



AIRPORT BOARD AGENDA

January 11, 2024 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 JANUARY 10, 2024

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. December 14, 2023, Minutes

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. PRESENTATION: NORTH DOUGLAS CHANNEL CROSSING - Steve Noble and Ben Mello from DOWL will be at the meeting to present the status of the project to-date and to take questions/comments.

G. UNFINISHED BUSINESS

2. **CARES Funding Update/Finance Committee (Attachment #1).** On December 20, 2023, the Airport Board Finance Committee met to discuss the CARES, CRRSAA, ARP Grant Summary Update (Attachment #1). Staff continues to gather final numbers of 'CARES' (collectively) grant use. Updates to the projects (Parking Lot, Gate K – PFAS (per- and poly-fluorinated alkyl substances)) are shown, as well as some suggested changes in use (remove fuel access control/generator). Specifically, there were some additional changes discussed at the meeting:

- a. TEMSCO Sewer Line Reimbursement \$295K. In speaking with the Federal Aviation Administration (FAA) again, they stated that in order for the sewer install to be paid with CARES money, the Airport would still have to submit an application, and more importantly, complete environmental review on this prior to construction. What this means is that the Airport and TEMSCO would have needed to start the environmental/application process 1.5 years ago in order to be considered for CARES grant, and construction completed by January/February 2024. Based on this information, the Airport will be exercising 'Plan B' (motion passed at the July 13, 2023, Airport Board meeting) and the Airport will reimburse TEMSCO through rent credits. This puts \$295K back into the available 'CARES' funds, as shown.
- b. Sand/Chemical Back-up Boiler. The Board approved the estimated \$175K for the project. Design costs were just under \$45K, and preliminary work for electrical trenching and conduit was completed at a cost of \$99,700. The 100% design estimates have much higher-than-expected costs: mechanical at \$334,733 and electrical at \$125,971, for a total of \$461K to go out for bid. Staff wanted the Board/Finance Committee to review and decide if the Airport: 1) continues this work and see what bids come in at; 2) reduce the scope to a portable boiler at an estimated \$175K (still needs to be moved in/out); or 3) continue to lease a boiler unit at \$40K/year. This project is being done through the operations budget and not restricted to the April 2024 deadline. This was discussed at length at the Airport Finance Committee Meeting. The Finance Committee made a two-fold suggestion to the full Board:

Board Motion: “1) Go out for bid, see what bids come in at and bring back to the Board for consideration prior to accepting; and 2) continue to lease a boiler until (currently at \$40K/year) with the idea that this may be the long-term solution if bids are too high.”

The current projected balance of ‘CARES’ is just under \$300K, at this time. The first CARES grant will be completely used by the April 2024 deadline, the remaining funding (CRRSAA/ARP) expire in March 2025/August 2025.

3. **Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service - Update.** At the December 14, 2023, Airport Board meeting, staff briefed the Board that the back-up ARFF truck (A-2) was no longer certified for airfield use, per FAA requirements. Parts needed for mandatory chemical testing were no longer available due to the age of the truck (1993). This means that if either of the other ARFF trucks (A-1, a 3,000 gallon truck; A-3, a 1,500 gallon truck) go out of service, JNU will not meet the ARFF Index required by Alaska and Delta for the 737-800/900 (of five flights or more per day). JNU is scheduled to replace an ARFF truck this year using FAA Airport Improvement Program (AIP) funds, but delivery will take time. Capital City Fire and Rescue (CCFR) has a lead on an interim truck located in Alaska. CCFR plans to send two folks (Chief and Mechanic) to inspect the truck next week to make sure it will work for JNU. The cost breakdown for this interim truck, if it passes inspection:

Shipping:

Alaska Marine Highway (AMH) estimated \$4,080 (cheapest but not available until April), plus trucking to Whittier \$1,750

-OR-

Alaska Marine Lines (AML) cost is estimated \$13,747

Retro-fit e-One foam testing system \$9,210

Aqueous Film Forming Foam (AFFF) fire fighting foam fill-up \$8,200, plus spare foam

Lease of truck to be negotiated \$500 to \$1,000/month

In this option, the cost to get the truck to JNU is \$23,240 to \$31,157 (depending on AMH or AML shipping), plus the monthly rental cost.

A truck from a leasing company is \$160,000 for the first year and \$140,000 for the second year. Having a back-up ARFF means that scheduled jet service continues if one truck goes down. Airport staff will continue to work on the in-state option from another airport. However, if it does not pass inspection, the leasing company may be the only option. Staff will continue to keep the Airport Board updated but will continue moving forward to secure an interim ARFF truck based on FAA requirements.

H. NEW BUSINESS

[4.](#) **Airport Manager's Report - January 2024**

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

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

I. CORRESPONDENCE

J. COMMITTEE REPORTS

7. Finance Committee

8. Operations Committee

K. ASSEMBLY LIAISON

L. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

M. BOARD MEMBER COMMENTS

N. ANNOUNCEMENTS

O. NEXT MEETING DATE: February 8, 2024

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.gov.

MINUTES of
AIRPORT BOARD MEETING
December 14, 2023
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:00 p.m.

B. **ROLL CALL:**

Members Present:

Al Clough	Jodi Garza	Dan Spencer
Dennis Bedford	Chris Peloso	
Jason Custer	Eve Soutiere	

Staff/CBJ Present:

Patty Wahto, Airport Manager	Mike Greene, Airport Project Mgr.
Andres Delgado, Airport Sup't	Christopher O'Brien, Senior Equip. Op.
Angelica Lopez-Campos, Bus. Mgr.	Sherri Layne, CBJ Law
Ke Mell, Airport Architect	

Public:

Alex Wertheimer, Public	Dave Hanna, Access Alaska Coalition
Ron Sommerville, Public	Sarah Lowell, Coastal Helicopters
Tom Williams, Ward Air	

C. **APPROVAL OF MINUTES:**

1. Dan Spencer moved to approve the November 9, 2023, Airport Board minutes. The motion passed by unanimous consent.
2. Eve Soutiere moved to approve the November 30, 2023, Airport Board minutes. The motion passed by unanimous consent.

