

AIRPORT BOARD
AGENDA
6:00 P.M., THURSDAY, OCTOBER 14, 2021
ZOOM WEBINAR: <https://juneau.zoom.us/j/96699462037>
Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

**TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON OCTOBER 13, 2021**

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of September 9, 2021
- IV. APPROVAL OF AGENDA
- V. APPOINTMENT TO COMMITTEES
- VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VII. UNFINISHED BUSINESS
 - A. **Bagwell Gas Detection/Alarm System Mechanical Repair – PDC Design and Contract Administration (CA) Proposal:** At the May 13, 2021, Airport Board meeting, the Board approved \$50K for the estimated cost of repairs for the bagwell gas detection and alarm system. The system was found to be inoperable during terminal construction. While working on procurement, the airport was made aware that the components did not include the mechanical and electrical design, bid documents and project management. The Airport went out for solicitation of the design and contract administration as required for this type of work. PDC Engineers was the successful proposer for the design/contract administration services and provided their fees for the projects in addition to the system repair costs:
 - Construction Documents – Mechanical & Electrical (Lump Sum) - \$14,567
 - Bidding Services (T&E) - \$2,111
 - Construction Management (CM) Services (T&E) – \$16,120
 - CA Services (T&E) - \$10,087
 - TOTAL DESIGN and CA SERVICES - \$ 42,885

This is the additional amount that requires Board approval for the project and includes expanded Construction Administration Services to address the fact that the Airport will not be able to commit staff time to administer this project. PDC will bill actual hours, so there is the potential for the CM and CA costs to be less than proposed. This system is not eligible for the terminal construction grant since it is not in the scope and considered

maintenance. The costs for this system through the Airport operations budget will be provided through CARES funding.

This work is needed, as the existing installation is non-operational and represents a code violation and Occupational Safety & Health Administration safety issue.

Board Motion: *“Approve the design and contract administration for replacement of the bagwell gas detection/alarm system mechanical repair, at a cost not-to-exceed \$42,885, funding provided by the Airport operations budget through CARES Act funding.”*

B. Outbound Baggage Conveyor System Replacement. At the May 13, 2021, Airport Board meeting, the Board approved the estimated \$1.56M for the replacement of the outbound baggage conveyor system (including sections of the bases, conveyor belts, motions sensors, motors, drive, program logic board, master control panel and the fire/security doors); funding through the Airport’s CARES Act grant. While working through the procurement process, it was determined that design related to the electrical components would be required (electrical engineer) in order to bid the project. The Airport is looking at an estimated \$50K for the additional design work.

Board Motion: *“Approve \$50,000 for the design and contract bid specifications for the outbound baggage conveyor system replacement project; funding provided by the Airport CARES Act grant.”*

C. Computerized Security Badging Office Automation. At the July 8, 2021, Airport Board meeting, staff presented a new on-line platform badging system. The Board requested that staff provide some tenant outreach on the costs and what the system could do, and report back. Staff has conducted outreach to General Aviation tenants along with many of the larger company tenants regarding the computerized security badging office automation, known as AirBadge. Most attractive to this automation is the prospect of having a two-year renewal instead of a yearly trip to the badging office. This will open the badging office with more availability during the peak summer season that gets nearly overrun with new badge applicants. Also found favorable is the ease and simplicity of badge audits by authorized signatories, prevention of unprepared applicants and unannounced walk-ins. Required Transportation Security Administration (TSA) audits of badge holders is currently extremely time-consuming for the Airport’s Security Coordinator and all authorized signatories. The AirBadge automation platform will streamline the auditing process and save countless hours of lost productivity.

Current JNU badge issuance fees are \$25/annually, which is the responsibility of the individual badge holder or company. With implementation of the AirBadge automation platform, the cost of badge issuance fees will increase to \$30/annually (\$60/biennially) with approval of a two-year badge. A change to the Airport’s Rates and Fees for badging would need to occur with the annual budget process. The cost of the system equates to \$60,000/year based on the current number of badges issued at JNU, and an additional \$15,000/year if the badge holder threshold is passed. The funding for the system would be recovered through an increase to the Airport Rates and Fees badging fees.

