



AIRPORT BOARD AGENDA

July 13, 2023 at 6:00 PM

Airport Alaska Room/Zoom

<https://juneau.zoom.us/j/82856995400?pwd=YUNld2p1OFI3TnY3NUpKa3BRQmFidz09>

or Dial: 1-833-548-0276,

Meeting ID: 828 5699 5400, Passcode: 697369

TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962

BY 3:00 PM ON JULY 12, 2023

A. CALL TO ORDER

B. ROLL CALL

C. ELECTION OF OFFICERS

D. APPROVAL OF MINUTES: June 8, 2023

E. APPROVAL OF AGENDA

F. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

G. UNFINISHED BUSINESS

- 1. TEMSCO Request for Wastewater Tie-in Reimbursement.** As a follow-up to May and June Airport Board meetings on the TEMSCO wastewater request for reimbursement, staff was asked to reach out to the Federal Aviation Administration (FAA) and City & Borough of Juneau (CBJ) for reimbursement possibility (vs. rent credits) for TEMSCO's installation of the sewer line estimated at \$281,000. The FAA responded: *"This could be done with CARES but would require a development addendum (next FY (fiscal year)). You could reimburse them with CARES funding assuming we get HQ approval to proceed with the addendum."* The Airport could start the process but would need to get approval from FAA HQ. CBJ Purchasing responded that since procurement was not required, we could simply do a check request. At this point, it is up to the Board, pending final approval from FAA HQ as a qualified project. If the Board wants staff to pursue the request with the FAA, the project will not be reviewed until after October 1, 2023.

Further discussion at the Board meeting.

H. NEW BUSINESS

- 2. Capital Improvement Project (CIP) Match Transfers (Attachment #1).** The Airport is closing out some the CIP projects that will have residual local match Sales Tax that needs to be transferred to new projects to make the funding 'whole' once FAA grants are received. The Ramps Project and Passenger Boarding Bridge (PBB) will both require additional local match.

Staff requests the Board approve the following transfers of sales tax money between project accounts before final Assembly approval. See Attachment #1 Summary Table for Sales Tax Local Match Transfer.

Board Motion: *"Approve the transfer of \$185,604.96 from RSA2C (A50-091), \$200,000 from Land Acquisition (A50-100) and \$14,157.22 from Ramp LED Lighting (A50-094) to the Ramp Improvements project (total transfer of \$399,762.18); and transfer of \$57,304.17 from Snow*

Removal Equipment (A50-103), \$9,877.62 from Design Taxiway Rehab (A50-090) and \$20,365.25 from Construct Sand/Chem/Fuel Facility (A50-097) to the Gate 5 PBB project (total transfer of \$87,557.04); all local match sales tax, and forward to the Assembly for final approval.”

3. **Ramp Improvement Airport Improvement Program (AIP) Design Grant Additional Appropriation.** On August 18, 2022, a special Airport Board meeting was held to appropriate \$2,017,881 for Design Ramp Improvements Capital Improvement Project (A50-104), pending receipt of FAA AIP grant. On September 8, 2022, the Airport received the grant from the FAA for \$2,152,407, which was \$134,526 more than the original application and grant appropriation. The FAA had inadvertently programmed the grant for the full project amount, rather than the 93.75% participation amount. The FAA requested that we not adjust the grant; rather, adjust the data sheet to reflect the grant award amount; an additional \$134,526. This amount had not been approved or appropriated by the Board or Assembly. To avoid confusion with the grant accounting and close-out, the additional \$134,526 needs to be appropriated to make the CIP accounting match the grant.

