AIRPORT BOARD AGENDA

February 08, 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 FEBRUARY 7, 2024

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. Airport Board Minutes - January 11, 2024

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

G. NEW BUSINESS

2. Airport Manager's Report
3. Airport Projects Report - Mike Greene
4. Airport Projects Report - Ke Mell

H. CORRESPONDENCE

I. COMMITTEE REPORTS

5. Finance Committee
6. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE: March 14, 2024

O. EXECUTIVE SESSION

P. ADJOURNMENT

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

MINUTES of
AIRPORT BOARD MEETING
January 11, 2024
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER**: Chair Al Clough called the meeting to order at 6:01 p.m.

B. **ROLL CALL**:

Members Present:

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

Member Absent
Jodi Garza

Staff/CBJ Present:

Patty Wahto, Airport Manager	Christopher O'Brien, Sr. Equip. Op.
Andres Delgado, Airport Sup't	'Wáahlaal Gídaag, CBJ Assembly
Angelica Lopez-Campos, Bus. Mgr.	Michelle Hale, CBJ Assembly
Ke Mell, Airport Architect	Sherri Layne, CBJ Law
Mike Greene, Airport Project Mgr.	Mark Fuette, CBJ Fire
Nathan Reddekopp, Equipment Op.	Bridgette LaPenter, CBJ Engineering
Donny Chapman, Equipment Op.	

Public:

Benjamin Mello, DOWL	Greg Lockwood, DOT&PF
Steve Noble, DOWL	Mike Stanley, NDNA
Laurie Craig, Public	Mark Sabbatini, Public
Ron Sommerville, MWSG	Matt Robus, MWSG
Dave Hanna, AAC	Frank Rue, MWSG
Barbara Mecum, Public	Chris Goins, DOT&PF
Nicole Lynch, Public	

C. **APPROVAL OF MINUTES**:

1. *Dan Spencer moved approval of the December 14, 2023, minutes. The motion passed by unanimous consent.*

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

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

F. **PRESENTATION**: North Douglas Channel Crossing – Airport Manager Patty Wahto stated that Steve Noble and Ben Mello from DOWL were both in attendance to give an

updated presentation and answer questions the Board may have on the Juneau-Douglas North Crossing. Steve Noble said he had been with DOWL for 28 years as a Project Manager and working for DOT (Department of Transportation) on the Juneau-Douglas North Crossing Project. He said additional people in attendance included Greg Lockwood, DOT Project Manager; Chris Goins, DOT Regional Director; and Bridget LaPenter, CBJ (City & Borough of Juneau) Project Manager. He said there has been a lot of interaction with the Airport and looks forward to having more.

The first 14 slides (see Attachment #A) were to get everyone on the same playing field. They are currently in the Level 2 screening process, which will be submitted to the public for review. The final report is expected in June 2024.

He said that everything that is being done on this project was because the DOT and CBJ recognized that this project had the potential for maybe more public interest than they would typically see. The PEL (Planning and Environmental Linkages) process is new and not frequently used on projects, but it is used on projects where there is a recognized need for up-front focus on the planning and environmental effort before the NEPA (National Environmental Policy Act) phase starts. Normally everything done so far would be done during the NEPA phase, but the PEL process allows them to put a stronger emphasis on the public and stakeholder engagement process and alternatives, evaluation and screening process before they start down the path of the NEPA document. The goal is that they are actually able to streamline the process because they flush out all of the difficult and nasty issues early in the process and they try to avoid them so that during the NEPA phase, they don't have to go through iteration after iteration on the NEPA document trying to find an alternative that has consensus. This is intended to make more efficient use of public resources by having a more intensive public involvement process early in the project.

Mr. Noble said that out of his 28 years as a Project Manager, this is probably one of two or three projects that has had the most extensive public outreach effort of any he had done for DOT. There have been two Technical and Stakeholder Advisory Groups on this project, both with 40 people each. There have been two public open house meetings, with another one planned. There have been online surveys with over 1,000 people responding. There have also been many more meetings that have been held. It has been an extensive process, as well as one-on-one meetings with a lot of stakeholders. He wanted the Board to know that it has been an extensive process to try to get a broad cross section of opinion and use on a project. When the PEL process starts, it begins with a blank slate so that the people can tell you what the issues are and what are the things that the project ought to be looking at.

Level 1 screening focuses on the purpose and needs, and Level 2 focuses on the goals. The Level 1 screening looked at the alternatives to see if it was consistent with those transportation resiliency, decreasing traffic pressure on the Douglas Island bridge and its intersections based on the Level 1 screening which talks about the purpose and need

criteria that was built in to evaluate the quantitative, but mostly qualitative for the Level 1. The Level 1 screening ruled out the north and west options that were headed on the west side of the airport, the existing bridge, and the Eagle Creek alignments.

This left the project with five preliminary primary alignment locations. Initially, the Mendenhall Peninsula did not meet the Level 1 screening, but after additional interaction with the Technical and Stakeholder Advisory Groups, that alternative was added back in for Level 2 screening for greater analysis.

When they started digging into the Level 2 screening, the Groups told them they did not have enough data and had old information. DOT agreed and chose to fund some additional field studies. DOWL will actually try to add some specific evaluation criteria relative to the impacts on the Airport that can be included in the criteria. He discussed the screening details. They have tried to avoid impacts to private property. There is still a lot of flexibility in the alignments. Clearly there are environmental resources in the Refuge and on Mendenhall Peninsula and on the shorelines. They are trying to minimize the impacts. There is still a lot of flexibility in that. Additional field surveys were discussed. If any of the alternatives move towards construction, much more of that type of work will need to be done. Mr. Noble said that he hoped that got everyone on a level playing field as far as the project background and history and how they got to where they are standing today.

He said the Airport staff has been part of the Technical Advisory Committee from the beginning. There have been several meetings with the Airport staff. The Airport staff made some comments that somehow did not make it into their documentation. They have tried to work with staff to make sure that the comments that were made get added to the effort. From an overall project development perspective, it is certainly not too late to make comments on the project and there is still time to let them know if there is anything they haven't identified yet. They are trying to document everything. It is definitely in their best interest to include all comments in their record and forward on to the environmental process.

At the Airport's request, the alternatives were sent to the Airport users: Alaska Seaplanes, Delta and Alaska, so they could compare the GIS alignments that have been developed for the alternatives for their proprietary navigational approaches. Feedback was received from those entities. They know that the Airport is not in favor of any alternatives that will limit existing or future airport operations or that will conflict with airport surfaces. His team made the commitment that any alternative that conflicts with airport approach surfaces or the ALP (Airport Layout Plan) will be modified to eliminate those conflicts, or the alternative will be removed from consideration.

Mendenhall Peninsula was originally screened out as part of Phase 1 and brought back as a response to the Advisory Committee comments.

West Sunny Point is a modified version of the Sunny Point option that was largely developed as a way to avoid some of the conservation lands that are in that area. There are SEAL (Southeast Alaska Land) Trust properties in the area that they are obligated to try to avoid. If there is an alternative that avoids them, then it is hard to justify an alternative that doesn't avoid them. This option is closest to the airport and clearly if the airport is going to grow anywhere, it is going to grow toward Sunny Point.

The next slide shows the Threshold 26 and then there is a 200' gap with the existing MALSRs (Medium Intensity Approach Light System with Runway Alignment Indicator Lights), which is only four light standards. The 34:1 non-approach service starts at that 200' line right at the base of the MALSR. In accordance with the ALP, there are 12 additional lights that are anticipated at this location, which would take them out to a total length of 2,400'. The elevation of the runway is at elevation 23.

