



AIRPORT BOARD AGENDA

October 12, 2023 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNLd2p1OFI3TnY3NUpKa3BRQmFidzO9>

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

TO TESTIFY: CONTACT PAM CHAPIN, 586-0962

BY 3:00 PM ON OCTOBER 11, 2023

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES: September 14, 2023

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

- 1. Operations Committee Update: CARES/CRRSAA/ARP Grant Funding Balances and Use (Attachment #1).** The Finance Committee met on October 3, 2023, to get a primer on airport finances and discuss the use and balances of the CARES grants. Staff was asked to come up with a prioritized list for possible 'quick' use of the remaining funds that the Committee may consider and forward the recommendations to the whole Board. The Committee plans to meet again in early December to start the budget process and review/recommend the prioritized list of use for the remaining CARES funds. By then, staff should have more projects closed out and firmer bottom-line remaining funds.
- 2. TSA Mandate for Employee Screening in 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. The TSA has granted an "Informed Compliance" period of 12 months starting on the effective date of the NA until September 25, 2024. The Airport sent in a letter of compliance outlining our proposed plan over the informed compliance period that was accepted September 9, 2023.

A Petition for Reconsideration of the NA for CAT II airports was sent to the TSA Administrator (David Pekoske) for JNU on August 29, 2023. We received a response letter from the Administrator denying the petition on September 26, 2023. In the response letter there is an option to petition for review of the NA through the D.C. Circuit Court of Appeals, which many airports are choosing to do. The Airport is consulting with the City Attorney for this option and may request additional funding and concurrence from the Board to join the lawsuit with other airports.
- 3. HVAC Technician (Maintenance Mechanic II).** At the October 13, 2022, Airport Board meeting, the Board approved a contract with Daikin for the Heat Pump and Air Handling Systems. During discussions at the Board meeting, it was stated that this contract was modifiable to add additional facilities and services or reduce to fewer services or even cancel. Since then, staff has investigated the cost of hiring a heating, ventilation and air conditioning (HVAC) technician (Maintenance Mechanic II) for all the facilities in-lieu of adding on to the contract. The Airport would be looking for a staff position for this work, rather than a quarterly contract. The Board previously approved a three-year contract with Daikin: 2023: \$83,594.00/annually, 2024: \$86,110.00/annually, and 2025: \$88,700.00/annually which handled

the quarterly routine maintenance of the heat pump and air handling systems for the Terminal, Snow Removal Equipment Building (SREB) and Sand/Chemical facilities' quarterly routine maintenance. There are still requirements outside of that contract that staff would need to do, or contract to have done, on a regular basis. Additionally, there would be costs for breakdown and parts, regardless of whether there is a contract in place or staff. So far this year, the Airport has spent an additional \$70K on service through the Daikin contract as well as other work done by other vendors. The costs of the Daikin contract are simply to address the quarterly, routine heat pumps; not the many circulation pumps that run the ground source system that supplies all the heat pumps nor the air handling systems, boilers, valve actuators, automation, back flow, ground loops, snow melt systems, and pressure vessels. This position would also be qualified to check plumbing infrastructure, potable hot water systems and circulation. This would benefit all four buildings: Terminal, Airfield Maintenance, Snow Equipment Removal Building, and the Sand and Chemical Building. In talking with Human Resources on the position description, the estimated cost of a Maintenance Mechanic II would be in the vicinity of \$120k a year (inclusive of benefits). Bobby Dilg will be in attendance at the Board meeting to address/answer any further questions. Staff recommends hiring a Maintenance Mechanic II for the HVAC and other systems around the Airport, in lieu of the Daikin quarterly maintenance contract.

Board Motion: *“Approve the addition of a Maintenance Mechanic II to the Terminal staffing, for the purposes of HVAC and other facility systems maintenance; and upon hiring, discontinue the Daikin quarterly maintenance contract.”*

G. NEW BUSINESS

- [4. Airport Manager's Report](#)
- [5. Airport Projects Report - Mike Greene](#)
- [6. Airport Projects Report - Ke Mell](#)

H. CORRESPONDENCE

I. COMMITTEE REPORTS

- 7. Finance Committee
- 8. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE: November 9, 2023

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.