Board Motion: *“Approve the additional FAA AIP grant amount of \$134,526 for the Design Ramp Improvement CIP (A50-104) to match FAA grant award and forward to the Assembly for final approval.”*

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

I. CORRESPONDENCE

J. COMMITTEE REPORTS

7. Finance Committee
8. Operations Committee: July 14, 2023, 10:00 a.m. - Alaska Room/Zoom regarding Part 135 Ramp Parking and Vehicle Service Road

K. ASSEMBLY LIAISON

L. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

M. BOARD MEMBER COMMENTS

N. ANNOUNCEMENTS

O. NEXT MEETING DATE: August 10, 2023

P. EXECUTIVE SESSION

Q. ADJOURNMENT

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

ATTACHMENT #1

Capital Improvement Project (CIP) Match Transfers

SUMMARY TABLE for Sales Tax Local Match Transfer

7/7/2023:

<u>Action</u>	<u>CIP</u>	<u>Title</u>	<u>Transfer OUT</u>	<u>Transfer IN</u>	<u>Transfer TO</u>
CLOSE	A50-091	RSA2C	\$185,604.96		Ramp Improve
	A50-100	Land Acquisition--Planning	\$200,000.00		Ramp Improve
CLOSE	A50-094	Ramp LED Lighting	\$14,157.22		Ramp Improve
CLOSE	A50-103	Snow Removal Equipment	\$57,304.17		Gate 5 PBB
CLOSE	A50-090	Design Twy Rehab	\$9,887.62		Gate 5 PBB
CLOSE	A50-097	Construct Sand/Chem/Fuel Facility	\$20,365.25		Gate 5 PBB
	A50-104	Ramp Improvements--121/RON Ramp Rehab/135		\$399,762.18	
	A50-107	Gate 5 PBB		\$87,557.04	
				\$0.00	
			<u>\$487,319.22</u>	<u>\$487,319.22</u>	

AIRPORT MANAGER'S REPORT – July 13, 2023

a. Recruitment Updates:

Airport Business Manager: The Airport has hired Angelica Lopez-Campos as the Airport Business Manager, following John Coleman's retirement in June. Ms. Lopez-Campos has 20 years of City & Borough of Juneau (CBJ) Finance experience ranging from department budgets to capital improvement programs administration/billing of federal payments. Ms. Lopez-Campos will officially start with the Airport July 24.

Airfield Senior Mechanic: The Airport has hired Justin Swick as the Airfield Senior Mechanic, following Mike Roggenkamp's retirement in May. Mr. Swick has nearly 20 years of experience on many types of specialized snow removal and other heavy equipment. Mr. Swick will start July 24.

b. 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. The FY24 shortage of \$118,700 will be covered with CARES funding. The CRAB reflects the approved use of the additional \$108K for funding the Float Pond Phase 2 Design work until reimbursed by the FAA grant.

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

Further discussion at the Board meeting if the Board wants to pursue any further use of operational funding, bond interest payment, or project match (so long as the draw down occurs prior to April 27, 2024).

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

- **NEW** – *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.

- **NEW** – *Alaska Department of Environmental Conservation (ADEC) Compliance Order by Consent (COBC) Close-out.* On March 9, 2020, ADEC performed a compliance inspection of the Airport's Storm Water Pollution Prevention Plan (SWPPP). Due to the inspection, a Notice of Violation was issued by ADEC and a COBC was signed March 1, 2021. The compliance order was issued for a two-year period and was adhered to for the duration. The paperwork has been sent in to ADEC for the termination of the COBC.

- **UPDATE** – *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. On June 23, the Airport Manger discussed the concerns of a bridge at either Sunny Point location and the Airport approaches with Federal Aviation Administration (FAA) Airports Division; they were equally concerned. FAA Airports met with Commissioner Binder and team to relay on the aviation concerns. JNU Airport will continue to voice concerns with any bridge option that will impact airport approaches, departures or future development. Please visit the ADOT website for the project www.idnorthcrossing.com or make comment to the project email JNorthCrossing@dowl.com.

- **UPDATE** – *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 in 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. In June, the Airport received a new five-year Corps of Engineers permit for the work in the wetlands.

- **NO CHANGE** - *Title 49 (Jordan Creek) Variance Request*. Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.

- **NO CHANGE** – *Transportation Security Administration (TSA) passenger screening checkpoint equipment*. This project is on hold due to construction requirements for the larger equipment.

