AIRPORT BOARD AGENDA

May 11, 2023 at 6:00 PM

Airport Alaska Room/Zoom

https://juneau.zoom.us/j/82856995400?pwd=YUNLd2p1OFI3TnY3NUpKa3BRQmFidz09
or Dial: 1-833-548-0276,
Meeting ID: 828 5699 5400, Passcode: 697369

TO TESTIFY: CONTACT PAM CHAPIN, 907-586-0962
BY 3:00 PM ON MAY 10, 2023

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES: April 13, 2023

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. UNFINISHED BUSINESS

1. **CARES/CRRSAA/ARG Fund Balance** (Attachments #1 and #2). (This item is normally part of the Manager's Report.) The breakdown of CARES/CRRSAA/ARG funds used and proposed is updated on the attachment. After updates, the Airport is looking at $1.75M available.

   Staff has investigated another use of these funds that Board may want to consider. The Airport carries both revenue and general obligation (GO) bonds. The GO bonds were approved by the voters back in 2012. There was $5.9M in GO bonds sold in 2019 that represent the local match and non-federally-eligible portions of the terminal. Some of the Airport CARES money has paid for four years of the debt service on these GO bonds.

   The Airport also has revenue bonds. This roughly $15.8M that was taken out to upfront the funding for the federally eligible portion of the terminal construction. It was originally planned that the Airport would need to commit four years of Airport Improvement Project (AIP) Entitlement dollars and pay the remaining with PFCs. The Federal Aviation Administration (FAA) was able to fund the entire amount of the federally eligible amount in one grant year (2020). With the bonds already issued, there would still be interest to pay through PFC collections. This prolonged collection has tied up the Airport's ability to leverage PFC match for near-future projects. One option for the CARES money is to pay 2023, 2024 and one payment in 2025, or any combination thereof, of the revenue bond interest. The grant language appears to allow for this use in all three grants. We are waiting for confirmation from FAA. The City & Borough of Juneau (CBJ) Finance Department concurs that this is allowable from the City standpoint. The tables on Attachment #1 show the amounts (broke out principal and interest) on the two revenue bonds. The lower table shows the interest only owed for each of the biannual payments (April and October (and combined annual total)) for the two revenue bonds. This is presented for the Board's consideration for all or a portion of the remaining CARES money. This option can also be reviewed on bi-annual basis (not an all-or-nothing decision) as CARES fund balance is updated/reviewed.

   Further discussion at the Board meeting if the Board wants to pursue any level of bond interest payment.

G. NEW BUSINESS

2. **Terminal Ground Source Heat Pump System and Heat Pump Repairs.** The ground source heat system runs a mix of 12% methanol-water to circulate down through the geothermal piping. During a heat

pump failure, evaporation condenser coils were found to be clogged with debris. In addition to the heat pump replacement (and/or parts) the system will require flushing of the debris. Staff is getting a quote on the parts as well as system flush to bring back to the Board for funding. The samples of the methanol-water mix have also been sent out for sampling to see what the contamination is in the system so that it can be fixed at the source. This system and the heat pumps will need to be in working order prior to balancing the entire heating/ventilation/air conditioning (HVAC) system at the Airport, which is part of the Airport Terminal project close-out. Staff anticipates a quote for the repairs at the Board meeting for further discussion.

3. **TEMSCO Request for Wastewater Tie-in (Attachment #3).** TEMSCO has formally requested to have wastewater extended to their lease lots. When the Airport developed the Northeast Development Area (NEDA), the plan was to bring utilities in and allow TEMSCO to stub-in. The work to the NEDA would be extensive over a very flat area, and this area has yet to be developed. TEMSCO has been on septic which is now failing. Cost and permitting to continue with a septic drain field is prohibitive; continuing as they are is untenable and unsanitary. TEMSCO has received quotes for tying into the City wastewater at the Honsinger Pond development area. This is a shorter distance and is still on Airport property. TEMSCO requests assistance with the on-airport tie-in to the City system. They would still be required to pay for the stub in to their building and inspection costs.