ATTACHMENT # 1
CARES/CRRSAA/ARPA Grant Funding Use/Availability

	<u>Description</u>	<u>Amount Proj</u>	<u>Actuals & Encumb</u>	<u>Status</u>
	CARES grant Award (#82, 94, 95 & 99)	21,736,343	21,736,343	
	CRSSA grant Award (#84)	3,324,451	3,324,451	
	ARPA grant Award (#87)	5,430,992	5,430,992	
	TOTAL GRANTS:	30,491,786	30,491,786	
Type of Expense				
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	(2,456,528)	(2,456,528)	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)	(183,949)	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)	(210,766)	Final
Project	Parking Lot Design (max) - Estimate	(767,783)	(767,783)	In Progress
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	In Progress
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
Project - Match	Ramp Project Match	(312,500)	(312,500)	Final
Project	Temsco Sewer hookup	(295,000)	(295,000)	PENDING FAA
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	J Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(254,950)	(254,950)	In Progress
Project	Man Lift	(20,000)	(20,000)	Final
Debt Service	FY24 & FY25 Airport Rev Bond Interest	(752,250)	(752,250)	In Progress
		169,167	347,999	

Actuals Lower than expected

AIRPORT MANAGER'S REPORT – October 12, 2023

- a. JNU Enplanement Numbers for CY 2022. The FAA has released the CY2022 enplanement numbers for JNU at 403,587, up from CY2021 at 306,512. This is still down compared to the CY2019 high of almost 460,000 enplanements. The CY2022 enplanement numbers do not reflect all actual activity and would have been slightly higher than reported, however, one operator on the airfield refused to report their enplanements. The Airport continues to rebound post-COVID.
- b. Delta Air Lines Suspending Winter Flight Schedule to JNU. According to Delta Corporate Communications: *“Due to commercial and operational constraints, Delta will suspend its daily service from Seattle to Juneau beginning November 4, 2023, until June 6, 2024. As always, we monitor and adjust our route network based on customer demand, and we regret any inconvenience as we work to reaccommodate booked customers.”*
- c. Update on Jordan Creek Greenbelt. Airfield crew is continuously cleaning up campsites and working with the Juneau Police Department (JPD) to move/trespass individuals that are living in the overgrown areas of the Jordan Creek Greenbelt. These are the areas that are too close to the creek that the City & Borough of Juneau (CBJ) has prohibited clearing by Ordinance. The problem is growing again, and a lot of Airport resources are going into cleaning up these campsites and disposing of biohazards (needles, human waste) and left behind items. As a reminder, on November 22, 2022, the Planning Commission denied the Airport’s request to limb the areas next to the creek which would provide a clear line of sight into the area for safety. The request did not fit into the hardship waiver outlined by Ordinance, so the Planning Commission felt they could not grant the waiver (denied by a vote of 3-4). The Airport has been working on this issue for about ten years. This problem has been noted by the Federal Aviation Administration (FAA) and the CBJ insurance auditors as a problem. Use of this greenbelt corridor was carved out by the 1980s Corps of Engineers permit for use as a greenbelt and interpretive trail and will stay with the Airport. The Airport is trying to look at alternative ways to tackle this issue.
- d. Emergency Vehicle Access Road (EVAR) Tree Limbing, Removal and Fencing. At the August 10, 2023, Board meeting, an email correspondence (dated July 29, 2023) from Laurie Craig was included in the packet. Staff, including USDA Wildlife Biologist John McComas, met with Ms. Craig on September 21, 2023, to discuss her concerns with the tree removal, limbing and fencing. Staff will continue to remove a limited number of ‘problem’ trees, limb only where necessary and install fencing along the EVAR in a judicious manner; removing only what is necessary for the purposes of safety and security.
- e. TSA Mandate for Employee Screening Going Into Secured and Sterile Areas. See Unfinished Business, Item 2.
- f. Insurance Liability Risk Audit. CHUBB Risk Engineering Services provided a liability risk survey on-site September 28-29, 2023. The comprehensive survey reviewed all aspects of airport operations (terminal, airfield, tenants, fueling, leases and assessed the Jordan Creek encampment issues). Staff anticipates the report within the next few weeks and will forward the recommendations for the specific tenants and divisions for action and follow-up. The intention of the risk survey is to help the Airport see issues of potential claims before they become a safety issue or compliance