- **NO CHANGE** - *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They perform weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt.

- **NO CHANGE** - *United Parcel Service (UPS) Package Bin Theft*. Staff continues to work with UPS on the outgoing drop-boxes that fill/overflow to avoid theft of packages.

- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, surveying the test wells to determine flow direction, including two private wells within the test radius.

- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>.

- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.
- **NO CHANGE** – *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

ATTACHMENT #2

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$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.

ATTACHMENT #3

<u>Type of Expense</u>	<u>Description</u>	<u>Amount</u>	<u>Fiscal Year</u>	<u>Final OR In Progress</u>
	CARES grant Award	21,736,343		
	CRSSA grant Award	3,324,451		
	ARPA grant Award	5,430,992		
	TOTAL GRANTS:	30,491,786		
Ops Deficit	FY20 Operational Expenses	(727,145)	2020	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,427,111)	2021	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,453,789)	2022	Final
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	2023	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(1,611,200)	2023	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	2024	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	2024	In Progress
Debt Service	FY21 Airport GO Bond debt service	(602,375)	2021	Final
Debt Service	FY22 Airport GO Bond debt service	(662,625)	2022	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	2023	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,000)	2024	In Progress
Project - Match	Ramp Project Match	(312,500)	2023	pending
Project	TWY Regulator Upgrade (appropriated)	(203,028)	2023	In Progress
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	2023	In Progress
Project	Parking Lot Design (max) - Estimate	(767,783)	2023	In Progress
Project	Terminal Ceiling	(350,000)	2023	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	2023	In Progress
Project	Terminal Seating	(450,000)	2023	In Progress
Project	SREB Circulation Pump Upgrade *May 22 bids	(165,000)	2023	In Progress
Project	Sand/Chem bldg Back-up Boiler TBB July 2022	(175,000)	2023	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	2023	In Progress
Project	SREB Wash Bay Protection	(49,925)	2023	In Progress
Project	NWDA Electrical Upgrades	(296,400)	2023	In Progress
Project	Float Pond Electrical Upgrades	(190,000)	2023	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	2023	In Progress
Project	Old Shop UST remove/replace/cleanup	(147,150)	2023	In Progress
Project	Forklift vehicle	(48,715)	2023	Final
Project	Bagwell Gas Detect \$43k desgn+construct 195.4k pend	(238,400)	2023	In Progress
Project	Man Lift	(20,000)	2025	In Progress
		1,446,271		



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: July 5, 2023

RE: Airport Architect's Report

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

Parking Lot Repairs: *It's been an eventful month. Secon started work in the rental car lot with asphalt removal and trenching for new lighting on June 12, and on the airfield, laying the new main storm drain line on June 14. JNU staff and Secon closely coordinated with Coastal Helicopters to minimize the impact on Coastal Helicopter's operations. Secon has Substantially Completed the airfield work, although they will be returning in September to install an oil/grit separator that has a lead time of several months. Secon has completed most of the work in the rental car lot; all that remains is paving and concrete work at the east end of the lot and striping the entire lot. Secon replaced a section of the main water line serving Capital City Fire & Rescue and the hangars of Coastal, Ward Air, and AK Seaplanes east of the terminal on the night of June 29. Work that was anticipated to take 4 hours took 10 hours, as the existing ductile iron water main was gently curved and the water line bypass (which was fabricated straight based on available drawings) required considerable effort to install. **JNU expects Secon to complete work in the rental car and employee lots and move to the short-term parking and ground transportation staging areas in the next month.***

Rental cars and employees are parking in the former long-term lot, with few difficulties. Each rental car company has their own parking area, which are separate from the employee parking area.

Secon has accelerated their schedule and currently projects finishing work in early October. This is one month before Contractual Substantial Completion. JNU and Republic/REEF parking have been cooperating with Secon to facilitate the acceleration.