They do not yet know for sure what the elevation of the road will be, but they know it will be at least the elevation of the runway. The road alternatives that they are evaluating are likely not to be earthen embankment built. If a road is built across the Refuge, it will be built on piles supporting the full length of the crossing. But the elevation doesn't need to be as high as the existing bridge all the way across the Refuge. It would probably be 10' above the vegetation out until the main channel is hit adjacent to the island, then it would ramp up and go over the channel. They are still working with the Coast Guard on how high that needs to be. If the surface of the bridge is roughly the same elevation of the runway, the alignment is at least 3,000' away from Threshold 26. At that horizontal separation, it gives about 90' vertical separation between the 34:1 non precision approach and the surface of the road. However, this project is a major piece of infrastructure. They are looking for a bridge for 75 to 100 years into the future. They do not want to do something that has to be rebuilt in 20 years. The Airport Layout Plan currently shows that in the future there might be a 50:1 precision approach added at this end of the runway. If that was implemented, there would still be about 50' of vertical clearance over the road at this location.

Juneau is unique when it comes to approach surfaces because both Delta and Alaska have proprietary approach surfaces to the Juneau Airport. DOWL dosen't have access to what those surfaces look like, but they did send the GIS information for these alignments. They had no comments on the alignments other than to say during construction, you have cranes operating in that area that extend over a certain height vertically and that could impact operations significantly. It is not known what the crane height might be, but certainly that is a limitation that would need to be built into whatever description they come up with for the Sunny Point alternative that would probably have some restrictions relative to that vertical height and they would work with the airlines to make sure that they were below their RNP surfaces both for existing and for the future.

In addition to that, the Airport has indicated that at some future time the runway to the east may be lengthened for larger aircraft, so there are discussions being held on what that might look like. If it is envisioned that the runway needs to push another 500' or 1,000' to the east, they will try to build that into the Sunny Point alternatives or they would dismiss them from consideration if that became a measure that they were not able to accommodate. Mr. Noble said they will work with the Airport.

The other Sunny Point location is the same as the West Sunny Point, but it affects SEAL Trust properties. The PEL study will likely have multiple alternatives that carry forward into the NEPA phase and will likely require additional field data to be collected before a preferred alternative can be selected. More meetings and another public open house will be held. The future NEPA document phase will have a very public effort with ample opportunities to comment on the project. DOWL is always available anytime.

Chair Clough appreciated the assurances regarding the approach considerations being paramount as this moves forward from Level 2 to Level 3 screening. Construction is crucial that it does not interfere with operations, as well as what he had heard about mitigation. He was concerned about where the FAA (Federal Aviation Administration) is in this. Obviously, Alaska and Delta RNPs are proprietary, and they have certain things that they will not share, but ultimately the FAA has to put its seal of approval on anything that happens. Mr. Noble said they could give the FAA a presentation, as well.

A five-minute break was held.

G. **UNFINISHED BUSINESS**:

2. CARES Funding Update/Finance Committee (Attachment #1). Ms. Wahto said a Finance Committee meeting was held on December 20, 2023, specifically to discuss the CARES fund balance. The numbers are being narrowed as to the true numbers for the projects. Attachment #1 is the most recent and shows the balance. A couple of things have happened: The timing for the TEMSCO water/sewer line is past. Environmental would have to have been done. She let TEMSCO know that due to the timing it would have to be paid back through rent credits. The second item was the backup boiler for the Sand/Chemical Building. The Board originally approved $175K for the project, as the actual estimates came in, it looked like this project would be about $461K in addition to what has already been paid. When brought before the Finance Committee, there were three choices: 1) continue to see what the bids came in at; 2) reduce the scope to a portable boiler (an additional $175K and would need to be moved in and out); and 3) continue to lease a boiler at about $40K per year to date. Since there is only one available and there were concerns if it went down. The Finance Committee directed staff to go out to bid for the back-up boiler. If it comes before the Board and they do not like it, the Airport will continue leasing something else. The bids are being prepared to be released. Chair Clough said the Board concurred.

3. Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service - Update. Mark Fuette, Fire Department, reported that he is one of the three main ARFF guys. He said Chief Quinto and Mechanic Scott Reid went to Palmer to check out an E1 ARFF truck, which was acquired from the military. It has very low miles. It is a 4-wheel drive, short rig, 1500 and should hold about 500 lbs. of dry chemical and approximately 220 lbs. of foam. Ms. Wahto said that an ecological (eco) testing cart (e-cart) that the Airport is unable to put into the current A-2, which is why it was taken out of service. The E1 is still being made, and they can retrofit it with the testing machine. Mr. Fuette said their plan is to bring it down here and install the eco system, which ARFF currently has. Ms. Wahto said it will be on loan, has to be retrofitted until the new ARFF truck arrives. It is in the capital budget to acquire this year but will take a year to a year and a half to make. The Airport cannot afford to go down in ARFF index. The Airport is required to have two and if one ever goes down, it means Alaska and Delta will not bring in anything over a 737-700. There will be costs associated with shipping it to Juneau. There are also some costs for the truck because it would be retrofitted with the e-cart, as well as putting foam in it, and taking care of any bugs. She wanted the Board to be aware of the costs.

H. **NEW BUSINESS**:

4. Airport Manager's Report:

a. *Deputy Airport Manager Recruitment.* The Airport has been recruiting for a new Deputy Airport Manager since October, with Phil leaving on November 9. Recruitment will continue but will be using a recruiter located in Alaska. Alternately, things may be thought through if this doesn't work out.

b. *Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas.* Ms. Wahto said there has been a lot of work going on between the attorney on the east coast and the City Law Department. Sherri Layne, Attorney, reported that they have talked about mediation to try to come to some sort of agreement. Comments were provided about getting something in writing that they are not going to keep pushing airports to come into compliance, that there would be a stay in the meantime. Hopefully that will come next to stop pressuring the airports to comply while they are working through this.

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

- *Juneau Douglas North Crossing Project.* Regarding the runway extension, Ms. Wahto had a meeting with the FAA Airports Division, which was to discuss this issue. One of the things they suggested was changing the CIP (Capital Improvement Program) to update the Master Plan and ALP. They said that because the Airport is 10 years into the data, it made sense to go into a 10-year update of the plan. The old RFP (Request for Proposals) is being dusted off. This

will use some BIL (Bipartisan Infrastructure Law) money that is available. This will be provided to DOWL and DOT to have a better understanding of where the future can take that end of the runway and the MALSR.

- *Jordan Creek Variance Request.* This request was declined by the Planning Commission. Former City Manager Rorie Watt put in a request for $150K for the 2024 Capital Improvement Project, which was approved by the Assembly. This money will add things like lighting, etc., to make this area safer. This has been handed over to our Project Manager to review.

5. **Airport Projects Report – Ke Mell.** Ke Mell, Airport Architect, reported the last light fixture was finally installed in the *parking lot* and the electrical final inspection is scheduled for tomorrow. This completes work in the field. Only final paperwork remains to be done.

Buried Fuel Tank Removal and Replacement. The schedule was discussed with Alaska Fuel Systems. The tank is expected in Juneau approximately February 17. They anticipate a week to set up a new tank and a week to pull out the old one.