D. **APPROVAL OF AGENDA:** *Eve Soutiere moved approval of the agenda. The motion passed by unanimous consent.*

E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** Tom Williams, Ward Air, spoke to testify on the letter that was drafted and removed from the agenda. He applauded the Board for removing it from the agenda. He thanked the staff for participating on the Technical Advisory Committee. He said it seemed the Board was prematurely and unduly stopping two of the options that were still out for public comment. If the Airport Board has concerns, he was sure they were being expressed in the public process. He thought it was premature because there are no specifics as to whether or not the two spots were going to be adopted or any specific design. There were too many generalities to simply say don't look at it. He thought any legitimate safety hazards should be and will be raised, regardless of which selection of the five DOT (Department of Transportation)

AIRPORT BOARD MEETING

December 14, 2023

Page 2

recommends. He is a proponent of the second crossing. His preferred route is the Mendenhall Peninsula because he did not think it should cross the wetlands if they don't have to. He was confident that DOT will take concerns into consideration. He was glad the Board did not proceed with shortcutting the public process. Board Member Dan Spencer asked at what point should the Board note their concerns. Mr. Williams thought the Board was weighing in on the public process. He thought the technical committee was there to meet those needs. He said the process needs to work out. There is a lot more to the whole process than just the Airport's concerns. Mr. Spencer said if the Board doesn't communicate their concerns now, then why would they wait until a decision is made before raising a concern.

Chair Clough said the Airport has been involved in this since the beginning. The information exchange that has come back to the Board and staff has been underwhelming to say the least. The Board remains very concerned that alternatives are moving forward and that the best the Board can tell with the information provided could very well conflict with Runway 26 RNP (required navigations performance). This is an extremely important issue, and the Board needs to get some higher attention to it. He understood letting the public process operate, but he also thought that as an airport user, Mr. Williams would share their concerns on anything that would compromise the Runway 26 RNP. Mr. Williams said they are all concerned about safety. He did not think the Board had enough information to say that any of the alternatives and the actual design cannot mitigate any concerns. Ward Air, as an operator, would definitely weigh in on anything they thought was a safety issue. There could be and he thought that was what the public process is, and it is very important to follow and raise the concerns. Chair Clough said that if the process would state that an alternative will not compromise an instrument approach into the airport, then the Airport is happy. That has not been stated and it gives the Board grave concern. He said Mr. Williams was well aware of the effort that was put forth to put in the RNP approach and the benefit that has been given to aviation throughout Alaska. This project does not take note of that, and it gives the Board an incredible amount of pause for what is going on. Comments have been given and the Board believes the concerns are starting to be heard. It has not been an easy road to get where we are now. The second crossing is not what the Airport is worried about. The Airport is worried about compromising the instrument approach. Mr. Williams said he would find it amazing that the DOT would not consider that. Chair Clough said he would agree but that is where the Board is concerned. They have not transmitted that line back to the Board.

Airport Manager Patty Wahto said she understood where Mr. Williams came from. The problem that the Airport has had is that numerous comments have been made and they are not in the summary at all. There have been a number of meetings where comments were made through the Technical Advisory Committee, and it has not shown up anywhere. That is where the concern has come from. Mr. Williams said he cannot tell why the comments were not put in there. It was possible that they were not considered a game changer. That is what he surmised. He found it amazing that DOT would just say they did

AIRPORT BOARD MEETING

December 14, 2023

Page 3

not care about the RNP. Ms. Wahto said the comments were very generalized comments that were submitted no less than six different times, and nothing shows up in the summary. Mr. Williams suggested any specific concerns are dealt with through the process. He said this town is all about process. Board Member Dennis Bedford said short and simple, the Board is very concerned that the process has been circumvented. They are not taking the Airport's comments seriously, if at all. It's like the comments just went away.

Dave Hanna said he is wearing two hats: a member of the Access Alaska Coalition, which helps foster transportation around the area. They are strong proponents of the second Douglas crossing. Their preferred alternative is the Mendenhall Peninsula route. He was also glad the letter was pulled for pretty much the same reason as Mr. Williams. He said let the process take place. He was concerned that the Airport's concerns have not been addressed. He said he would talk to Commissioner Anderson tomorrow and let him know that there has been a breakdown in communication. It is not acceptable. He thought the Airport's concerns could be addressed very soon in this process. He has talked to people in various agencies. He believed that even the Sunny Point crossing could be done without compromising the approach. He knows the Mendenhall Peninsula could be done without compromising the approaches. There are some really valid reasons for doing the Mendenhall Peninsula route. Not the least of which is if you went down the center of the peninsula and you needed all that rock to build the road all the way through, you take it out of the cut and straighten out the approach to the runway. With all of that aside, he hoped that the Airport could let the process play out and he will do his best to help the Airport – to see why the Airport's concerns are not put in the summary documents, because they certainly should be.

Mr. Hanna said the other hat is that he is a founding member of the Mendenhall Watershed Partnership, which turned into the Juneau Watershed Partnership, which actually works for the Southeast Alaska Watershed Coalition now. He has been very involved either orchestrating or actually constructing a plethora of mitigation projects, mostly in the Mendenhall Watershed, but outside, too. Over the last 20 to 30 years, he has compiled a big laundry list of mitigation projects, some of which have been accomplished. Most of them are waiting for funding. He said he had spoken to a couple of people he has worked with in the past and they are beginning to realize that the North Douglas crossing is an incredible environmental opportunity. A project like this comes up with mitigation funding and a lot of it. They could fix so many problems with this money. He encouraged the Board to keep in mind that this could be turned into a restoration opportunity, with a net benefit to the watershed.

Ms. Wahto said she had held a meeting with the FAA (Federal Aviation Administration) Airports Division Manager Kristi Warden who had talked to Commissioner Binder at the time and then sent out an email requesting that he contact the Airport about issues, specifically Sunny Point, but in general about the approaches. She never heard back and then it changed hands. This was started already by the FAA. She did not know if

AIRPORT BOARD MEETING

December 14, 2023

Page 4

Commissioner Anderson was brought up to speed. Mr. Hanna said he thought he could do that and make sure Mr. Noble was brought up to speed, too. He will do what he can. Chair Clough said he wanted it made clear – the Airport is not against bridge access to Douglas Island. What the Airport is concerned about is preserving the instrument approaches to the runways. We feel strongly that this current process is not paying proper attention to preserving those approaches, especially the RNP on Runway 26. It's very demonstrable of what geometry has to be that is a clear path for that approach. This is not being given its due deference in this process. The access to Douglas Island is not the Airport's issue. The Airport's issue is preserving the instrument approaches. He appreciated Mr. Hanna's efforts and understanding. Thus far the Airport has been very underwhelmed in how the process is dealing with that.