With completion of taxi staging and short-term parking (about the end of August), those functions will return to new parking lots in the same areas in which they were previously located. This will enable the rental cars to move back into their lot east of the terminal. On completion of the employee parking area (in July) employees will move back into their lot.

Last, Secon will reconstruct the long-term parking lot (completion anticipated in early October). Long-term parking will begin transitioning from the temporary lot on the airfield by FedEx back to the long-term lot. That transition should be complete by the beginning of November—just in time for winter. JNU staff have been working closely with Secon, DOWL (engineering consultants),

Republic/REEF parking, and stakeholders to minimize the inevitable disruption of a major improvement to airport parking. Staff appreciate the patience of all during the process.

Short-term parking will move within the existing parking lots in response to the progress of construction. Short-term parking will be pre-paid at payment kiosks on either side of the main entrance to the terminal. The short-term rate will remain unchanged. Republic will have employees on hand to assist customers with making payments, to direct them to available parking and to patrol to ensure payment.

The temporary long-term parking lot is operating on the airfield north of Alaska Seaplanes' new building, near FedEx. Staff reports that this is going well; people are paying in advance as they are supposed to, and JNU has only had one complaint, which has been addressed. Temporary long-term parking has close to 200 spaces, *which are not all full*. There is a 14-day limit (rather than the normal 30 days). During construction, there will be no long-term weekly rate; just the daily rate of \$16/day. Parking will be pre-paid at payment kiosks in the temporary long-term lot, or by application.

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

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

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

Gate 5 Passenger Boarding Bridge (PBB) Replacement: ***Bids will be opened on July 19.** There is interest from several potential bidders.* The project was advertised for bids on June 8. The cost estimate at 95% design was \$3.2M, of which the PBB itself was estimated at \$1.9M. The estimated lead time on the PBB is 40 weeks; installation is scheduled for late spring/early summer of 2024 in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.

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

will be assembled by JNU personnel and installed in the terminal to accommodate Christmas holiday travelers.

Alaska Seaplanes Building: *Dawson continues work. They are installing the exterior siding and continue to work on the interior. AK Seaplanes has submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. JNU staff are reviewing the ATIR.*

In April, Dawson removed a bit of siding to tie the floor of the pedestrian connection into the foundation of the terminal's north wall. The wall itself has not been opened. Dawson will give JNU staff advance notice. JNU staff are closely monitoring the connections to the terminal building.

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

NorthStar Trekking Addition: NorthStar has submitted an ATIR to JNU and drawings to JNU and the CBJ Permit Center for a new Tour Center next to but structurally separate from their hangar building on Lot 6A. The new building will occupy a portion of their existing parking area. *JNU staff have reviewed the ATIR. NorthStar has received a building permit.*

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

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

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

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

Bagwell Mechanical Repairs: *JNU is awaiting the Notice of Completion (NOC) and final invoice from Schmolck. Greg Smith, CBJ Engineering Contracts Administrator was informed by the State of Alaska Department of Labor (DOL) that they have wage and hour compliance issues with the*

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project. Strictly speaking, this is between DOL and Schmolck, however, JNU cannot approve payment of the final invoice without the NOC, which will be issued when the compliance issues are resolved. The final payment will be for \$13,297; the contract was for \$195,400.00.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: July 6, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: No change since last report. Dawson Construction still has project punch-list items, work items required by the original construction contract, and work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders to complete. JNU continues to work with Dawson to finalize these outstanding work items.

The primary focus on the project continues to be the modifications needed to bring the glass guardrail assembly around the second floor through-floor opening into code compliance. The current version of this assembly is a modified version of the original design (taller glass panels), and the resulting assembly does not meet the lateral resistance required by IBC Section 1607.8.1. The project design team has submitted a proposal from Capital Office Supply to furnish and install a full-height (floor-to-ceiling) glass assembly as a replacement for the existing glass guardrail. This proposal appears to be incomplete and is under review by JNU.

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.