Board Motion: “Approve the funding for the AirBadge Automation Platform in the amount of \$60,000 per year for three years, with the contingency of an additional \$15,000 if needed due to exceeding the badge holder threshold, funding to be recovered in the Airport operations budget through an increase in the Airport Rates and Fees regulation for badging fees.”

VIII. NEW BUSINESS

A. Airport Manager’s Report:

1. Increased Airport Police Activity. Law enforcement is documenting increased encounters with intoxicated and loitering individuals on the airport grounds and terminal. Many of the encounters occur in the late evening and early morning times. On several of the encounters, the individual was denied lodging in the New Glory Hall, which opened in July. According to the City & Borough of Juneau (CBJ) Housing Officer Scott Ciambor, the New Glory Hall is over capacity a majority of the time and frequently alcohol/drug intoxicated individuals are turned away. Staff will continue to work with Juneau Police Department, CCF/R and CBJ Housing regarding this safety and security situation. The Airport is also receiving increased complaints from tenants/employees when transiting between the employee parking lot and the terminal, as well as tenant lease lots. The Airport will need to look at some long-term mitigation including fencing, better lighting, cameras or increased patrols. This is a high priority for the Airport at this time.
2. Title 49 Variance Request. Staff has gathered and documented information in support of the variance application for trimming of vegetation along Jordan Creek inside the airport’s perimeter for aviation safety and wildlife control. However, with increased camping and criminal activity occurring in the Jordan Creek greenbelt across from the terminal, staff is awaiting documentation from law enforcement. Staff’s intention is to include that problem area into the same variance application since it is a threat to the airport and public safety.
3. Disruptive Passenger Initiative. At the recommendation of the Federal Aviation Administration (FAA), staff is commencing an initiative with Alaska Airlines and Tailwinds (food concessionaire) to help stem the continuing increase in disruptive passengers aboard aircraft. Nearly 60% of disruptive passenger incidents involve some form of alcohol consumption combined with nearly 85% of incidents involving mask usage. This initiative involves detection of intoxicated passengers, preventing overserving of passengers and the use of “confederate” beverage containers to take alcohol on board the aircraft. On many occasions, alcoholic beverages are intercepted at the TSA screening checkpoint, however, a few instances of empty beer bottles have been found in the departure lounge, which were apparently taken out of the bar area. In early September, an Anchorage bound flight from Seattle diverted into Juneau due to several passengers fighting with each other and disregarding instructions of the flight crew.

4. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). The Airport Fund Balance was updated to more accurately reflect what is reported to/adopted by the Assembly, and align with the City & Borough of Juneau's (CBJ) Comprehensive Annual Financial Reports (CAFR). The report also reflects updated/revised FY21/22 budget amounts based on the February 18, 2021, Airport Board meeting, including the proposed use of CARES Act funds to cover the projected operational budget deficits. The CRAB reflects the approved use of the additional \$108K for funding the Float Pond Phase 2 Design work until the grant is awarded after bidding. No further changes.

5. CARES/CRRSAA Fund Balance. The breakdown of CARES Act/CRRSAA funds used and proposed to be used/proposed to-date is detailed below. This is an update based on May Board motions for parking lot pavement design, outbound baggage belt conveyor, and bag well gas detection alarm system (all estimates until bid award). The total 'CARES' grant (three grants) were updated to reflect the total amount in grant awards last month. The breakdown shown does not include requested Board approval for the Bagwell Gas Detection/Alarm design work (\$42,885), or the addition to the Outbound Baggage Belt System Replacement design (\$50,000).