Ron Somerville, Mendenhall Wetlands Study Group (26 professional people who have dealt with the Refuge) and Territorial Sportsman, got the idea that they would participate in the process because they knew it was coming. They appeared at the last Airport Board meeting for some of the things that were going on. One was that something was submitted by DOWL to DOT, and it never appeared anywhere. They had other people who told them the exact same thing. Whether or not the Board feels appropriate for them to participate is up to the Board. He said they were not comfortable anymore. When they started this thing, they said it is all above board. They were not opposed to having a second crossing, but they wanted to make sure that the things that they were concerned about were included in the process. They have had to fight tooth and toenail. For instance, the Refuge is important to them, which was never shown on their maps until after they had a public voting process to determine which routes to be selected. People didn't even realize that the Refuge was there. They feel that the Refuge deserves special attention. They are adamantly opposed to the Sunny Point crossing. They have been in support of the crossing at Salmon Creek. If the Board waits much longer, you will be participating in the EIS process. Once DOWL gets done with this process, they will determine which routes they will continue with. If the Board has concerns about any route, they should make it known now. They received information that DOT is locked in on Sunny Point, that's why a lot of the stuff doesn't appear anymore. It is troubling to them because they were told from the beginning that this would be an open process. Everybody will be able to participate, and everything will be included. This is not true. Now they are fighting this behind the scenes. He encouraged the Board not to wait very long and say something, to at least express their concerns.

Alex Wertheimer, Mendenhall Wetlands Study Group, said he questioned the Board process. He was confused, having been at the November meeting and having a motion passed by unanimous consent by the Board to go forward with these comments and he understood that the comments were not going forward and being withdrawn. He said nothing about that has been reflected in the minutes at that meeting, this meeting or in the agenda packet. He asked if the Board would take action to reverse the unanimous decision. Chair Clough said the Board remains acutely involved and concerned about this

AIRPORT BOARD MEETING

December 14, 2023

Page 5

whole issue specific to the instrument approaches and the safety of aircraft transiting in and out of the airport area. Specific to these current comments, the Board was requested by the Mayor and Assembly to hold fast for a period of time so that more discussion can take place. The Board feels that their issues have risen to the top. The Board is an instrument of the City & Borough of Juneau and does work for the Mayor and the Assembly. The Board wants to get along with them and have them understand the Airport's issues and the Board likewise needs to understand their issues. Based on recent discussions with the Mayor and Assembly, it appears that the best course of action is to hold pat at the moment, continue the discussions and as Tom Williams and others have pointed out, there is a process that is moving forward. It should be clear to him and others that the sanctity of the instrument approaches remains the primary concern of the Airport and the Board will continue to raise the flag as necessary. The Board is an instrument of the City and when the City leaders ask the Board to hold still a little bit, it is probably the right thing to do to give them due deference.

Mr. Wertheimer said that there should be some sort of motion to take action to put this on hold, rather than determining it outside of the public process. Along that line is that within the existing process, there could still be a directive to the Manager who participates in the Technical Advisory Committee, which in their experience the group has not been particularly collaborative or cooperative with the Technical Advisory Committee, but still participates at that level and they are still open for comments from the Technical Advisory Committee to express the Board's concerns. Perhaps not to take it to the level of the previous motion, but to express the Board's concerns within the existing process. He knew that it had been done before, but it needs to be done again because they seem to ignore what has been done before.

Board Member Jodi Garza said the letter the Airport Manager put together that was published and removed included very general statements. Like Mr. Williams said, a lot of the stuff is unknown and undetermined because it is still in the feasibility sort-of stage. There was not anything specific, but very general. There is more information that needs to be gathered before a letter can be written with specific risks and specific concerns from the Airport. It is not known if the approaches are going to be troubling just based on what is known now from the committee. The Board decided to take a step back and communicate directly with DOWL and the Assembly and figure out the specific concerns from the process. If there are concerns, she hoped that the Airport would go on record.

F. **UNFINISHED BUSINESS:**

3. **Parking Lot Improvements Update:** Ms. Wahto said staff has kept the Board updated on change orders that have occurred throughout the project. The final numbers are now available. *Jodi Garza moved to approve an increase to Secon's construction contract for the JNU Parking Lot project at an amount not-to-exceed \$600,000. Funding provided by Airport CARES funding. The motion passed by unanimous consent.* Ms.

AIRPORT BOARD MEETING

December 14, 2023

Page 6

Wahto said the final numbers total is well under the \$600K. The change orders final total is \$460,745.

G. NEW BUSINESS:

4. Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service:

Ms. Wahto said that during the FAA certification inspection, the ARFF trucks were inspected. A-1 is the 3,000 gal. chemical truck; A-2 is a 1993 1,500 gal. truck; and A-3 is a 1,500 gal. truck that is a little newer. A-2 is so old that parts are no longer available to test the chemicals. It flows water and has chemicals, but it cannot be tested. Therefore, this vehicle has to be removed for ARFF as it cannot be tested. This leaves the bare minimum between the remaining vehicles. If either one of those goes down, the ARFF Index, which is what airlines require to fly into JNU, will go down. This means that Alaska Airlines would have to close down their flights until the Airport ups the index or they use smaller planes, which would be the 700s. The 800s and 900s aircraft frequency puts the Airport into the next ARFF Index requiring two vehicles. The Airport is scheduled to get a new truck, but it will take one year to make. The Airport is looking for a rental ARFF truck, which is available. Ms. Garza asked the ages of A-1 and A-3. Ms. Wahto replied A-1 is seven to eight years old. A-3 is 20 years old.

5. Airport Manager's Report:

a. Federal Aviation Administration (FAA) Annual Certification Inspection. Two inspectors were in town from November 28 to November 30. Overall, Ms. Wahto does not worry about the inspections. There is a great group of people between the Airfield crew and the ARFF station. This is a safe airport. A lot of the time it is administrative items – making sure records are properly documented or are in the right place. The biggest thing this year was the ARFF truck that had been in use. It is a huge item, but it has to be removed from the records and in the certification manual. Everything else went very well.

b. Coastal Helicopters Light Flights Fundraiser. Coastal Helicopters does the fundraiser every year. These flights were scheduled December 15 from 4:30 p.m. to 7:30 p.m. It benefits the Mendenhall Flying Lion's Club and Cancer Connection. They will be doing a food drive downstairs. Coastal Helicopters and the Airfield crew are working to make sure it is cleaned up on the ramp. It is hoped that the weather will allow the flights.

c. Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas. The Airport has filed with other airports against the mandate. Comments are due from the TSA on December 7. The Airport will receive an update soon and nothing further will happen with this until sometime in January.