   Board Discussion: *Whether to assist with the on-Airport costs of wastewater tie-in, or allow rent credits for TEMSCO to pay for this system upfront.* TEMSCO is requesting a decision as soon as possible due to septic back-up.

4. **Jamee Wallis Proposed Hangar Use for Flight School.** The Airport has just opened up a lease block of land for development on the west side and sent out notices to those on the hangar wait list. Jamee Wallis is one of the potential tenants that has been offered an executive style hangar lease. Ms. Wallis has a private aircraft and is currently subleasing on field. She would like to move forward with her plans, but would like to keep her options open in her budget planning for a future flight school. She requests Board approval for an option to operate a flight school out of her hangar at some point in the future. The Airport has leased other general aviation lots that housed flight schools in the past. Ms. Wallis would notify the Airport if she exercises this option since other security measures would need to be implemented.

   Board Motion: "*Approve the option of operating a flight school out of a general aviation hangar for Jamee Wallis, upon execution of an executive hangar lease.*"

5. **Airport Manager's Report**

6. **Airport Projects Report - Mike Greene**

7. **Airport Projects Report - Ke Mell**

H. CORRESPONDENCE

I. COMMITTEE REPORTS

8. Finance Committee

9. Operations Committee

J. ASSEMBLY LIAISON

K. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

L. BOARD MEMBER COMMENTS

M. ANNOUNCEMENTS

N. NEXT MEETING DATE: June 8, 2023

O. EXECUTIVE SESSION: Airport Manager's Annual Evaluation: BOARD MOTION: *The Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.*

P. ADJOURNMENT

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

ATTACHMENT #1

Type of Expense	Description	Amount	Fiscal Year	Final OR In Progress
	CARES grant Award	21,736,343		
	CRSSA grant Award	3,324,451		
	ARPA grant Award	5,430,992		
	TOTAL GRANTS:	**30,491,786**		
Ops Deficit	FY20 Operational Expenses	(727,145)	2020	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,427,111)	2021	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,453,789)	2022	Final
Ops Deficit	FY23 Tenant Rent Relief (est)	(1,250,000)	2023	In Progress
Ops Deficit	FY23 Operational Expenses (est)	(1,611,200)	2023	In Progress
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	2024	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	2024	In Progress
Debt Service	FY21 Airport GO Bond debt service	(602,375)	2021	Final
Debt Service	FY22 Airport GO Bond debt service	(662,625)	2022	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	2023	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,000)	2024	In Progress
Project	TWY Regulator Upgrade (appropriated)	(203,028)	2023	In Progress
Project	Bag Belt Replace - Est; + $50K design (10/21)	(1,469,716)	2023	In Progress
Project	Parking Lot Design (max) - Estimate	(767,783)	2023	In Progress
Project	Terminal Ceiling	(350,000)	2023	In Progress
Project	Parking Lot Construction -TBD -Est (in design)	(9,686,227)	2023	In Progress
Project	Terminal Seating	(450,000)	2023	In Progress
Project	SREB Circulation Pump Upgrade *May 22 bids	(165,000)	2023	In Progress
Project	Sand/Chem bldg Back-up Boiler TBB July 2022	(175,000)	2023	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	2023	In Progress
Project	SREB Wash Bay Protection	(49,925)	2023	In Progress
Project	NWDA Electrical Upgrades	(296,400)	2023	In Progress
Project	Float Pond Electrical Upgrades	(190,000)	2023	In Progress
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	2023	In Progress
Project	Old Shop UST remove/replace/cleanup	(147,150)	2023	In Progress
Project	Forklift vehicle	(48,715)	2023	Final
Project	Bagwell Gas Detect $43k desgn+construct 195.4k pend	(238,400)	2023	In Progress
Project	Man Lift	(20,000)	2025	In Progress
		1,758,771		

