine the extent of the groundwater contaminant plume.” Cox Environmental has submitted a budget for the work required.

Cox Environmental is under contract for JNU's ADEC required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9, 2024. Cox Environmental reported that “Based on field screening, contamination is likely present in soil borings ... located in the vicinity of the decommissioned waste oil burner. The contamination was present down to the water table which was encountered at a depth of 9-10 ft. below ground surface (bgs). The borings on the eastern portion of the Coastal/JIA properties did not indicate contamination is likely present. We will issue a full report after we complete sampling of the newly installed groundwater wells next week and have the results of the soil/groundwater samples from the lab.”

Channel/Loken Land Acquisition Support: *(No change)* Staff are reviewing CBJ Purchasing's final draft of the second Request for Proposals (RFP).

The first RFP yielded one proposal from Electric Power Systems (EPS); however, EPS admitted that they did not have FAA experience required by the RFP.

JNU seeks a qualified consultant to provide land acquisition support services and coordination for a FAA funded acquisition of one parcel, currently owned by Channel Flying, Inc., and identified for acquisition on the Airport Layout Plan. The consultant will assist JNU and the CBJ Lands in navigating the FAA's airport land acquisition process. The parcel is currently listed for sale by the current owner, so this would be a willing sale. FAA funded land acquisition is extremely complicated, and JNU does not have current staff expertise in this.

Departure Lounge Carpet Replacement: *(No change)* Staff are drafting a scope of work and have estimated the cost at \$150,000. Staff anticipates funding the work through the local match for the terminal renovation project. When staff have a quote, this will come back to the Board for approval. The work is not included in the FY26 budget.

Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet.

JNU Water & Sewer Systems and Subtractive Billing: *(No change)* JNU staff and CBJ Water and Sewer Utility staff will meet to discuss the water and sewer systems and billing for them. This is complicated, and over time confusion has arisen as to how this works. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering.

Taxi/Ground Transportation Additional Shelter: *(No change)* Per direction of the Board at their October 2024 meeting, staff are researching the size and cost of one or two additional Capital

Transit-type pedestrian shelters east of the heated sidewalk. This will come back to the Board when the scope, cost, funding, and potential revenue are established. Shelter north of the heated sidewalk will be significantly more expensive and can be pursued later, if appropriate. The north shelter will need to be recessed into the planting bed as the existing sidewalk is not wide enough.

Shell Simmons/Yandukin Reconstruction: *(No change)* This project would reconstruct the Shell Simmons/ Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and Yandukin could be separate projects to limit cost and scope. This project should happen before and would lay groundwork for a future parking garage. JNU needs to seek funding for a \$7-10M project.

As with to the 2023 parking lot upgrades, the scope of a Shell Simmons/Yandukin project would address drainage and deterioration of the roadbed (there are sink holes in front of the terminal, in which we periodically dump more asphalt), improve traffic flow and calm traffic to limit speeds on Shell Simmons, improve lighting, provide an 8' truck-plowable sidewalk along Yandukin, provide a crosswalk w/crossing light at the footbridge across Jordan Creek, and modify the very awkward north intersection between Shell Simmons and Yandukin.

In addition, it is likely we will need to replace the 12" and 14" ductile iron water main that serves the terminal and related facilities. It is common engineering knowledge that ductile iron water lines are not designed for more than 50 years in any case, and that in Juneau one seldom gets that—40 years being about the maximum reasonable service life. The water line under Shell Simmons was installed in 1984 and is now 40 years. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering. This situation needs to be clarified and documented; this could take up to a year in advance of design and construction.

Before the 2023-2025 grant cycle, I researched applying for the State sponsored Community Transportation Program (CTP) for Shell Simmons and Yandukin. JNU did not apply, as the local match required started at 9% of project cost, and to buy our way up the queue and significantly improve our chances of receiving funding, the local match would have been about 25% of the project cost, then estimated at \$5M (this was before we knew that the waterline would need replacing), and JNU could not come up with the funds for the local match in a couple of months.

According to Ken Nichols, former JNU Airport Engineer, FAA rules allow them to fund or partially fund one access road; he suggested for JNU that would be Shell Simmons, as it goes directly in front of the terminal. He suggested that Yandukin might be eligible for a different sort of funding, as it is a fire station access road.

Staff are working on the jurisdictional issues relating to the waterline, as those need to be resolved in advance of design or construction.

Alaska Seaplanes Cargo Facility: *(No change.)* Alaska Seaplanes has submitted a proposal for truck access to the cargo facility parking lot on lease Lot 2 through the former taxi staging area on the west side of Shell Simmons.