AIRPORT BOARD MEETING
December 14, 2023
Page 7

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

- *Alaska Department of Natural Resource (ADNR) Land Conveyance Closeout*. Ms. Wahto spoke with DNR earlier in the week. They have all the mylars and are ready to do things but because the Airport has an aviation easement ready for the continuation of the MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights), they want to wait to transfer the final conveyance and do it at the same time as the aviation easement. The land is the Airports, it has not been recorded yet.

6. **Airport Projects Report – Mike Greene**. Mike Greene, Project Manager, reported the *Terminal Reconstruction Project* has four remaining issues that need to be addressed. 1) The glass guardrail replacement has moved forward to the point where a revised RFP (Request for Proposal) can be given to Dawson Construction for pricing. This will introduce full-height glass at the through-floor opening and get rid of the lower guard-rail glass that there is a disagreement about code compliance. Pricing should be received shortly.

2) The ground source loop field glycol replacement is basically a deferred maintenance item that must be addressed before the final terminal air balancing can occur. Dawson issued a proposal that was considered the Cadillac proposal that was a very thorough cleansing of the entire loop field and terminal heat pump system. After going back to the drawing board, it is thought that there is a simpler way to do the same process that is less labor intensive but would still result with a clean existing methanol system and give the Airport a brand-new system with new filters, strainers and everything up to speed so that after the system is balanced, it will be as good as it can be made for the next iteration. Hopefully this will come in somewhere lower than the \$480K from the Cadillac version to somewhere around \$150K.

3) The lighting control replacement is a deferred maintenance item discovered during construction. The existing lighting control for the older portion of the terminal had failing components and the components were not replaceable. The system that was selected did not survive its first 15 years of production and went out of production. The replacement components are being looked at to see if it will really cost upwards of \$160K and is there a better way to do it.

4) The terminal air balancing is the last piece that Dawson is contractually obligated to continue with and complete. It cannot be done until everything is up and running.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Staff has been working with Secon on project scheduling. The initial project scheduling has been included. It is a very lineal approach and was used to provide the project duration.

AIRPORT BOARD MEETING

December 14, 2023

Page 8

Another project schedule that Secon submitted is very aggressive, they have missed a few key points of the CSPP (Construction Safety and Phasing Plan) wanted to be done in relation to what areas you could work on and the impacts to tenants, airfield operations and safety concerns. Staff has met with Secon, and they have already changed the schedule, but they still missed some of the key points. From a meeting held earlier in the day, Secon will pull together another schedule, which will be more in tune with what has to happen on the airfield getting aircraft in and around work areas, into work areas, what gates will be available when, getting pedestrians in and out of ground loading areas, getting ground traffic in and around the work areas, minimizing impacts to Taxilane Hotel, etc. The process and meetings have been very productive and Secon is very willing to work on this.

Yesterday it was found that Alaska Airlines wants to replace Gates 3 and 4 passenger boarding bridges, which had been assumed to be pushed off. In a conversation with Alaska Airlines earlier in the day, Alaska Airlines was sure they would want to get them replaced this summer. Staff is waiting for confirmation from Alaska Airlines. Secon can work with that in trying to work that into the schedule, but this throws a huge wrench into everything they thought of so far. With the positive attitude from Secon, Mr. Greene thought those projects could be meshed together. Alaska Seaplanes and FAA Air Traffic Control Tower had meetings earlier in the day. This was meant to show them Secon's aggressive schedule and let them know that it was expected but would not be allowed without tenant input. The Airport will not allow Secon to do things that would jeopardize tenant's operations on the airfield or airfield safety. There are a few months before the work begins, so there will be another round of tenant conversations once the revised schedule is received.

Mendenhall River Armor Rock Repair Work. A good quantity of Class 2 armor rock has been lost from a portion of the riverbank. Staff is working with a few different folks to get a description to allow the Airport to go out for quotes. There is an area that is approximately 110' long x 50' wide x 4' deep, which is what was originally installed. That is 22,000 cubic feet of rocks, 1,000 cubic yards of rock that is gone. It washed away. In conversations with Gene Cheeseman, he was amazed that the rock washed away. His advice was that it wasn't thick or deep enough. Staff is working with ProHNS to verify that. You cannot get much heavier than Class C rock which is an average of 700 pounds per stone or more. Staff is thinking it may be a thickness issue. This will be squared away and sent out for quote. There are two contractors that are standing by and ready to work immediately as soon as the scope of work is provided, and a price is quoted. The Alaska Department of Fish and Game has no problem with repair work. Since it was already installed and we are putting rock back, they have approved the project. This leaves the Department of Natural Resources. Basically, the information was a generic statement issued after the flood, but staff will verify specifically that the Airport's repairs will not require any extensive permitting. The Emergency Vehicle

AIRPORT BOARD MEETING

December 14, 2023

Page 9

Access Road will have to be closed for the duration of the construction. This is not anticipated to be very long, but every closure gets some people riled up, but this is a safety issue.

Safety Area Grading at Runway Shoulder and NAVAIDS Project. Mr. Greene is working on getting a scope of work together for the RFP project. As soon as it is finished and reviewed, it will be given to CBJ Contracts for release.

East / West General Aviation (GA) Taxiways and Apron. The FAA has determined that the majority of the taxiway and apron areas that were identified are not eligible for AIP (Airport Improvement Program) funding. Out of the projected \$10M in construction costs, \$7M was deemed ineligible. That would result in a project that was a cookie cutter approach of what needs to be done. Therefore, this project has been put on hold.

Land Acquisition of Loken Property. DOWL is pulling together the scope of work specification that needs to go into the RFP. That will be released by CBJ Contracting to get a consultant that is completely versed in the FAA's airport land acquisition process.