6. **Airport Projects Report – Mike Greene**. Mike Greene, Project Manager, reported some major progress has been made with three major RFPs associated with the *Terminal Reconstruction Project*. A final version of RFP 188, the glass guardrail revision, has been received from the architects and has been issued to Dawson Construction. He is standing by to receive their proposal. The same thing applies to the ground source loop field glycol replacement, RFP 190. The scope of work was modified so that they didn't replace all of the existing methanol. A system was designed whereby it is filtered, cleaned and reused. Hopefully that will result in a much lower cost. The last one is a lighting control replacement. The electrical engineer reviewed RFP 183 and found some duplicates and unnecessary items. It has been sent back to the contractor for repricing.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Staff continues to work with Secon to develop a Project Phasing Plan and work schedule. The fly in the ointment is Alaska Airlines announcement that they want to do Gate 3 and Gate 4 PBB (passenger boarding bridge) replacement this summer. Integration of the two projects is being reviewed to allow coordination of the two projects that would benefit Alaska Airlines, JNU and get Gates 3 and 4 replaced. A major meeting with Alaska Airlines is scheduled for January 17.

He is moving forward on the analysis of the *Mendenhall River rock repairs* through proHNS, an engineering firm, who will review the documentation of what was installed there before. Because it was lost, it was not good enough. Supporting documentation is needed to take back to the CBJ (City & Borough of Juneau) and the State of Alaska when the final report is written.

Culvert Condition Survey Jordan Creek at the Runway 8/26. From the pictures provided in his report, it can be seen that the culvert under the runway that was installed in 2014/2015 is getting to be in pretty poor condition, which is an alarming discovery. proHNS is looking into that and will be providing a report shortly. The FAA is aware that this condition has occurred and that it could turn into an emergency situation depending on how bad this is. It also raises the concern that there is stray current coming off of the airfield lighting system that is creating electrolysis, which is eating up the metal culverts. It is a huge issue for this airport and something they are trying to get a handle on.

Ms. Wahto said the FAA was notified, as it could be systemic through a lot of airports because of the type of lighting systems and these culverts. They are getting the word out because this culvert is less than 10 years old. With the type of electrical current that is going through airports, not having closed systems, it is going to happen. The Airport was limited to the type of culverts being installed due to the anadromous streams. The State has now gone back and said you put in what you need to put in, because they don't want failure due to the specification of the type of culvert.

Mr. Greene said that proHNS is currently looking at options, such as placing a lining inside the culverts, which would be the new structural piece; replacing culverts; or replacing with CPP product, which is a plastic product that Fish & Game has said they would allow given our circumstances. The only problem is finding one that big is pretty difficult. It may be a multi-culvert solution in order to get the flow underneath the runway. proHNS will be giving options for replacement or repair. Zinc anodes were put on this culvert and are still there, but they weren't put uniformly, and they didn't go all the way through. The damage is occurring where there are no anodes. Where there are anodes, the damage is significantly less. The decision to install anodes will pay off, but it is not going to prevent it from happening, only slow it down.

Mr. Greene is working with DOWL to finalize the scope of work specification document for the *land acquisition* of the Loken property. That will be given to CBJ Contracting to finalize the formal RFP process. The Airport is also working with the Department of Environmental Conservation to get staff up to speed to make sure they are all looking at the same thing.

Last week there was a roof leak at the *Sand/Chemical Building*. Dawson was notified and believes they know what it is. They need the weather to go in there and fix it. That reminded staff that the final sign-off and roof warranty has not been received from Carlisle, the manufacturer, because Carlisle stopped all of their field inspections during Covid, which meant that no warranty inspection took place. Because there is no warranty inspection, the warranty was not given. In the big scheme of things, the 25-year warranty

period has not begun yet. Dawson is pursuing both the leak and Carlisle's trip up here to sign off on the project.

A mechanical commissioning meeting was held for the *Snow Removal Equipment Building* (SREB) last week. This one is back on track making sure that everything is operating the way it is supposed to be. A postmortem will be done. One of the things the engineers are looking at is the Ground Source Heat Pump #1 at the Sand/Chem Building and is that really the right piece of equipment for what it was being told to do. Different people have told Mr. Greene that it is not, and he wanted to get that verified. If it isn't the right one, what is?

Board Member Dennis Bedford asked about the new position to work with the heat pumps. Ms. Wahto replied it was down in Human Resources, who is working to establish the position.

I. **CORRESPONDENCE**: None.

J. **COMMITTEE REPORTS**:

7. **Finance Committee**: None. Ms. Wahto said more Finance Committee meetings will be held to work with the budget.
8. **Operations Committee**: None.

K. **ASSEMBLY LIAISON COMMENTS**: 'Wáahlaal Gídaag said the Assembly Finance Committee has approved the calendar for this year. She said the presentations for the most part will take place on Saturday, April 6. The Airport Board is included in the presentations. This is in hopes to alleviate the Assembly from meeting every single week this year. She said the Assembly thanked the Board for reconsideration of the letter about the second crossing. She appreciated the presentation. She said a lot of her concerns about what the second crossing would do to the airport were relieved just by some of the things that were said.

Assembly Member Michelle Hale said she read the minutes and appreciated the nuance and sometimes the difficulty of a relationship between a Board and the Assembly. She thanked the Board very much and thought they hit the nail on the head. Chair Clough said that having the presentation and the people present gives the whole Board plus staff a lot more comfort level on how the process works and that the issues are understood and paramount as this thing moves forward.

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

M. **BOARD MEMBER COMMENTS**: Chair Clough said he liked the new parking lot the more times they use it. He thanked everyone for all their efforts. As fast as it got done, it is a good case study for all public projects in this area.

N. **ANNOUNCEMENTS**: Ms. Wahto announced Chris O'Brien, a supervisor from the Airfield, is leaving the Airport next week to work for the FAA. Ms. Wahto thanked him for his work.

O. **NEXT MEETING DATE**: The next regular Airport Board meeting will be held on February 8, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.

P. **EXECUTIVE SESSION**: None.

Q. **ADJOURN**: *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:30 p.m.*

JUNEAU INTERNATIONAL AIRPORT BOARD

UPDATE

January 11, 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

PROJECT TEAM

Greg Lockwood PE Project Manager	**Katie Koester** City Manager	**Steve Noble, PE** Project Manager
Marie Heidemann Project Planner	**Bridget LaPenter PE** Project Manager	**Renee Whitesell, PTP** PEL Study Lead
Christy Gentemann Environmental Analyst	**Irene Gallion** Senior Planner	**Theresa Dutchuk** Environmental

AGENDA

- Welcome and Introductions
- PEL Study Process and Schedule Update
- Alternatives and Screening
- Airport Specific Discussion
- Q&A

SCHEDULE & PUBLIC INVOLVEMENT SUMMARY

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS

Planning and Environmental Linkages is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process
3. More efficient process that saves time and money

PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes include:

- ✓ Stronger agency and public relationships
- ✓ Improved project delivery timeframes
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information
- ✓ Build projects more efficiently
- ✓ Flexible approach for development of transportation improvement strategies

ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input (completed)
2. Compile alternatives* based on previous studies and input from the advisory committees and the public (completed)
3. Conduct Pre-screening (completed)
4. Define Alternatives and Apply Level 1 Screening (completed)
5. Refine and conduct preliminary engineering (completed)
6. Collect Field Data and Apply Level 2 Screening (in progress)
7. Further refine the recommended alternatives and prepare Draft PEL Study

*a "no build" alternative is carried forward through the screening process

PUBLIC AND STAKEHOLDER OUTREACH COMPLETED TO DATE

- Technical Advisory Group
- Stakeholder Advisory Group
- Public Open House Meetings
- Pop-up Open Houses
- On-line Surveys
- One-on-one Meetings
- Neighborhood Associations
- Small Group Meetings
- CBJ Assembly Presentations

PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

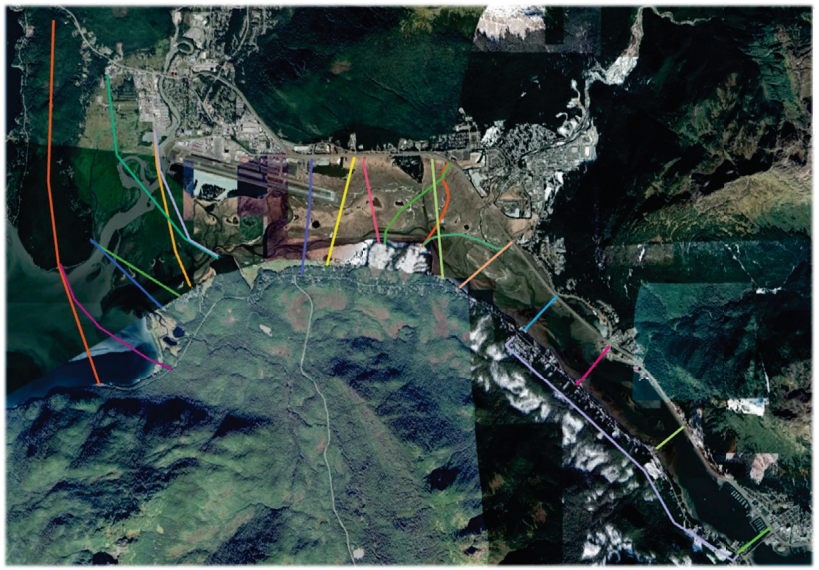
NEED

*An improved connection to Douglas Island should address the following **needs**:*

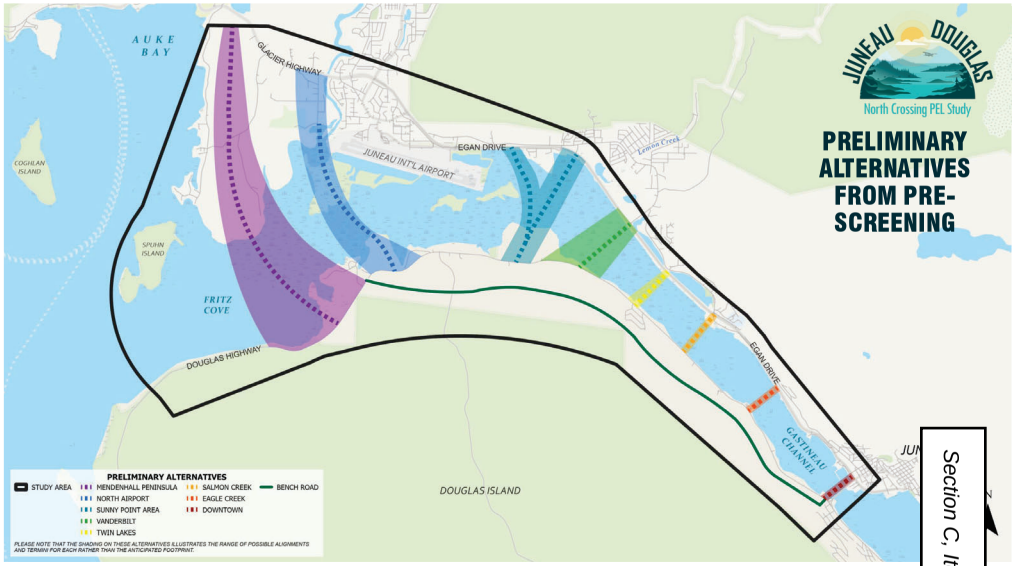
- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

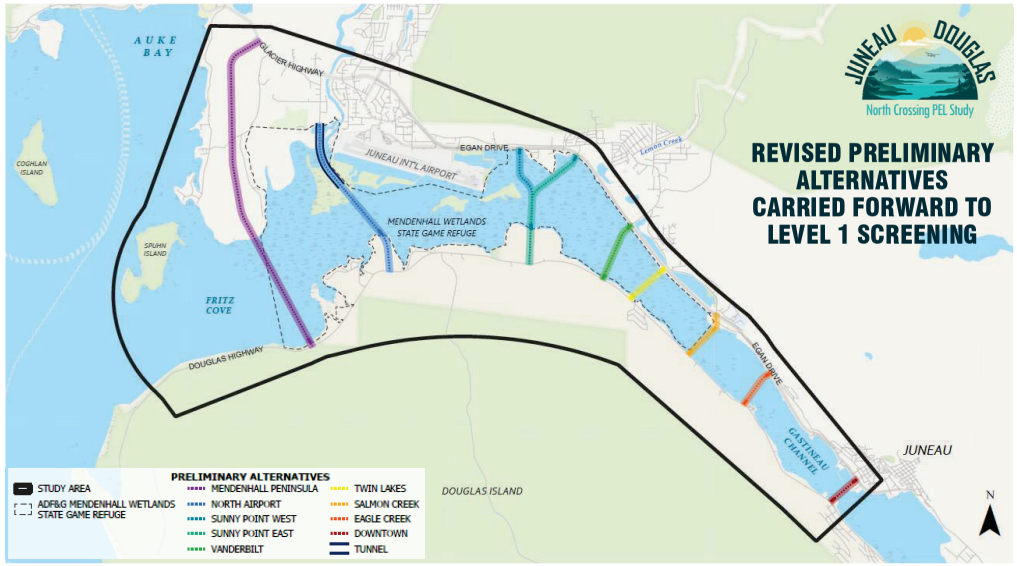
*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.



PRE-SCREENING ALTERNATIVES OBTAINED FROM PUBLIC INPUT

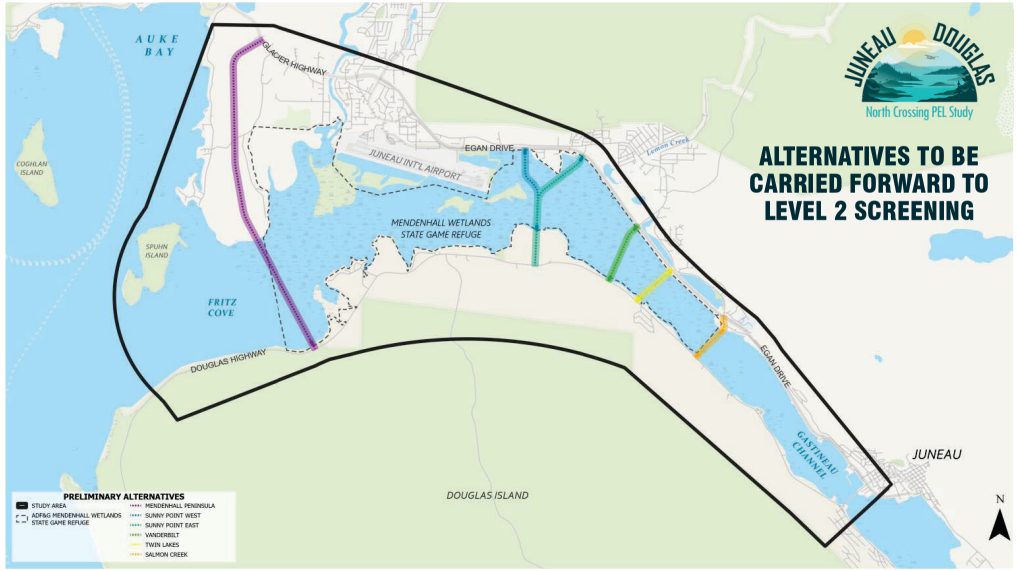




LEVEL 1 - BASELINE PURPOSE AND NEED CRITERIA

ALTERNATIVE MUST SCORE POSITIVE IN ALL CRITERIA TO ADVANCE TO LEVEL 2

Need	Criteria
Redundancy & Emergency Response Time	1) Crash delay 2) Emergency response time 3) Risk due to road/bridge closures
Roadway Capacity and Utility Infrastructure	1) Infrastructure consistent with CBJs planning framework 2) Reduced Travel Time
Network Connectivity	1) Reduced transportation barriers 2) Improved motorized access to North Douglas Island 3) Improved non-motorized access to North Douglas Island