matter. It is strictly for the benefit of the Airport and CBJ. It was a very helpful in-depth review. A couple of repeat issues such as the fueling signage, containment areas and overfill protection were noted; and the continuing problems in the Jordan Creek greenbelt campsite/activity were noted during the inspection.

g. 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.

h. CARES/CRRSAA/ARG Fund Balance. See Unfinished Business. Summary of the October 3, 2023, Finance Committee Meeting.

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

- **UPDATE** – *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. As of September 27, 2023, the COBC has been terminated and is **now closed out**.

- **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** - *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. It is estimated that the cost of repairing the damage (i.e., replacing riprap) at \$110,000 (based on 110 LF @ \$1K/LF). The Airport will need to proceed with repairs.

- **NO CHANGE**– *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) continues with the second crossing project 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. JNU Airport will continue to voice concerns with any bridge option that will impact airport approaches, departures or future development. Please visit the ADOT website for the project www.jdnorthcrossing.com or make comment to the project email JDNorthCrossing@dowl.com.

- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting.* After introduction by Senator Sullivan, the language that would include the MALSR in the FY23 Reauthorization Bill (that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion) has gained support from the House. 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. A new five-year Corps of Engineers wetlands permit has been issued.
- **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** - *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. See Manager’s Report, above, as this issue has escalated again.
- **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** – *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
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimb
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimb
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

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

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

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

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

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

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

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

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

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

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



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: October 4, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: In September, 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 has not yet received a conceptual plan from the project architects 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 FAA grant has been received and the contract with SECON was fully executed on October 4, 2023. JNU will be executing the construction administration and inspection (CA&I) contract with DOWL within the next week as well.

In advance of the project award to SECON, JNU has advanced the following:

JNU / DOWL has issued RFP 01 to SECON. This RFP is asking for a deductive proposal to reduce the height of the six (6) new ramp light poles from 60 feet to 57 feet and to remove the obstruction lights from the contract scope of work. The engineers estimate for this work is a deduct of \$15,325.

JNU / DOWL has issued RFP 02 to SECON. This RFP is asking for a deductive proposal to delete the contract requirement to slurry 67 feet of 24-inch culvert in the Phase 2A work area. This culvert was to have been filled with grout and abandoned in place but must remain in use following changes made to the adjacent Parking Lot Improvement project. The engineers estimate for this work is a deduct of \$6,200.

JNU / DOWL met informally with SECON on 09.20.2023 to discuss the late award of the project and the amount of work, if any, that could be addressed prior to winter shutdown. In this meeting, SECON elected to hold off on the start of any construction operations until the early spring of 2024.

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: Dawson Construction returned during the week of September 25–29 to address the additional work items that had been identified in the September 30, 2022, inspection by Carlisle SynTec Systems. Per this inspection, the Carlisle 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. This work has not yet been completed and is being done at no cost to JNU. 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 has finalized the last of the outstanding project RFPs, Change Orders and Contractor Pay Requests and has officially closed out the BE19-218 construction contract with SECON.

JNU is currently working with CBJ Engineering / Contracting on finalizing Amendment 3 to DOWL’s E20-070 design contract. This Amendment, in the amount of \$9,991.25, is compensating DOWL for their additional labor associated with complying with the mandated COVID-19 protocols over the two-year construction period. Following the execution of Amendment 3, final payment will be made to DOWL, and the E20-070 contract will be officially closed.

The project Engineer’s (close-out) Report has been completed and has been submitted to the FAA.