CARES/CRRSAA/ARG Act Use		8/25/2021
30,590,133	Grant awards*	
(727,145)	FY20 Operational Expenses	
(1,150,553)	FY21 Tenant Rent Relief	
(602,375)	FY21 Airport GO Bond debt service	
(662,625)	FY22 Airport GO Bond debt service	
(203,028)	TWY Regulator Upgrade (appropriated)	
(1,560,000)	Bag Belt Replacement - Estimate	
(600,000)	Parking Lot Design (max) - Estimate	
(50,000)	Bagwell Gas Detection/Alarm - estimate	
25,034,407	Balance	
	<i>Proposed Use</i>	
(1,150,553)	FY22 Tenant Rent Relief (est)	
(3,043,600)	FY21 Operational Expenses (est)	
(1,838,000)	FY22 Operational Expenses (est)	
19,002,254	<i>Proposed/estimated balance FY22 end</i>	
*\$98,347 concession relief requirement		

6. Project List (non-Federally funded). At the May Airport Board meeting, the Board asked staff to compile a list of project wishes that would be a good use of CARES Act funds. Staff has begun an extensive list but is still gathering estimated costs of these items and hopes to have a comprehensive, albeit fluid list available to the Board within the next couple months. Additionally, these items will require a funding source long after CARES funds are no longer available. An annual line item in the budget for Maintenance and Operations repairs/replacement of systems will be introduced again with the upcoming budget cycle.

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

- **UPDATE** – *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring*. Cox Environmental Services has completed a draft report (Attachment #2) for ADEC with proposed next steps in the monitoring phase of this project.
- **UPDATE** – *Oshkosh Plow Trucks*: All three of the new plow trucks are back in service. Oshkosh has contracted Seaside Diesel here in Juneau to be an authorized service center for these trucks. In late August, Oshkosh sent another factory service mechanic to Juneau to conduct warranty repairs to all three of the new snow plow trucks. Two of the trucks that encountered major breakdowns this summer have been repaired. The third truck has finally been put back into service. Airport Superintendent Phil Adams has made arrangements for Seaside to make service of these trucks a priority for service. Back-up plow trucks is a contingency that Airfield Maintenance is continuing to look at.
- **UPDATE**– *Terminal Reconstruction*: Wayfinding and signage for the public during construction continues to change as needed with the project. This includes clear signage/directions for passengers transiting between the main terminal and north annex, and now within the main terminal. A pass-through tunnel was established between the main and annex terminals. Passengers can remain inside the terminal building while transiting between the large and small air carriers.
- **UPDATE** – U.S. Customs and Border Protection (CBP) has moved into their office in the new terminal. Staff assisted with coordinating the installation of computer networks by the I.T. staff from DHS. What remains with CBP is what location they will use for international arrivals. Generally, most of the larger aircraft are parked at the National Guard ramp or at Aero Services. With the new location, the prior “Customs Box” for arriving aircraft is very far away from the office. Airport Superintendent Phil Adams will be working on this issue from an airport operations stand point.
- **UPDATE** – *Taxiway A, E and D-1 Construction*. SECON is working on repairing some punch-list items that includes warranty work on asphalt joints of Taxiway A at Taxiway E. Also being worked on is the grading of the Runway Safety Area to condition the area for better drainage and vegetation control (mowing). Also being completed is the preparation work for the airfield lighting control crossover to the new lighting vault, located at the Snow Removal Equipment Building. A redundant system on both the west and east sides will remain in place now, so the cutover timeline is no longer an issue.
- **UPDATE/NEW** – The FAA will be replacing the electrical conduits/wiring for the *Precision Approach Path Indicators (PAPI) for the Runway 26 end*. This work is planned for early November and due to work in the runway safety area, the FAA will be working at night to minimize air traffic disruptions to airspace. The work is expected to take approximately a week to week and a half.