LEVEL 2 – QUALITATIVE CRITERIA

BROAD RANGE OF CRITERIA BASED ON ADDITIONAL GOALS

Goal	Criteria
Active Transportation	1) Safety
Access to Recreational, Cultural, and Subsistence Resources	1) Access
Economic Impacts	1) Follows adopted planning documents 2) Business access
Environmental	1) Use of 4(f)/6(f) properties 2) ROW and property impacts 3) Wetland impacts 4) Habitat/Wildlife impacts
Cost	1) Cost range

LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

1. **Estimate the constraints placed on the alternatives by various resources**
   - *Example: acres of commercial land uses; airport approach surface elevations*
2. **Identify if resources, and to what extent, will be potentially affected by an alternative**
   - *Example: acres of wetlands impacted, or separation from MALSRS/Part 77 Surfaces*
   - *Additional details gathered from the field studies; revise alternatives if possible*
3. **Evaluate the costs of each alternative, logistical considerations, and technical feasibility**
   - *Including maintaining/avoiding impacts to JNU operations*
4. **Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits**

ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public have suggested Level 2 Screening would benefit from additional environmental analyses.

Completed (or In-Progress) Fieldwork Includes:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys (in progress)
- Visual analysis (in progress)

JNU INVOLVEMENT AND COMMENTS

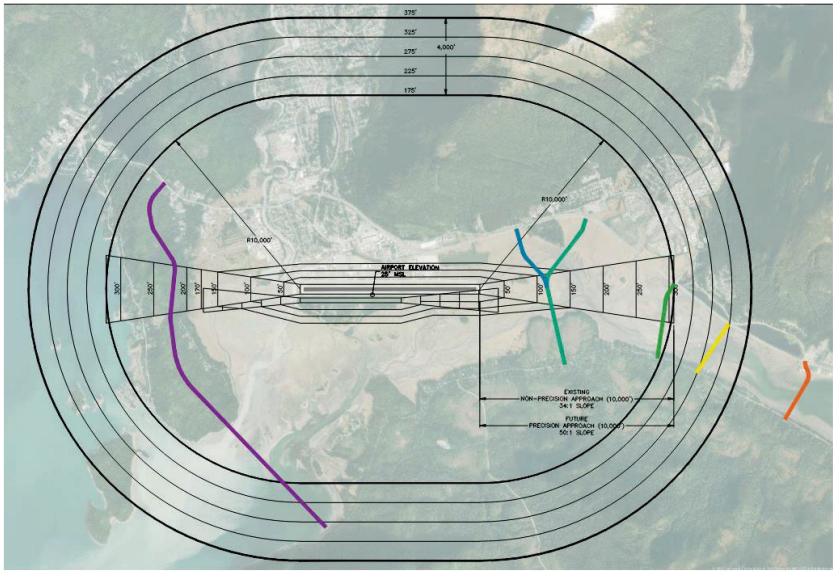
- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

Key issue:

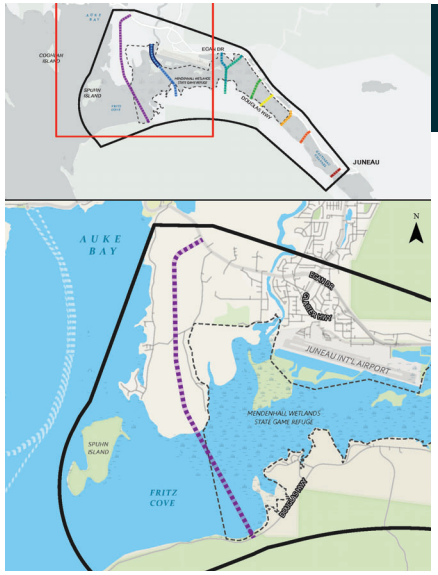
- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

Project team commitment:

- Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration

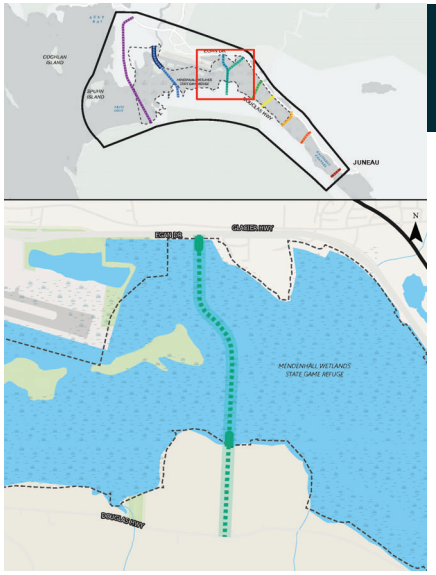


ALTERNATIVES RELATIVE TO PART 77 SURFACES – MENDENHALL PENINSULA AND SUNNY POINT



MENDENHALL PENINSULA

- Originally was screened out as part of phase I but was reconsidered in response to TAC and STAC comments
- Considered feasible but may not be reasonable for the following reasons:
  - Potential for adverse impacts to residential roads and neighborhoods
  - Significant earthworks required (cuts/fills exceeding 60 feet in height)
  - Adverse visual impacts – at least 100 feet high in best case to meet profile grades
  - Costs likely to be highest of the options
  - Structure would be nearly double the length of the next longest structure
  - Potential impact to approach paths to Juneau airport, and potential impact to facilities on land owned by FAA along the ridgeline of Mendenhall Peninsula – if either of these are true then the alternative would be modified or dropped from consideration



WEST SUNNY POINT AREA

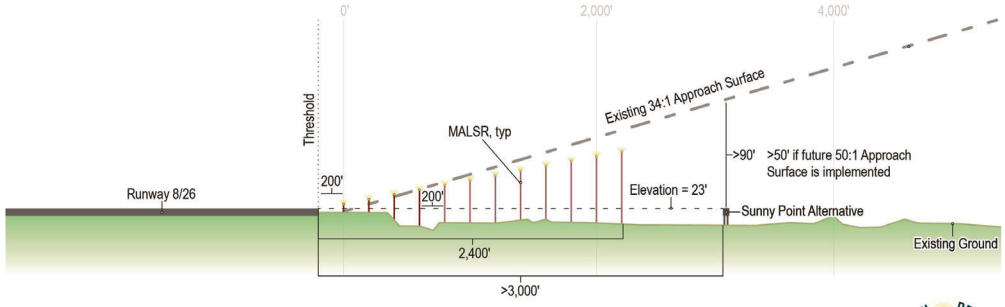
The potential **advantages** of this alternative include:

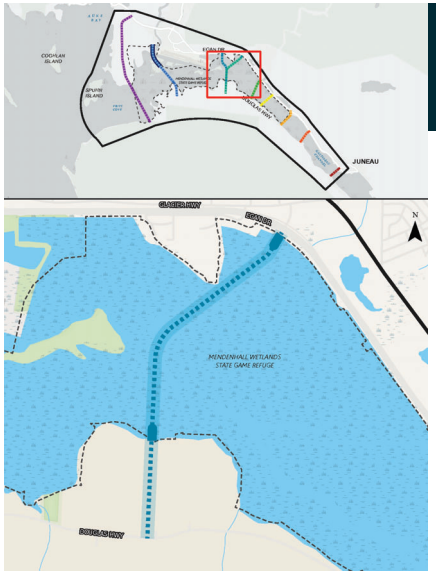
- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Avoids Southeast Alaska Land Trust conservation property
- Reduces travel times for the largest number of users
- High potential to improve the connection to North and West Douglas Island
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge and is adjacent to conservation properties
- Adds traffic to the Yandukin/Egan intersection
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with approach surfaces

JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE





SUNNY POINT AREA

The potential **advantages** of this alternative include:

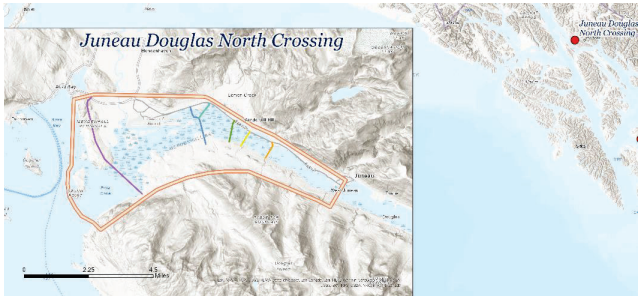
- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Terminates at Egan Drive and uses the Sunny Point interchange
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

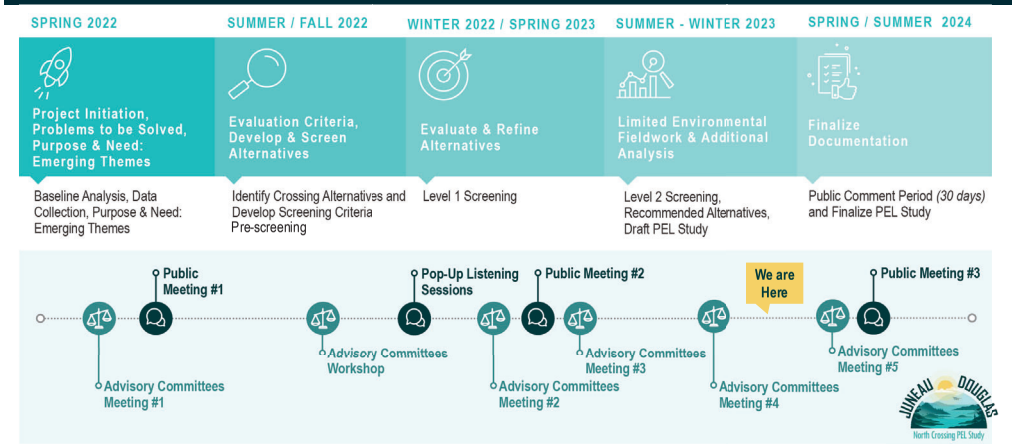
- Crosses the Refuge
- Will likely impact Southeast Alaska Land Trust conservation property
- Encroaches into a traditional and popular duck hunting area
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with JNU approach surfaces

PROJECT FUNDING

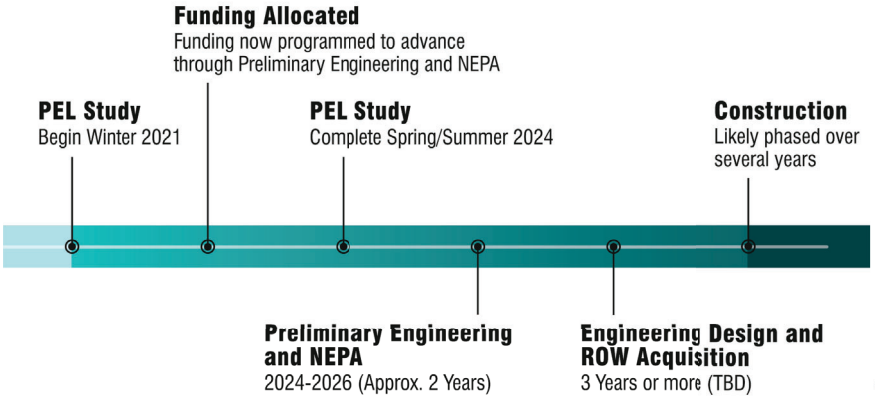
- FHWA/State/CBJ Funds to date
- $7M CDS in 2022
- RAISE Grant ($16.5M)
- STIP ID: 34146 – Still in draft stage



SCHEDULE & PUBLIC INVOLVEMENT SUMMARY



AFTER THE PEL STUDY WRAPS UP



STAYING INVOLVED

Continued Opportunities for Comment:

- Level 2 Screening will be presented to the Technical and Stakeholder Advisory Committees in February followed by formal review period
- Draft PEL Study and Public Review – April/May 2024
- Public Open House – May 2024
- Future NEPA documentation effort will have an extensive public and agency scoping and involvement effort
- Our team is available anytime to discuss the project

PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Steve Noble, DOWL Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

ATTACHMENT # 1

CARES/CRRSAA/ARPA Grant Funding Use/Availability

Type of Expense	Description	Amount Proj	Actuals & Encumb	Status
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	Available CARES:	**321,417**	**299,200**	
	Actuals Lower than expected			

AIRPORT MANAGER'S REPORT – February 8, 2024

a. Deputy Airport Manager Recruitment. The Airport is still recruiting for the Deputy Airport Manager position. A contract is now in place to use a Recruiter to assist in hiring for this position.

b. Aircraft Rescue Fire Fighting (ARFF) Truck Update. The Airport and Capital City Fire/Rescue submitted a draft agreement to the Palmer Fire Department for the lease of their spare ARFF truck as an interim measure until the Airport can acquire a replacement truck for engine A-2. The Airport has quotes through a cooperative purchasing source and is currently submitting the grant application for funding prior to ordering a new ARFF truck. It is anticipated that this will still take 12-18 months before it arrives in JNU.

c. Cargo Road Vehicle Vandalism. The Airport received reports that vehicles along Alex Holden (cargo road) have seen an increase in vehicle break-ins and thefts in the past few weeks. This is occurring to employee vehicles while they are working. Juneau Police Department (JPD) has been notified.

d. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). **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.

e. CARES/CRRSAA/ARG Fund Balance (Attachment #2). **NO CHANGE** since the January update. This will be updated as actuals come in.

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

- **NEW** – (but old) *ADEC Site Contamination*. In 2014 during a project that required paving a drive lane just south of the old sand shed and Channel/Loken (Coastal) hangar, contamination of soil and groundwater was found. This contamination record was never mitigated, nor further testing done, and remained an open contamination case for both the Airport and Loken/Channel Flying. The Airport will continue to work with the Alaska Department of Environmental Conservation (ADEC) to close out this site, which may take some time.

- **NO CHANGE –** *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**.

- **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. The Assembly has approved $150,000 in their FY24 Capital

Improvement Project plan for: *the Jordan Creek Greenbelt Improvements, for installation of lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt.*

- **NO CHANGE –** *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.