ATTACHMENT #2

A. CARES/CRRSAA/ARG Fund Balance

FY - Cash	2019 Airport Rev-AMT ($1.995M) F329 1_Principal	2019 Airport Rev-AMT ($1.995M) F329 2_Interest	2019 Airport Rev-Xmt Bonds ($13.79M) 1_Principal	2019 Airport Rev-Xmt Bonds ($13.79M) 2_Interest	Grand Total
2023	275,000.00	69,125.00	1,900,000.00	477,000.00	2,721,125.00
2024	290,000.00	55,000.00	1,995,000.00	379,625.00	2,719,625.00
2025	300,000.00	40,250.00	2,095,000.00	277,375.00	2,712,625.00
2026	320,000.00	24,750.00	2,195,000.00	170,125.00	2,709,875.00
2027	335,000.00	8,375.00	2,305,000.00	57,625.00	2,706,000.00
Grand Total	**1,520,000.00**	**197,500.00**	**10,490,000.00**	**1,361,750.00**	**13,569,250.00**

Combined OCT	Combined APRIL	Combined by FY	
	285,006.94	285,006.94	FY20
394,625.00	352,000.00	746,625.00	FY21
352,000.00	300,250.00	652,250.00	FY22
300,250.00	245,875.00	546,125.00	FY23
245,875.00	188,750.00	434,625.00	FY24
188,750.00	128,875.00	317,625.00	FY25
128,875.00	66,000.00	194,875.00	FY26
66,000.00		66,000.00	FY27
		3,243,131.94	

AIRPORT MANAGER'S REPORT

a. LifeMed Medevac JNU Base Terminates. LifeMed has discontinued their JNU service base. There is no further information as to why they have decided to cease their JNU base at this time.

b. Mike Roggenkamp, Senior Mechanic, Retiring. Mike Roggenkamp has been with the Airport for over 15 years as an Operator II, and most recently, the Senior Mechanic. Mike is an extremely talented and dedicated mechanic and heavy equipment operator, and he will be sincerely missed. We wish Mike the best in his retirement at the end of this month.

c. Federal Aviation Administration (FAA) Visit. On May 16, 2023, FAA Airport's Division Project staff will be in Juneau to discuss projects and take a tour of the airfield and facilities. Many of the project managers and planners have not seen JNU.

d. Tenant Complaint on Float Pond Construction. A tenant of the west finger of the float pond expressed frustration on the lack of construction notification on the south side access road work as well as lack of access to their docks during construction. They asked that this be addressed at the next Board meeting: *"No one was notified of the planned construction or the lack of access to our docks and we are all upset about this. Zero notice. Float season is short here and now it looks to be 6 weeks shorter. I know we will all appreciate and enjoy the improvements but notification should have been done months in advance so we could make alternate plans. We should also be getting a prorated lease this year. And all three of us would rather have access to our docks rather than money. What is the solution? Thank you for hearing me out and thank you for continual improvements of the airport."*

Four tenants in the west finger ('horseshoe") have been relocated to the north side of the float pond and a credit for 1½ months of rent will show on their next billing. Project staff also looked into the breakdown of notifications. Staff believes that this has now been resolved.

e. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #4). The Airport Fund Balance page reflects updates to the FY23/24 budgets and reflects what has been submitted to the Assembly and approved by the Board. The FY24 shortage of $118,700 will be covered with CARES funding. The CRAB reflects the approved use of the additional $108K for funding the Float Pond Phase 2 Design work until reimbursed by the FAA grant.

f. CARES/CRRSAA/ARG Fund Balance. See Agenda, Unfinished Business.

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

- **UPDATE –** *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) has started the North Crossing project, for a second crossing over the channel between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. On April 25, the Airport had another meeting with ADOT and DOWL to discuss the Airport's in-depth concerns for approach corridors and future need during a recent public comment period. This includes east and west

proposed alternatives. Please visit the ADOT website for the project **www.jdnorthcrossing.com** or make comment to the project email **JDNorthCrossing@dowl.com**.

- **NO CHANGE –** *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights* (MALSR) *approach lighting*. Senator Sullivan submitted language changes for the FY23 Reauthorization Bill that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion. 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 Senate and House approval.

- **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 variance request on November 22, 2022. Staff was told to work with the Community Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area.