Gate K (Crest Street) Culvert at Jordan Creek: The replacement culvert has been placed and backfilled, and the access road has been reconstructed and re-paved. The construction area has been re-opened to vehicular through traffic and the temporary traffic detour has been removed. JNU and proHNS Engineers have determined that the project was Substantially Complete on September 21, 2023 – three weeks ahead of the revised schedule. Work items not yet completed include the following:

- The streambank material and stream substrate material has not been installed within the culvert in accordance with the project documents. This material has not been placed uniformly within the culvert, resulting in more of this material having been placed at the culvert ends than was placed in the middle of the culvert. The vertical clear dimension of 6’-3” (distance from underside of top of culvert to top of stream substrate material) as shown on the Typical Section on Sheet 6 of 10 has not been achieved at the culvert ends. The current installation has reduced the maximum design flow capacity of the new culvert.

Jordan Creek is currently flowing freely through the culvert, and water is not backing up upstream of the new culvert. As such, JNU has agreed to allow SECON to return when the creek water level has gone down enough for the streambank and substrate material to be evenly and safely distributed.



High water in Jordan Creek prevented the streambank and substrate material (required by the ADF&G) from being distributed evenly through the culvert.

- Seal the new asphalt to existing asphalt pavement joints per Item 401-3.10 Joints. SECON will complete this work on the next dry day.

- Complete the per- and polyfluoroalkyl substances (PFAS) remediation work, the scope of which has not yet been identified. See below:

The issues associated with the additional environmental work on the Gate K Culvert Replacement project have largely been resolved, and – as reported earlier - 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’Connel 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. **UPDATE:** The asphalt has been 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’Connel 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. **UPDATE:** At the completion of construction operations, there were no soils materials surplus to the project.
- 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 04 to address the associated remediation and disposal of these materials. **UPDATE:** The results from the project PFAS sampling / testing have not yet been received. SECON has consolidated the sludge that had accumulated from the water filtration settling tank into ten (10) 55-gallon drums which remain staged on site. SECON has also collected three (3) 55-gallon drums of GAC material from the GAC drums that were used to treat the groundwater. If PFAS is detected in levels that will require remediation, these materials will need to be shipped out of Juneau.

COST: This project was awarded a CARES grant for \$670,426. This amount covered the design, construction and contract administration costs. The project bid / award amount was \$555,213. RFP 02 was subsequently issued to SECON to address the ADEC requirements for a project specific PFAS plan, testing and filtration during dewatering. SECON’s proposal for RFP 02 was \$88,000.00. The remaining costs to be identified and addressed will include the following:

- The cost of remediation if found to be necessary (RFP 04).
- The cost of materials quantity adjustments. JNU and proHNS are currently working with SECON to identify all quantity adjustments and associated costs.

proHNS Engineers continue to provide limited CA&I services for this project. They are standing by to help JNU with the project close-out process.

Lastly, the photo below shows the heavily deteriorated bottom edge of the old culvert. The heavy pitting strongly suggests that the deterioration is the result of electrolysis. This pitting and the numerous holes led to the structural (crush) failure of the existing culvert which could no longer support the weight of the roadway

and vehicle traffic. For the short term, JNU has directed SECON to install sacrificial zinc anodes to the new culvert to slow the electrolysis process. For the long term, the issue of stray electrical current from the airfield lighting system needs to be reviewed and a containment solution identified.



Heavy pitting along the lower – submerged – edge of the old culvert.

Fuel Station Access Control/Fuel Monitoring/Tracking: In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ's term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

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

End of Report



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Ke Mell, Airport Architect
DATE: October 4, 2023
RE: Airport Architect's Report

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

Parking Lot Repairs: *All asphalt paving and nearly all concrete work is complete. Secon has released the short-term parking lot to JNU for use, and Republic is operating it. **Soon JNU expects the release of the taxi and ground transportation pick-up and staging area and the long-term parking lot. Long-term parking will then transition from the temporary lot on the airfield by FedEx back to the long-term lot. The payment kiosks for long-term parking will be moved to the front of the terminal, as with short term. As parking in the temporary long-term lot is capped at two weeks duration, it will take approximately that length of time to clear the lot.***

Substantial Completion is expected before the end of October, although it has not yet been scheduled.