Gate K Culvert at Jordan Creek. The project is essentially complete, with one last punch item that Secon needs to complete, which is readjusting the streambank material that was placed within the culvert per Alaska Department of Fish and Game direction. When it was initially put in there, the water was so high that it had to be stuffed in from both ends. It is hoped for colder weather and lower creek levels that that can be straightened out and finalized. Secon is standing by and willing to do this as soon as possible.

7. Airport Projects Report – Ke Mell. Ke Mell, Airport Architect, reported the *terminal furnishings funding* has a small amount of money (\$25K) left from what the Board approved. The Airport is working with a local contractor under a term contract who will provide electricity through the floor from the baggage to allow the airport to install charging receptacles in the seating. This will take most of the remaining money. Staff plans to purchase additional charging units over time. The problem with purchasing additional charging units at this time is there is a Buy American requirement for made in America components as a percentage of the work. In this case, the work is the furnishings and the charging units do not meet Buy American so the Airport cannot buy very many of them and meet the requirements. The Airport has elected to buy a few at a time to increase the number of charging units in the departure lounge. Discussions were held regarding Buy American requirements.

A quote was received from the design engineers of \$461K (excluding architectural which is estimated at \$10K to \$30K) for the Snow Removal Equipment Building and the Sand Chemical Building for the *Backup Electric Boiler and the electrical work*. Ms. Mell contacted Harri Plumbing to find out what it would cost for a portable electric boiler.

AIRPORT BOARD MEETING

December 14, 2023

Page 10

The lead time for the boiler will be about four months. Harri's Plumbing believed that \$165K would cover the procurement and assembly of a portable heating trailer, fuel tank and hose similar to what we are using now but with approximately 300 billion BTUs per hour capacity, which is the capacity of the boiler the engineers specified. This will go before the Finance Committee at the next meeting.

H. **CORRESPONDENCE:** None.

I. **COMMITTEE REPORTS:**

8. **Finance Committee:** None. There is a meeting scheduled next week.

9. **Operations Committee:** None.

J. **ASSEMBLY LIAISON COMMENTS:** None.

K. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

L. **BOARD MEMBER COMMENTS:**

10. Jason Custer wished everyone a happy holiday season and a great new year.

11. Jodi Garza said regarding the public testimony from earlier, she felt this needs to be kept at the top of mind before the EIS phase of the project begins. Whether that is meeting with DOWL and inviting them, or meeting with the Assembly. She wanted to make sure that the Airport Board was staying on top of that and not dropping that completely.

12. Chris Peloso apologized for missing the last meeting.

13. Dan Spencer agreed that the Board needs to not lose sight of the ball on comments. The problem from his perspective is that sometimes things get done when you are not expecting it and the time for comment is over. He noted a project in Fairbanks and noted people wished they had commented. He wanted the Board to stay engaged.

14. Eve Soutiere said the phone calls say that the Board has their attention now, but the point is well taken. Their attention could be lost very quickly.

15. Chair Clough concurred with everybody's comments specific to the Douglas Island access and the Airport issues. He has talked with Patty, and he knows she is involved in trying to orchestrate meetings sooner rather than later with the CBJ leadership and to the extent practicable, work within their constraints to make sure that the Airport issues are dealt with properly and in a timely fashion. There is more to come. This is a primary concern by this Board and remains such. Their job is to continue to advocate properly for

AIRPORT BOARD MEETING

December 14, 2023

Page 11

the Airport and not get high centered around other individuals and groups issues. It is the Airport issue, and the other things are up to somebody else to resolve.

M. **ANNOUNCEMENTS:** None.

N. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on January 11, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.

O. **EXECUTIVE SESSION:** None.

P. **ADJOURN:** *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:23 p.m.*

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 portion in FY23	(145,000)	(145,000)	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, CA+construct 195.4k pend	(238,400)	(217,043)	Final
Ops Deficit	FY23 Tenant Rent Relief	(1,250,000)		Final
Ops Deficit	FY23 Operational Expenses	(950,900)	(3,342,716)	Final
	Exp thru FY23	(12,306,542)	(13,275,804)	
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	Terminal Seating portion in FY24	(305,000)	(305,000)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	In Progress
Project	Temsco Sewer hookup	(295,000)	0	NOT eligible
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Design & Construction	(10,454,010)	(10,454,010)	Final
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering & remediation	(600,000)	(123,000)	In Progress
Project	Parking Lot Construction - Quantity Amendment	(600,000)	(460,745)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler Design&Trenching	(175,000)	(175,000)	In Progress
	Sand/Chem bldg Portable oil-fired Boiler		0	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	0	Abandoned
Project	Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(254,950)	(254,950)	In Progress
Project	Man Lift	(20,000)	(19,210)	Final
	FY24 Expenses	(17,863,827)	(16,916,782)	

Available CARES: 321,417 299,200

Actuals Lower than expected

AIRPORT MANAGER'S REPORT – January 11, 2024

- a. Deputy Airport Manager Recruitment. The Airport has been recruiting for the Deputy position for almost two months through two separate recruitments. In discussions with Human Resources the Airport will either be recruiting again with defined airport requirements and/or use of a Recruiter to assist in hiring for this position.

- b. Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas. Staff completed the first trial of the aviation workers screening (AWS) plan. This trial is part of the AWS implementation plan for the first quarter of the informed compliance period, which started September 25, 2023. Trial runs will continue once a week during the second quarter (Jan. – Mar.). This plan is presuming that the lawsuit filed in the D.C. Circuit Court of Appeals would be unsuccessful. JNU and approximately ten other airports filed a Joint Petition for Judicial Review of TSA's worker screening amendment. The Court's order also gave TSA a deadline of December 7th to submit a Certified Index to the Record, and December 7th is also the deadline for any dispositive motions. The Court will enter a schedule for briefing on the merits after these initial deadlines have passed, which would be in January at the earliest (and later if any preliminary motions are filed).

- c. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). **NO CHANGE** 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.

- d. CARES/CRRSAA/ARG Fund Balance (Attachment #1). See Unfinished Business.

- 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:
 - **UPDATE – Juneau Douglas North Crossing Project.** Alaska Department of Transportation (ADOT) continues with the second channel crossing project 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. DOWL will be presenting at this Board meeting. In the quarterly meeting with the FAA Alaska Airports Division Administration on January 4, 2024, the FAA echoed their concerns with JNU airspace with a crossing near the airport or in the adjacent approach corridors. Based on the merits of these concerns, FAA Alaska Airports Division is standing by to involve FAA Regional Administrator O'Hare.