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

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

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

- **NO CHANGE** – *Alaska Department of Natural Resources (DNR) Land Conveyance/ Easement.* During the Airport Runway Safety Area (RSA) Project, the ends of the runway shifted and required additional land (safety area) at each end of the runway. The installation of the Runway 8/26 approach lighting (MALSF (Medium Intensity Approach Light Systems with Sequenced Flashing Lights)/MALS (Medium Approach Light System)) requires easement into State wetlands. Two tracts of land at each end are in the process of finalize conveyance to the Airport. Staff is working with DNR to close out this project. The conveyance process is in final DNR review. Airport staff and DNR expect that the final review and recording soon. A third tract of land (west end) that is currently used for FAA approach lighting is easement only.

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

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

- **NO CHANGE –** *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations.

- **NO CHANGE –** *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

- **NO CHANGE –** *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.

- **NO CHANGE –** *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: May 3, 2023

RE: Projects Office Monthly Report

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

Terminal Reconstruction: Dawson Construction did not perform any work on the terminal project in April. They did follow-up on the matter of the glass guardrail around the through-floor opening and are working on the preparation of a proposal to introduce full height glazing around this opening. Dawson Construction still has project punch-list items, work items required by the original construction contract, and work items that have been introduced into the contract by Requests for Proposal (RFP) and Change Orders to complete. JNU continues to work with Dawson to finalize these outstanding work items.

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

Look Ahead to Upcoming Activity. The Contractor's schedule for May calls for the continued effort to complete all outstanding project work items. This work will include repairs to the existing Dedicated Outside Air System (DOAS-1); modifications to the Lumicor panels at the main stairs; the installation of the glass guardrail assembly around the second floor light-well; and the balancing of the entire terminal Heating, Ventilation, and Air Conditioning (HVAC) equipment systems.

Terminal Fire Alarm Upgrade: JNU has accepted a proposal, in the amount of $1,758.00, from Johnson Controls to revise the public address interconnection at the Delta Airlines ticket counter / baggage check, which will eliminate the last of the feedback problems. Once this work is complete, the final testing of the system can be completed.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration (CA) services for this project.

Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking Design.
In April, DOWL completed work on a scope reduction analysis to bring the overall scope of work in line with the original total project budget. This scope reduction focused on a reduction in the amount of asphalt removal and replacement/asphalt milling and overlay work within the 135 ramp, a reduction of the total area of the structural section within the RON, a reduction in the number of trench drains installed within the 121

ramp, a reduction in the number of pole mounted ramp light fixtures and a simplification of the ramp lighting control system.

In April, DOWL continued work on the preparation of the project Construction Safety Phasing Plan (CSPP) and work phasing plans, the aircraft movement studies, the storm drain system layout, and the revised construction cost estimate and provided JNU with 90% design documents on May 4. JNU is currently reviewing these documents.

In May, JNU and DOWL will complete the coordination effort between the Ramps project scope of work and construction schedule with the JNU Gate 5 Passenger Boarding Bridge (PBB) Replacement project and with the planned replacement of the PBB's at Gate 3 and Gate 4 by Alaska Airlines. DOWL will also complete the last of the tenant outreach with tenants and stakeholders to obtain information relating to their operations, aircraft and ground equipment, and to identify all potential operational impacts.

The project is currently scheduled to be released for competitive bid in late-May 2023/early-June with a project award scheduled to occur in late-July/early-August. The current work phasing plan identifies the development of new RON as the only construction work that is to be started in the summer/fall 2023. The phasing plan currently divides the 121 ramp work and the 135 ramp work into nine (9) work phase which are to be addressed within the 2024 and 2025 summer construction seasons.

JNU continues to work with DOWL to identify project priorities, to develop and review the project budget in relation to the scope of work, to develop the project phasing plan, to provide input during the development of the project design and to make design decisions in a timely manner.

JNU will soon be issuing an RFP to DOWL to provide CA services during the construction phases of this project.

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

Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty or this new installation.