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 and fixtures are currently expected in late October and will be installed immediately.**

The oil/grit separators were installed at the east end of the employee lot on September 25 and on the airfield by Coastal Helicopters on September 26. The asphalt on the airfield was patched on September 28.

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 those in the bid documents at the end of the project. At this point, DOWL anticipates that quantity reconciliation will increase the contract total *by at least \$600K; **final quantities have not yet been received. Quantity reconciliations on civil projects are typically 10-15% of contract value. Secon's current contract is for \$8.28M, of which \$600K is 7%.*** The Board will likely be asked to approve additional CARES funds to that end. CARES funds must be expended by late April 2024.

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 October 4, 2023
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JNU staff have been working closely with Secon, DOWL (engineering consultants), Republic/REEF Parking, and stakeholders to minimize the inevitable disruption of a major improvement to airport parking. Staff appreciate the patience of all during the process.

The temporary long-term parking lot is operating on the airfield north of Alaska Seaplanes' new building, near FedEx. JNU has only had one complaint, which was addressed. Temporary long-term parking has close to 200 spaces. 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.

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 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 has begun to turn in submittals.* Robson has submitted a tentative schedule with installation in **mid-to-late January**. Staff will coordinate the installation schedule with Transportation Security Administration (TSA) and Alaska Airlines. 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: *Dawson has received Limited Notice to Proceed and is sending in submittals. Staff expect full Notice to Proceed shortly, pending receipt of additional paperwork from the PBB manufacturer. In early August the estimated lead time for the PBB was 9 to 16 months. When the shop drawings are approved and the order is placed, we will have a firm schedule. Preparation of shop drawings may take two to three months.* 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 stored in the Snow Removal Equipment Building (SREB). *Assembly has progressed extremely well, with over ¾ of the units completed and installed in the Departure Lounge. Staff anticipate completing the assembly by mid-October.* Seating removed from the departure lounge will be moved to other locations in the terminal. *After assembly of seating with backs, staff will assemble and install new benches to replace worn-out upholstered benches and temporary benches on the first floor.*

Alaska Seaplanes Building: *The baggage belt has been installed but will not operate until Alaska Seaplanes occupies their building, anticipated later this month. The connections between the buildings are mostly complete, with details like parapet flashings still outstanding. JNU staff are closely monitoring the work. Dawson continues to 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. Staff have responded with comments but have not yet received a response.*

Alaska Seaplanes 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 is installing the roof under a bubble. The framing is up and walls are sheathed, but no doors, windows, or siding have been installed yet. 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: *JNU has returned comments on the 95% set to the consultants. The project requires trenching and installation of buried conduits 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, JNU has accepted a proposal from Secon (through the parking lots project) to do the work this fall for \$99,700. **Secon expects to complete the work in October.** This work was not included in the original scope of work, as it was initially hoped that sufficient electrical capacity would be available at Sand/Chemical building. During design, an analysis of electrical capacity determined that additional capacity would be needed. While expensive, the work needs to be done to accommodate the boiler and prior to the Spring CARES funding expiration. DOWL concurred that the price is reasonable under the circumstances (working in October, expedited ordering of materials, etc.).*

The temporary boiler will be needed again this winter; *the contract has been negotiated.*

JNU Buried Tank Removal & Replacement (formerly Old Shop UST): *Staff are awaiting the 100% documents from Nortech. As winter approaches and the project has not yet been bid, **the work will be winter construction**, and may require ground thawing blankets for installation of the concrete pad under the new tank and for removal of the old tank. Potential additional costs for winter work have not yet been determined.*

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 a buried fuel tank feeding the oil-fired boiler which heats the building. Both the buried tank 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 \$13,297; the contract was for \$195,400.00.