- **NO CHANGE** – *Mask Mandate at Airports Extended*. A federal mandate is in place which requires everyone to wear masks on airplanes, at airports, as well as on other forms of public transportation. **This mandate has been extended from September 13th to January 18, 2022.** Failure to abide by the face mask mandate may result in fines, removal from facilities and/or stricter punishment, including being banned from flying.
- *COVID Update*: The most recent information may be found on the **CBJ website**: <https://juneau.org/covid-19/covid-19-travel> for local requirements; and Alaska Travel Portal at: www.alaska.covidsecureapp.com. Additionally, more information may be found at: <https://covid19.alaska.gov/travelers/> and FAQs: <https://covid19.alaska.gov/faq/>. CBJ requirements require masking in all public areas once again due to rising COVID cases; COVID testing remains on a voluntary basis for travelers. Travelers should continue to check for changes to other areas including requirements for foreign travel. Masking requirements are continuing to rise in other cities and states again.
- **NO CHANGE** – *Honsinger Pond/Access (work in progress)*. Bicknell has worked out legal access to their Honsinger Pond property with the Alaska Department of Transportation (ADOT). Airport staff have been brought into discussions for development of the adjacent property due to (helicopter) flight paths and FAA compliance for development near an airport. Bicknell has now applied for rezone of several parcels from Industrial to General Commercial. The Airport continues to work through FAA on land use adjacent to airports for compliance.
- **NO CHANGE** – *COVID Testing and Vaccines at Airports*. Capstone Clinic continues to provide COVID testing for passengers who want to COVID test at the Airport. It is not mandated for out-of-state travelers. As of June 1, COVID vaccines (Pfizer only) are now offered seven days per week at the Airport from 12:30 p.m. to 9:30 p.m. on the first floor near baggage claim. Anyone getting tested or vaccinated will need to register on the travel portal at www.Alaska.covidsecureapp.com.
- **NO CHANGE** – *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP)*. A reminder to all businesses to review ‘best practices’ that have been posted on the JNU Airport’s SWPPP webpage. Another reminder is for businesses to file either Notice of Intent (NOIs) or No Exposure forms and receive letters from ADEC. To-date, the Airport has only received a handful of these. The Airport is looking into contracting out services to gather monthly/quarterly samples, assessments, as well as the administrative reporting requirements of the SWPPP program.

- **NO CHANGE** – *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. The Planning and Environmental Linkage (PEL) Study is also now available on line. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov. The Airport is registered as one of the stakeholder panelists due to adjacent property and impact to traffic to/from the airport. The Airport (along with comments from the FAA) previously submitted comments to ADOT regarding the complexity and costs of two of the three alternatives that both proposed to use airport property. The third alternative did not impinge on airport property.
- **NO CHANGE** – *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary. Staff continues toward acquisition of the Loken/Channel Flying property which was noted as a non-compliant through-the-fence operator. While this is a compliance matter, property acquisition is eligible for federal funding. The process has started for procuring a property acquisition specialist including \$50,000 of forward-funding approved by the Board.
- **NO CHANGE** – *FAA Disabilities Compliance and Title VI Review*. Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review and it has been signed off by the CBJ. The final plan and compliance update were forwarded to the FAA for review, however, some of the outstanding items will not be in compliance until the terminal remodel is complete. FAA still requires periodic updates.
- **NO CHANGE** – *Disadvantaged Business Enterprise (DBE)/Airport Concession Disadvantaged Business Enterprise (ACDBE) Consultant*. The Airport is under contract with DOWL to review, develop, implement and report on the federally required DBE/ACDBE programs. The Airport has a five-year contract with DOWL for this program which was formerly done by staff.
- **NO CHANGE** – *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss the increase of PFC with our DC Lobbyist and Congressional Delegation to keep it in the queue. Many large airports are also backing this increase due to capital projects relying primarily on PFCs, not impacted by COVID. The Airport Manager met with Congressman Young's staff on August 3 to discuss several issues including PFC increases for non- and small-hub airports. Another letter of request will be sent out on this matter.
- **NO CHANGE** – *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff continues to work with our DC Lobbyist (and Congressional Delegation) to look for federal funding to complete the system. Sample language

was provided to Congressman Young to incorporate into the FAA reauthorization bill that would add MALSR equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA. This means that Airport Improvement Program (AIP) funding could be used as an additional source for this type of lighting. The Airport will be sending out another letter of request.