 - **UPDATE - 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. With that said, by request of former City Manager Rorie Watt, the Assembly 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.*

- **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. Estimated repair costs for the damage (i.e., replacing riprap) is \$110,000 (based on 110 LF @ \$1K/LF). Staff is working with emergency services (CBJ/State) to document the repairs needed. See Project Manager Greene report.
- **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** — *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. Ongoing.
- **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. See Greene Report.
- **NO CHANGE** — *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

- **NO CHANGE** – *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.
- **NO CHANGE** – *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

ATTACHMENT # 1

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 portion in FY23	(145,000)	(145,000)	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, CA+construct 195.4k pend	(238,400)	(217,043)	Final
Ops Deficit	FY23 Tenant Rent Relief	(1,250,000)		Final
Ops Deficit	FY23 Operational Expenses	(950,900)	(3,342,716)	Final
	Exp thru FY23	(12,306,542)	(13,275,804)	
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	Terminal Seating portion in FY24	(305,000)	(305,000)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	In Progress
Project	Temsco Sewer hookup	(295,000)	0	NOT eligible
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Design & Construction	(10,454,010)	(10,454,010)	Final
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering & remediation	(600,000)	(123,000)	In Progress
Project	Parking Lot Construction - Quantity Amendment	(600,000)	(460,745)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler Design&Trenching	(175,000)	(175,000)	In Progress
	Sand/Chem bldg Portable oil-fired Boiler		0	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	0	Abandoned
Project	Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(254,950)	(254,950)	In Progress
Project	Man Lift	(20,000)	(19,210)	Final
	FY24 Expenses	(17,863,827)	(16,916,782)	

Available CARES: 321,417 299,200

Actuals Lower than expected

ATTACHMENT #2

Section H, Item 4.

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 Reserve 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

Section H, Item 4.

	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

Rent Abatements: Revenue not collected due to Abatements (approx. \$1.25m) is not factored into the Budget Revenue line (a) for Adopted, Revised,

Note 1: 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.

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 2:

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: Ke Mell, Airport Architect

DATE: January 3, 2024

RE: Airport Architect's Report

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

Parking Lots Improvements: In early October, Contractual Substantial Completion was extended from October 15 to December 1. Substantial Completion was reached on November 14, 2023. *One light fixture remains to be installed, most of the other loose ends are wrapped up. In early December Contractual **Final Completion was extended** from December 30 (30 days after Substantial Completion) **to January 30**, on account of closeout paperwork and one light fixture that has not arrived. Postponement of Final Completion will not adversely affect project closeout or use of CARES funds.*

At the December 14 meeting the Board approved an increase to Secon's construction contract for the JNU Parking Lot project at an amount not-to-exceed \$600,000, funding provided by Airport CARES funding. The final total of all change orders is \$460,745.

Republic is operating both long- and short-term parking with payment kiosks in front of the terminal.

Additional security cameras for the parking lots will be a future project.

During the course of this 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: *Due to scheduling issues with their electrical subcontractor, Robson revised their installation schedule from mid to late January to **mid to late February**. The container with the equipment has been delivered to the airport. JNU staff will coordinate the installation schedule with Transportation Security Administration (TSA) and Alaska Airlines. A future project will work with TSA through their planning and design process to upgrade the system as a whole.*

Airport Architect's Report
January 3, 2024
Page 2

Gate 5 Passenger Boarding Bridge (PBB) Replacement: Dawson's most recent schedule shows the PBB arriving in Juneau on May 21 and the installation being Substantially Complete by June 7, 2024. The work will take place in close coordination with TSA, Alaska Airlines, Delta Air Lines, and the Main Ramp project.

JNU Buried Tank Removal & Replacement (formerly Old Shop UST): *On December 19, Alaska Fuel Systems Inc. received Notice to Proceed.* Substantial Completion is scheduled for February 29, 2024.

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.

Terminal Furnishings: *Alaska Electric has received a Notice to Proceed with running additional power from the bagwell to the Departure Lounge so that charging stations can be installed. Work is expected to be complete by the end of January. Funds remaining from the furnishing budget will pay for a few charging stations.*

Because the charging units do not qualify under Buy American, JNU will continue to buy them in small quantities as funds allow. There are a total of 376 seats in the Departure Lounge. To fully power the Lounge per the seating layout would require 208 power stations costing approximately \$1000 each.

Alaska Seaplanes Building: *Alaska Seaplanes Building is Substantially Complete, and Seaplanes is using it.* The buildings are separated by grilles in the terminal wall and fire doors in Seaplanes' wall. Landscaping on JNU property along Shell Simmons and installation of the Service Animal Relief Area fence at the north end of the terminal will be completed in spring 2024.

Alaska Seaplanes submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. Staff responded with comments but have not yet received a response.

NorthStar Trekking Addition: *The Contractor is finishing exterior siding and trim and sheet rocking the interior.* The building is structurally separate from NorthStar's hangar building on Lot 6A and occupies a portion of their former parking area.

Sand/Chemical Back-up Electric Boiler: *At the December 20 Finance Committee meeting, the Committee instructed staff to **proceed with advertising the project for bid** as designed by Morris Engineering and Modern Mechanical, estimated cost of approximately \$490,000, based on the 95%*

Airport Architect's Report
January 3, 2024
Page 3

documents. The mechanical estimate is \$334,733; the electrical estimate is \$125,971, and minor architectural work is estimated at \$10-30K. When bids are received, the Board may decide to 1) accept the bid; 2) reduce the scope to a portable boiler at an estimated \$175K; or 3) continue to lease a boiler unit at \$40K/year. See Unfinished Business.

The Board approved total project budget is \$175,000, of which \$44,835 has already been contracted for design, and \$99,700 to Secon to trench and lay conduit between the buildings. The current available budget after design and trenching is \$30,463.

JNU staff investigated the purchase of a new, temporary oil-fired boiler comparable to the one we have been renting for the past several years. Harri Plumbing, from whom JNU is currently renting a portable boiler, said that the lead time would be about four months. Harri's believes that "a budget of \$165,000 would cover the procurement and assembly of a portable heating trailer, fuel tank and hoses similar to what we are using now but with approximately 300 MBH capacity."