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design. This project was released by City & Borough of Juneau (CBJ) Contracts for competitive bid on June 28, 2023, with bids due on July 19, 2023, if the bid date is not extended by addendum. The project pre-bid conference was conducted on July 6, 2023, with representatives from JNU, CBJ Contracts and DOWL present. Only one potential bidder (SECON) was present at this meeting. One addendum has been issued on this bid, and a second will be issued when completed.

The estimated construction cost of the project base bid is \$12.3M. This estimated cost excludes JNU Administration costs or Construction Administration and Inspection (CA&I) fees. The addition of these items brings the estimated base bid project cost to \$14.5M.

The project currently includes one additive bid alternate. If awarded, BID ADDITIVE No. 1 will address the mill and asphalt paving overlay work within the 135 Apron (PHASE 8, PHASE 9, PHASE 10 and PHASE 11). The estimated cost for this work is \$3.5M.

The project bidding and construction documents, as well as the Construction Safety & Phasing Plan (CSPP) identify 12 project work phases. These phases, and associated sub-phases, were developed to address safety concerns and to minimize disruption to aircraft movement and tenant operations. The contract has been set up to allow construction operations to continue from the Fall of 2023 through to the Fall of 2026.

JNU has issued a scope of work document to DOWL which outlines the extent of CA&I services to be provided by DOWL during the construction phases of this project. DOWL has submitted an initial CA&I fee proposal, which is currently under review by JNU.

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

Rehabilitate Access Road (Float Pond Improvements – Phase 2): SECON has completed the project punch list work, and JNU continues to work with PND Engineers and SECON on project close-out. PND Engineers continues to work on the Engineers Report, which will be submitted to the Federal Aviation Administration (FAA) as soon as it has been completed.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: No change since last report. JNU continues to work with SECON, DOWL and Morris Engineering Group to finalize the last two Request for Proposals (RFP’s) and to wrap up the remaining project punch-list work items.

JNU has asked DOWL to review SECON’s proposal, in the amount of \$55,676.21, for **RFP 027REV1 – EXISTING ALRV & EXISTING GENERATOR.** This RFP was issued to address a number of work items, including work associated with the creation of the dual-ALRV installation. DOWL has been asked to review RFP 027R1 and to identify any work items that have been completed that have not yet been incorporated into the contract by Change Order.

JNU has also asked DOWL to review SECON’s proposal, in the amount of \$148,614.98, for **RFP 029 – ADDITIONAL ALRV WORK.** This RFP was issued to address the work intended to finalize the temporary dual-ALRV installation into a permanent dual-ALRV installation. JNU has asked DOWL to provide a breakdown of SECON’s RFP 029 proposal to identify what each work item is worth. DOWL has also been asked to prioritize the work tasks in terms of most needed to least needed. With this information, JNU can better evaluate how (or if) we should proceed.

Gate K (Crest Street) Culvert at Jordan Creek: Following JNU’s receipt of the FAA CARES grant, CBJ Contracts issued a Notice-of-Award and Notice-to-Proceed to SECON on June 14, 2023. Per the terms of the construction contract, the work must be determined to be substantially complete within 130 days from Notice-to-Proceed, which is to now occur on or before October 22, 2023.

SECON is currently working on preparing their administrative and materials submittals, which will include their overall project schedule, their materials delivery schedule and their in-water work schedule. Once this schedule information has been received, JNU will convene the project pre-construction meeting.

The work to remove and replace the culvert is still anticipated to require 40 days, but at this time, the anticipated work start date is unknown. During the 40 day work period, the airfield access over Jordan Creek

at the Gate K culvert will be closed. Gate K will remain open for use, and a detour will be provided per the project Safety Plan.

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

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

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

Upgraded Power to the Northwest Development Area (NWDA): No change since last report. AEL&P is currently gearing up for the 2023 summer work season, and will soon resume work to extend new 12.5 KW 3-phase electrical service into the NWDA. This work will complete the upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA. AEL&P has not yet provided a schedule for this work.

End of Report