- **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 FY24 Reauthorization Bill (that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion) has 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

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/**no** 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 reimbur
Apr-15		$32,849	($32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
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)	**	*NO LONGER REQ.Termnl Recon -less Float Pond Design ($40k and $108K) / Property Acq ($50k)*
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 Reservce 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 #1

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 #2

CARES/CRRSAA/ARPA Grant Funding Use/Availability

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MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: January 30, 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: As reported last month, the revised version of Request for Proposal (RFP) 188R has been released by JNU to Dawson Construction for pricing. This RFP asked for a lump sum proposal to introduce a full height (9-foot tall, floor-to-ceiling) glass wall assembly to replace the glass guardrail assembly around the second floor through-floor opening.

Dawson Construction advised last week of a problem with the glass wall product that was recommended by the design team in RFP 188R. The recommended product cannot accommodate glass panels thicker than 1/2-inch and Dawson warned that the use of 1/2-inch thick glass panels in a 9-foot-tall application will result in panels that are not stiff enough to resist lateral (front-to-back) deflection. While a 1/2-inch-thick glass assembly would technically be code compliant, the individual panels will flex.

Dawson Construction has provided an alternate proposal for RFP 188R, in the amount of $114,640.00 to engineer, furnish and install a full height glass wall assembly. In this proposal, Dawson is proposing the use of ¾-inch thick glazing, which would result in a more rigid wall assembly.

The design team has been advised of the limitations with their recommended glass wall product and has been provided with a copy of Dawson Construction's alternate proposal. JNU has not received a response from the design team.

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 contaminates 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 received 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, SECON and Alaska Airlines to develop a revised project schedule / work phasing plan.

In a meeting conducted on January 17, JNU staff met with DOWL, SECON, Alaska Airlines Airport Development staff, Alaska Airlines JNU station staff, Roger Hickel Contracting, Consolidated Contracting and JBT AeroTech. The purpose of this meeting was to discuss how the work associated with Alaska Airlines planned Gate 3 and Gate 4 Passenger Boarding Bridge (PBB) replacements could be coordinated with the Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron project.

In this meeting, Alaska Airlines / Roger Hickel Contracting announced that they would like to hire SECON as their subcontractor to perform the on-site civil / construction operations associated with the Gate 3 and Gate 4 PBB replacements. SECON indicated that they were interested in pursuing this opportunity. While not yet finalized, a contractual tie between SECON and Alaska Airlines / Roger Hickel Contracting is seen at this time as positive. This will provide a consistent unified construction team and will place SECON in the position of having to coordinate the Alaska Airlines PBB replacement work with their contracted work with JNU.

During this meeting, the following approach to the work within the 121 apron was discussed:

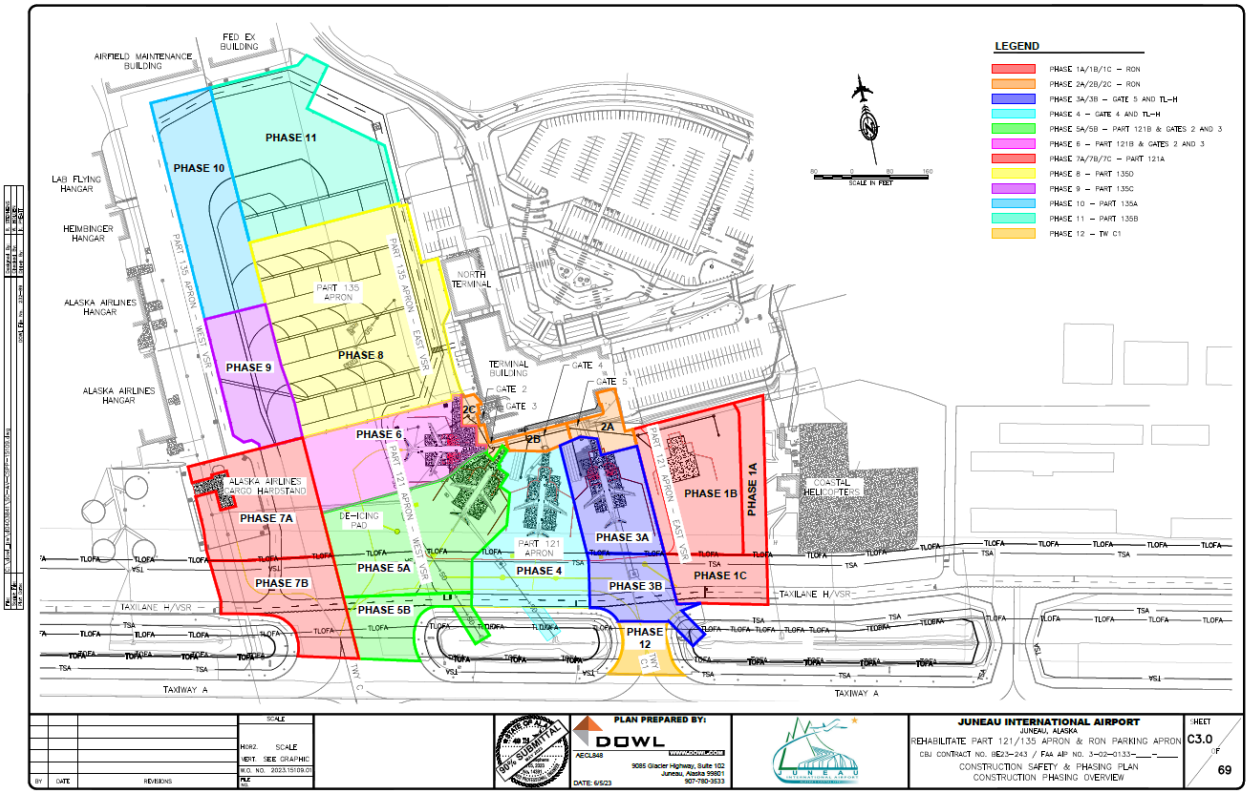
- Work on the completion of the new RON (Phase 1A, Phase 1B and Phase 1C) area would be addressed first. Work in Phase 3B and Phase 12 would need to be completed at this same time to facilitate aircraft access into / out of the new RON. SECON would also need to address the Phase 2A and Phase 2B work at this same time to make certain that the necessary pedestrian walkway between the terminal and RON was developed. This would also make certain that access into / out of the bagwell would be maintained.

- Work on the rehabilitation of the 121 apron (Phase 3A) at Gate 5 would follow the completion of the RON work. Aircraft displaced from Gate 5 would move to the RON where they would ground load through the Gate 6 ground level door.

- Work on the rehabilitation of the 121 apron (Phase 4) at Gate 4 would follow the work at Gate 5. At this time, both Gate 5 and the RON would be available for use by aircraft.

- Work on the rehabilitation of the 121 apron (Phase 5A and Phase 5B) at Gate 3 would follow the work at Gate 4.

- Work on the rehabilitation of the 121 apron (Phase 6) would follow the work at Gate 3.



SECON is currently reviewing the scope of work for both projects and is working on the development of a combined work schedule. This schedule will then be submitted to JNU / DOWL for review.

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.