In October, Secon and Chatham trenched between the Snow Removal Equipment Building (SREB) and the Sand/Chemical building in order to provide sufficient electrical capacity for the new boiler. The trench was paved and the conduit terminated at each end of the trench. Spare power and data conduits--for any future purpose--were laid in the completed trench.

JNU is again renting Harri Plumbing's temporary boiler, pending completion of this project.

Bagwell Mechanical Repairs: *A couple of minor closeout items remain, including the paper copy of the Operations & Maintenance manual and the consultant's (RESPEC's) final invoice.* RESPEC's work was time and materials, and there will be \$5K-10K that they won't use under their contract.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: January 4, 2024

RE: Projects Office Monthly Report

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

Terminal Reconstruction: JNU continues to work on finalizing the following outstanding work items:

Glass Guardrail: The finalized version of Request for Proposal (RFP) 188 has been released by JNU to Dawson Construction for pricing. This RFP is asking for a lump sum proposal to introduce a full height (floor-to-ceiling) glass wall assembly to replace the glass guardrail assembly around the second floor through-floor opening. JNU has not yet reviewed Dawson Construction's proposal for RFP 188.

Ground Source Loop Field Glycol Replacement: The revised version of RFP 190 - Loop Field Glycol Replacement has been released by JNU to Dawson Construction for pricing. This RFP is asking for a lump sum proposal to filter the contaminants out of the loop field / terminal heat pump system without removing and replacing the existing methanol. This revised scope of work will still replace the failing braided stainless-steel supply / return hoses at each of the older heat pumps and will also replace the strainer / filter assemblies on the affected heat pumps. Rust inhibitors will be added to the existing methanol and a permanent filtration by-pass system will be introduced using side stream filters. JNU has not yet reviewed Dawson Construction's proposal for RFP 190.

Lighting Control Replacement: Dawson Construction's proposal for RFP 183 – Lighting Control Replacement, in the amount of \$163,215.25, has been reviewed by RESPEC and has been returned for revision. The RESPEC review identified work items within the Dawson proposal that were not required and that will need to be removed from the proposal. JNU is standing by to receive the revised proposal. The work to be addressed includes the replacement of 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.

Terminal Air Balancing (TAB): The final balancing of the new and old mechanical heating, ventilating and 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.

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. JNU staff continues to work with DOWL and SECON to develop a revised project schedule / work phasing plan. SECON has been advised that the revised plan must clearly identify how airport operations are to continue throughout the course of construction. Aircraft movement in and out of the 121 and 135 aprons must not be unnecessarily restricted and safe pedestrian routing must be developed and maintained as long as ground loading is taking place.

The work to develop a revised project schedule / work phasing plan has been slowed by the recent announcement by Alaska Airlines that they would now like to proceed with the replacement of the Gate 3 and Gate 4 passenger boarding bridges in the summer of 2024. (Alaska Airlines had previously advised JNU that they wanted to replace these boarding bridges but had not made a decision to proceed with this work prior to the finalization of the Part 121/135 Apron rehabilitation design documents. This left JNU with little choice but to proceed with bidding the project without including the Alaska Airlines work.)

Following the Alaska Airlines announcement, the project Contractor (SECON) has advised that the introduction of the Alaska Airlines work will create delays to the Part 121 Apron work. JNU does not dispute this and has advised Alaska Airlines that any additional project costs incurred as a result of the integration of their work into the JNU project will be passed on to Alaska Airlines.

At this time, JNU and DOWL are looking at whether the Alaska Airlines work could, or should, be integrated into the Part 121 Apron work. Alaska Airlines has been asked to provide the delivery dates for the new jet bridges and an outline of the scope of work that they will be asking their Contractor to complete.

JNU / DOWL has scheduled a coordination meeting for January 17 in which SECON, Alaska Airlines, DOWL and JNU will be present. In this meeting, the primary topic will be whether the two projects are to be run independently of one another, or if there is any way to coordinate the two project schedules.

JNU staff and DOWL also continue to work with Coastal Helicopters and have been reviewing their proposed operations / lease layout site plan to identify any potential conflicts with the RON / Part 121 work, and any long-term operational conflicts with the use of the RON by commercial aircraft.

SECON's asphalt batch plant remains staged within the Northeast Development Area (NEDA). They do not plan on assembling this plant until spring. Secon has also staged other materials and equipment items within the NEDA.

JNU / DOWL has issued RFP 01 Ramp Lighting Modifications 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 has not yet received SECON's proposal for this RFP.

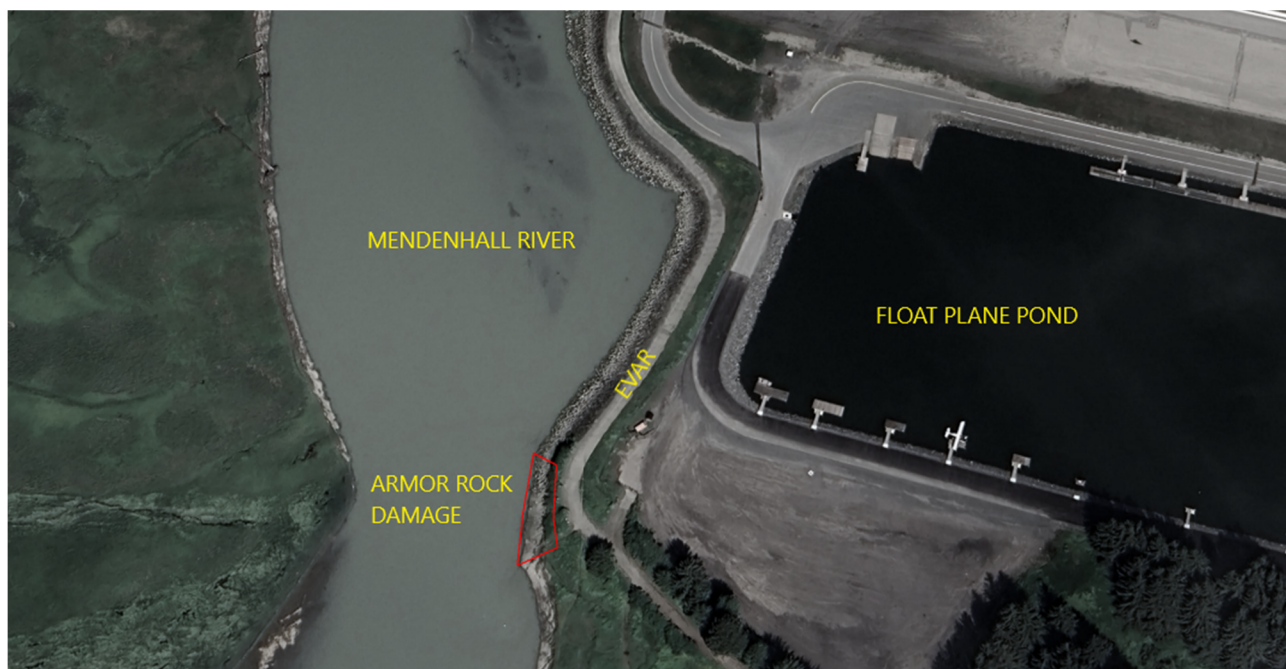
JNU / DOWL has issued RFP 02 Remove Low Strength Concrete to SECON. This RFP is asking for a deductive proposal to delete the contract requirement to slurry 67 feet of 24-inch culvert in the Phase 2A work area. This culvert was to have been filled with grout and abandoned in place but must remain in use following changes made to the adjacent Parking Lot Improvement project. The engineers estimate for this work is a deduct of \$6,200. JNU has not yet received SECON's proposal for this RFP.