Sand/Chemical Building - Commissioning: No change since last report. JNU has advised RESPEC (formerly PDC Engineers) that the work to replace pumps P-1A and P-1B in the Snow Removal Equipment Building (SREB) has been completed, and to prepare to resume work on the commissioning effort on the SREB and Sand/Chemical building mechanical system.

Rehabilitate Access Road (Float Pond Improvements – Phase 2): In May, SECON remobilized to the float pond and started work on rehabilitating (ditch excavation, placing geotextile fabric, placing rip rap, hauling and placing recycled asphalt product (RAP), grading and compaction) the south access road. SECON's current project schedule calls for the asphalt paving work to start in the first week of June to meet the current Substantial Completion deadline of June 16, 2023.

JNU has issued **RFP 02-PAVE ROADWAY CROSSINGS** to SECON, and has obtained a revised proposal in the amount of $48,500 to patch the asphalt paving at the nine utility crossings in the pond access road. These crossings were made by Alaska Electric Light & Power (AEL&P) last fall when they extended power to the float pond and when they worked on the power upgrades into the Northwest Development Area (NWDA). JNU has not yet accepted this revised proposal.

Limited Construction Administration and Inspection services continue to be provided by PND Engineers, who are the engineers of record for this project.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: JNU continues to work with SECON, DOWL and Morris Engineering Group to finalize the last two Request for Proposals (RFP's) and to wrap up the remaining project punch-list work items.

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

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

Gate K (Crest Street) Culvert at Jordan Creek: There has been no further movement on the Jordan Creek culvert replacement project since the bid opening on March 1, 2023. This bid has not yet been accepted or awarded, pending receipt of the Federal Aviation Administration CARES grant amendment.

The original project schedule called for construction to begin in the early spring of 2023, with the contract set up to allow the Contractor a total of 140 calendar days to complete all work. The work to remove and replace the culvert is still anticipated to require 40 days, but at this time, the anticipated work start date is unknown. During the 40 day work period, the airfield access over Jordan Creek at the Gate K culvert will be closed. Gate K will remain open for use, and a detour will be provided per the Safety Plan.

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

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

Upgraded Power to the Northwest Development Area (NWDA): AEL&P is currently gearing up for the 2023 summer work season, and will soon resume work to extend new 12.5 KW 3-phase electrical service into the NWDA. This work will complete the upgraded power service to the nine (9) new hangar lease lots that are located in the NWDA. This power will also be used to provide upgraded site lighting within the NWDA. AEL&P has not yet provided a schedule for this work.

Power Extension to the Float Pond: AEL&P is currently gearing up for the 2023 summer work season, and will soon resume work on extending primary power approximately 2,050 feet along the north side of the float pond access road. This extension will be routed from the new transformer location, along the north side of the float pond access road, and will extend as far to the east as the Ward Air gangway. AEL&P's work

will include the installation of four step-down transformers that will be used to make 115V-220V 60 amp service available to the primary commercial tenants that have floats at the northwest side of the pond.

JNU has coordinated this work with Wings Airways, Alaska Seaplanes and Ward Air and has advised that they will each need to contact and contract directly with AEL&P to have the stepped down power extended from the transformers, across the access road and terminated at their respective gangways. JNU has also advised these tenants that AEL&P's estimated cost to bring this power across the access road will cost them each $3,701.03. JNU has received acknowledgement from each of these tenants that they have contacted AEL&P.

JNU coordinated this work with the Rehabilitate Access Road project with SECON, and issued **RFP 02-PAVE ROADWAY CROSSINGS** to SECON (see Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment above). JNU has not yet accepted the SECON proposal for this work.

AEL&P has not yet provided a schedule for this work.

SREB Wash Bay Water Protection: Dawson Construction has received the materials needed for this project, and will be starting work in the first week of May.

The scope of work will include patching and painting the water damaged gypsum wallboard; the preparation (caulk to seal) and re-painting of the interior face of the exterior vertical lift door; and the installation of splash curtains and plastic panel ceiling splash protection within the wash bay.

Dawson Construction has indicated that this work will be completed by the end of May.