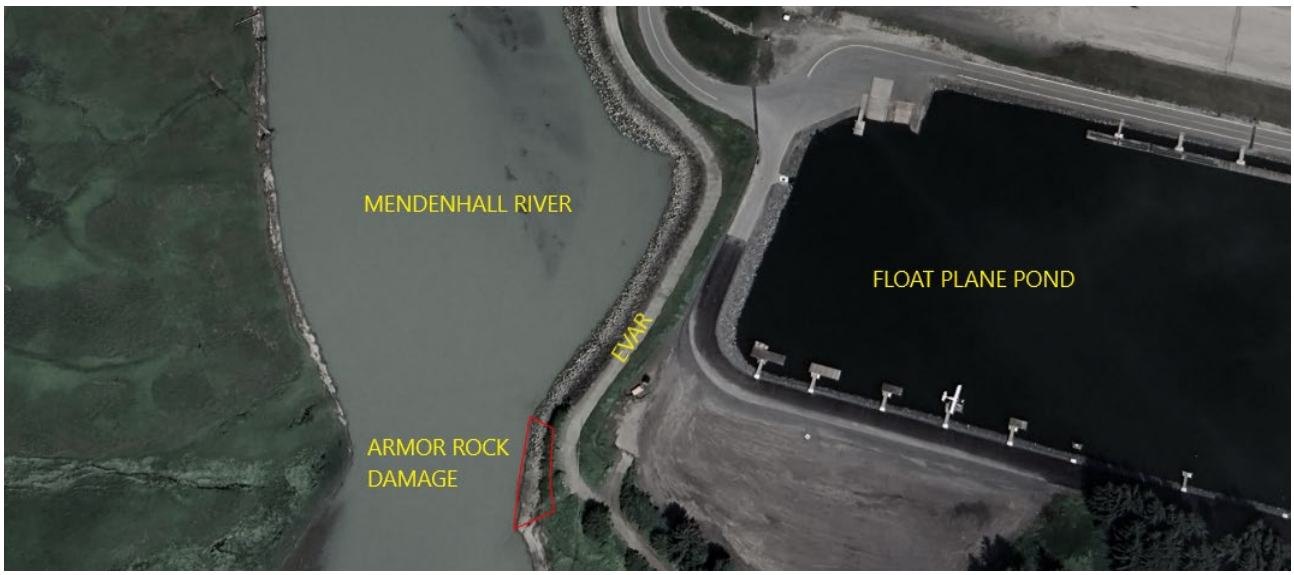
JNU / DOWL has issued RFP 03 – Ramp Marking Reductions, which will address the elimination of some of the project asphalt markings because Additive Alternate 1 was awarded. The engineers estimate for this work is a deduct of $114,640. JNU has not yet received SECON's proposal for this RFP.

JNU / DOWL has issued RFP 04 – Additional Pipe Slurry to SECON. The scope changes include filling the existing storm drain culverts under the Gate 2 and Gate 3 hardstands with controlled low strength material. This change eliminates the requirement to remove these culverts and to remove and replace portions of the existing hardstands at Gate 3 and at Gate 4. The engineers estimate for this work is a deduct of $224,930. JNU has not yet received SECON's proposal for this RFP.

Mendenhall River Armor Rock Repairs: **No change since last report.** 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: No change since last report. 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.

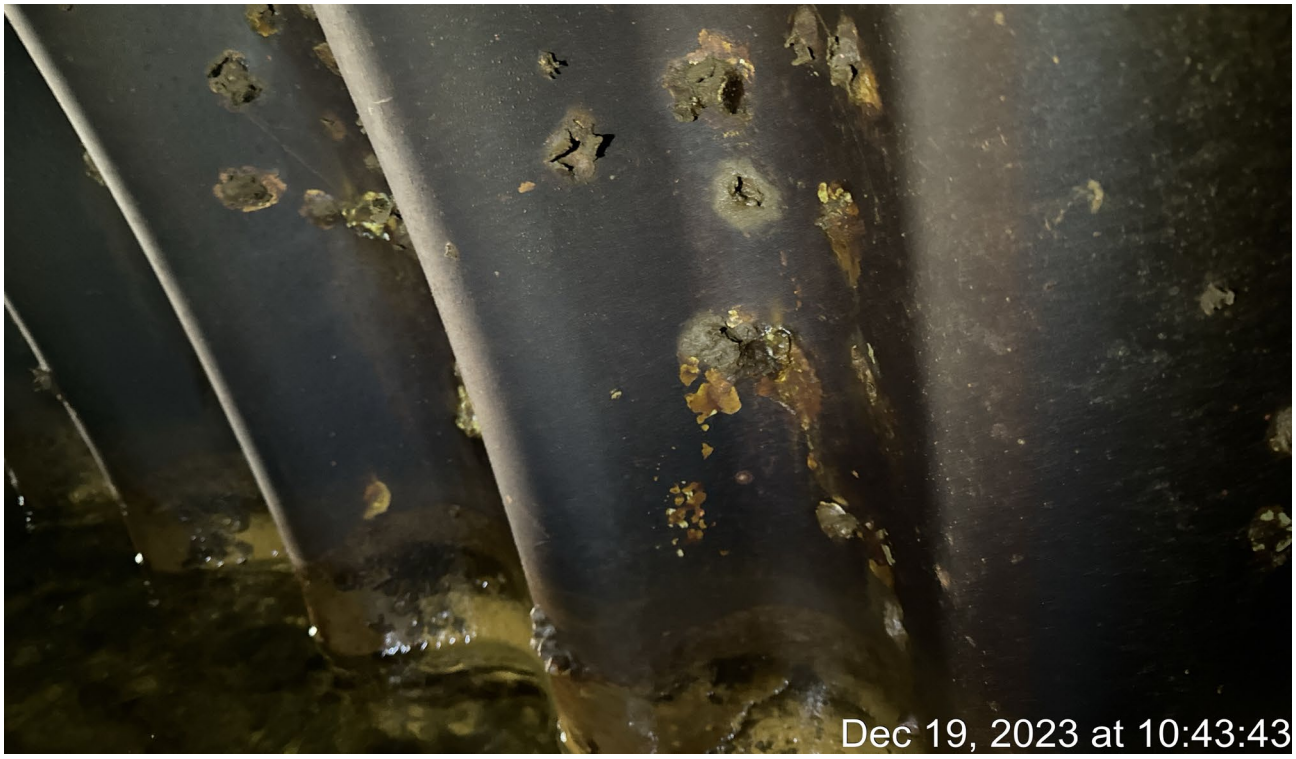


Photo 01: Heavy pitting and holes as observed on a portion of the half-arch culvert sidewalls.

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: **No change since last report.** 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: **No change since last report.** 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: **No change since last report.** 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

MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: January 31, 2024

RE: Airport Architect's Report

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

Parking Lots Improvements: The electrical final inspection took place on Friday, January 12. That completes work in the field; ***only closeout paperwork remains to be done.***

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

During the course of this project, it became 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.** *Robson stated, "the electricians will start Mon 05-Feb, anticipation is that the mechanical demo/reinstall will start on Wed 07-Feb".* Most of the equipment has been delivered and is in the 40' container parked in the former sand shed lot. 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.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *The building permit is being processed by the CBJ Permit Center. The existing PBB is currently operational but may not last until the new PBB arrives.* Dawson's most recent schedule shows the new 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 (UST) Removal & Replacement (formerly Old Shop UST)**:** The tank is expected about February 17; Alaska Fuel Systems anticipates about a week to set up the new tank and a week to pull the old one. They will melt frozen ground if necessary. 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 completed the installation of floor outlets in the Departure Lounge to accommodate the addition of charging units to the new seating.* Funds remaining from the furnishing budget will pay for a few charging units, *which have been ordered.*

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 in use. Landscaping of 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 exterior is complete; work continues on 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: *Staff are preparing the project for bidding* as directed by the Board at their January 11, 2024, meeting. When bids are received, the Board will decide whether to proceed with the project. Based on the 95% documents, the Engineer's estimate is approximately $490,000. 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.

Initially the Board approved a total project budget was $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 2023, 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: *The only outstanding item is 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.