JNU / DOWL is working on the development of RFP 03 – Ramp Marking Reductions, which will address the elimination of some of the project asphalt markings because Additive Alternate 1 was awarded. This deductive RFP will be issued to SECON as soon as it has been finalized by DOWL.

Mendenhall River Armor Rock Repairs: JNU continues to work with proHNS Engineering, the State of Alaska / Emergency Management and the City and Borough of Juneau (CBJ) to address armor rock repairs through the State's Disaster Recovery Program. This rock was lost during the August 2023 high water event, and JNU is seeking funding to replace it.

proHNS Engineers is now under contract to develop a scope of work document for the repairs to the armor rock. proHNS will determine the size of rock that is to be placed and provide construction documents to be used to obtain contractor quotes and for permitting purposes if necessary. JNU has not yet received the final report from proHNS.

The rock was lost along a portion of the east bank of the Mendenhall River, where the Emergency Vehicle Access Road (EVAR) turns away from the river and extends towards the south side of the float plane pond. The damaged area measures approximately 110 feet long (parallel to the river) x 50 feet wide. This area is shown in red in the image below.



This rock had been placed as part of the 2010 Runway Safety Area (RSA) construction project to prevent erosion of the riverbank material and to address concerns about the potential loss of a portion of the EVAR. The EVAR represents a mandated emergency accessway around the west end of Runway 8-26 and around the south side of the float plane pond.

JNU staff has contacted the Alaska Department of Fish and Game (ADF&G) and has been advised that ADF&G has no objection to this repair work. JNU will be submitting a fish permit application and a scope of work description shortly.

At this time, the construction start and end dates are unknown. It is assumed that the construction period will be approximately one week. It is also assumed that the EVAR will be closed to public access during this work period.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: JNU has contracted with proHNS Engineering to perform a condition survey of the large half-arch culvert which allows Jordan Creek to pass beneath Runway 8-26. This culvert was installed in 2014-2015 as part of the Runway 8-26 Rehabilitation project (E14-259 / AIP 3-02-0133-60-2014). The survey was deemed necessary based on the continued concern that stray electrical current from the airfield lighting system is damaging in-ground metal assemblies through electrolysis. proHNS has completed the initial field work, and has reported that they did observe damage to the culvert and that the damage closely resembled what had been observed on the Jordan Creek culvert that had failed at Gate K. JNU has not yet received the final inspection report from proHNS.



Photo 01: Heavy pitting and holes as observed on a portion of the half-arch culvert sidewalls.



Photo 02: Holes in the culvert sidewall measure an inch in diameter or more.

JNU staff has advised the Federal Aviation Administration (FAA) of the damage to this culvert, and of the very real possibility that it will need to be repaired or replaced. JNU has also advised the FAA of the stray current issues and has requested advice as to how this problem may have been addressed / resolved at other airfields.

Safety Area Grading at Runway Shoulder and NAVAIDS: No change since last report. JNU is currently working on finalizing the RFP document that will be used to obtain proposals from interested design consultants. When complete, the RFP will be submitted to CBJ Contracting for release / publication. The current schedule calls for consultant proposals to be submitted by the end of January 2024.

Land Acquisition – Loken Property: JNU staff continues to work with DOWL to finalize the scope of work specification document that will be used to obtain the services of an airport land acquisition specialist. The specialist will be obtained through the formal RFP process and will assist JNU and CBJ Lands in navigating through the FAA's airport land acquisition process.

JNU staff is also coordinating with the Alaska Department of Environmental Conservation (ADEC) which has identified the Loken property as an active contaminated site.

Snow Removal Equipment Building (SREB) Mechanical Commissioning: JNU staff met with the mechanical engineering team from RESPEC this week to review the current status of the SREB HVAC systems and the next steps to be taken by RESPECT to complete the commissioning work. This work was started at the tail-end of the initial SREB construction project and was subsequently halted because of operating issues with one or more of the HVAC components. Following the recent completion of the ground source loop field pump replacement, the building systems are now all up and running and the system is ready for commissioning.

This commissioning work was to have included the Sand/Chemical Building but cannot proceed because Ground Source Heat Pump GSHP-1 is out of service. JNU staff has asked RESPEC to evaluate the following:

- Is GSHP-1 the right equipment item to provide the primary heat source for the Sand-Chem Building?
- If GSHP-1 is the right equipment item, why does it keep burning up compressors? To date, GSHP-1 has gone through three sets of compressors.

Sand/Chemical Building – Roof Warranty: No change since last report. 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.

Gate K (Crest Street) Culvert at Jordan Creek: SECON has been unable to resume work on the redistribution of the streambank material and stream substrate material within the new culvert due to continued high water levels in Jordan Creek. This work is necessary to bring this installation into compliance with the contract requirements. This work remains incomplete as a punch-list item to the construction contract. Final payment has not yet been made to SECON and will be held pending the completion of the redistribution of the streambank material and stream substrate material within the new culvert.

proHNS Engineers continue to provide limited CA&I services for this project. They are currently working on finalizing the project Close-Out (Engineer's) Report and continue to stand by to help JNU with the project close-out process.

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.

End of Report