End of Report

MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: May 3, 2023

RE: Airport Architect's Report

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

Bagwell Mechanical Repairs: ***Project complete.*** *Building Maintenance staff instructed airline personnel as to the functioning of the system, and the ToxAlert system has been fully operational since April 12. We will approve the contractor's and consultant's final invoices upon receipt.*

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

Parking Lot Repairs: ***Construction anticipated to commence June 1 or sooner.*** *On April 17 an ordinance to appropriate $9,854.010 for was introduced by the Assembly. The ordinance will be before the Assembly on May 8 for appropriation and bid award, contingent on receipt of a Federal Aviation Administration (FAA) CARES grant amendment, which is expected. Secon (contractor) and DOWL (consultant) should receive Notice-to-Proceed shortly thereafter. Secon, DOWL, and JNU are coordinating closely in preparation to hit the ground running and reduce the impact of the work on operations, JNU stakeholders, and the traveling public.*

With assistance from Secon, JNU has put flashing-light signs on Shell Simmons and Yandukin approaching the airport to advise the public of parking changes in late May. In March JNU posted signs at the entrances to the long and short term lots informing the public that long term parking will be closing May 31 and that temporary long term parking will be provided. JNU staff will provide the public with more information as it becomes available.

During construction Republic/REEF will be operating the temporary long term parking on the airfield north of the terminal, near FedEx, as well as short term parking that will move within the existing parking lots in response to the progress of construction. Temporary long term parking will open in mid-May, with close to 200 spaces. There will be a 14-day limit (rather than the normal 30 days). During construction there will be no weekly rate; just the daily rate of $16/day. Parking will be pre-paid at payment kiosks in the temporary long-term lot, or by application. Short-term parking will be pre-paid at payment kiosks in either side of the main entrance to the terminal. The short-

term rate will remain unchanged. Republic will have employees on hand to assist customers with making payments, to direct them to available parking and to patrol to ensure payment.

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

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

Outgoing Baggage Belt Repair/Replacement: ***Contract award anticipated.*** The *outgoing bag belt repairs/replacement bid was introduced by the CBJ Assembly on April 17 as part of the same ordinance as the parking lot repairs. The ordinance will be before the Assembly on May 8 for appropriation and bid award, contingent on receipt of an FAA CARES grant amendment, which is expected. The amount of the appropriation and amendment is $1,419,716.* The apparent low bidder, Robson Handling Systems, provided a schedule of 24-26 weeks—or about six months—from contract award to final completion. This puts installation in our off season (winter 2023-2024). Staff will coordinate the installation schedule with Transportation Security Administration (TSA), Alaska Airlines and Delta Air Lines. CARES funds must be expended by late April 2024. A future project will work with TSA through their planning and design process to upgrade the system as a whole.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: ***Bid advertisement anticipated.*** *JNU staff and consultants Jensen Yorba Wall and Respec are finalizing the bid package to advertise. The cost estimate at 95% design was $3.2M, of which the PBB itself was estimated at $1.9M.* The cost estimate at 65% design was $3.4M, of which the PBB itself was estimated at $1.9M. The estimated lead time on the PBB is 40 weeks; installation is scheduled for late summer of 2024 in close coordination with the Main Ramp (Part 121/135) Rehabilitation and Remain Overnight (RON) Jet Parking project.

Terminal Furnishings: ***Order anticipated.*** *JNU has finalized an order with Arconas under a cooperative purchasing agreement for $427,025 in terminal seating, which will fully furnish the departure lounge, 135 lounge and additional airport spaces. The quote includes freight; installation to be by JNU staff. In November 2022, the Board authorized a budget of $450,000. JNU expects a Purchase Order from CBJ Purchasing shortly; upon receipt, the Airport will make the 1/3 down payment and receive a delivery schedule.* Installation is expected in the fall.

Alaska Seaplanes Building: *Dawson continues work, mostly within the building.* On April 7 they poured footings for the passenger and bag belt connections to the JNU terminal north wall. JNU staff are closely monitoring the connections to the terminal building.

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

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

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

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