- **NO CHANGE** – *Runway Visual Range (RVR) Update*. The FAA began replacing the RVR system (measures visibility for instrument approach aircraft) in July. Staff provided the safety officer and oversight of the project area. The cutover of the new RVR is scheduled for some time in September at the same time as the Airport's ALRV (Airport Lighting Regulator Vault) cutover.
- **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, the Airport is adjusting projects up on the CIP list. Additionally, PFC (PFC9) collections may be abbreviated due to less match required. Staff is continuing to monitor the amount needed for the terminal project (match and bond interest), as well as other projects listed in the PFC9 application; and look at when the PFC10 application process would need to start.
- **NO CHANGE** – *TSA passenger screening checkpoint equipment*. This project has been put on hold due to construction requirements for the larger equipment. A new date for equipment has not yet been determined.
- **NO CHANGE** – *TSA has cancelled janitorial contracts* at airports nationwide. TSA will pay for utilities associated with equipment use, but the contract requires airports to continue with janitorial - without compensation. This issue has been forwarded to our Washington, D.C. Lobbyist for Congressional weigh-in.
- **NO CHANGE** – *Air Traffic Control Tower (ATCT) COVID Cleaning*. FAA ATCT remains at a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The ATC contract has been amended to reflect the additional cleaning.
- **NO CHANGE** – *CBJ Title 49 (Jordan Creek Greenbelt) allowance* to limb/clean-up adjacent to the creek is still in review. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas. Reminder: Southeast Alaska Watershed Coalition (SAWC) has requested support for an Alaska Clean Water Action grant to implement storm water management best practices in the Jordan Creek urban watershed. One area is located on Airport property in a current settling pond. SAWC project scope is to 'maintain and cleanout the forebay settling pond on the proposed wet biofiltration swale in the Jordan Creek Greenbelt on Juneau International Airport property near the intersection of Jordan Avenue and Teal St. Maintenance needs

of this settling pond will be similar to the cleanout needed for the currently undersized storm water retention basin that is located here.’

- **NO CHANGE** – *Tenant insurance* reminders continue to be sent out. Several certificates have lapsed in our records. This is an ongoing measure. Staff also met virtually with insurer/underwriter to perform an audit of records and management practices.
- **NO CHANGE** – *Maintenance Programs Refinement* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to look at a tracking system for all building component preventative maintenance programs. There are several companies that offer similar cloud based systems. At this time, staff is collecting current basic system, and needs, and will plan to talk to each of the companies to see what they offer and the cost per year or per user for the system. Staff continues to look at maintenance contracts for specialized systems similar to what we do with airfield lighting and controls. Until a complete tracking system is set up, the Airport looks at continuing maintenance contracts with new systems as they come off warranties.

8. Airport Project Manager Report (Attachment #3)

9. Airport Superintendent – Airfield Report (Attachment #4)

IX. CORRESPONDENCE: E-mail from Coastal Helicopters (Attachment #5) regarding request for the Airport to pay for inner wall construction in the Loken hangar/property

X. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

XI. ASSEMBLY LIAISON

XII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XIII. BOARD MEMBER COMMENTS

XIV. ANNOUNCEMENTS

XV. TIME AND PLACE OF NEXT MEETING:

A. ***Airport Board, 6:00 p.m., **November 18, 2021**, via ZOOM ***

XVI. EXECUTIVE SESSION

XVII. ADJOURN

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Description
	\$819,246	-	-	-	BUDGET
Aug-18		\$23,438	(\$23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		\$3,000	(\$3,000)		SREF Geothermal remaining encumbrance
Jan-14		\$39,063	(\$39,063)		RWY Rehab match (portion) anticipate 2019 reimb
Apr-15		\$32,849	(\$32,849)		RWY Rehab match (portion) anticipate 2019 reimb
Jul-18		\$310,000	(\$310,000)		Sand/Chem/Fuel Design.
Nov-18		\$21,988	(\$21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)
Apr-19			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

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

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

Available Fund Balance Summary

Airport Fund

Last Update: 3/1/21

	FY20 Actuals	FY21 Projected	FY22 Budget
Revenues:	6,602,372	5,053,100	6,103,600
Expenditures:	(7,466,591)	(8,096,700)	(7,941,600)
Transfers (to)/from Capital Projects:	(800,000)		
CARES Reimb (operations):	724,664	3,043,600	1,838,000
PFC For Debt	285,007		
Debt Service (Rev):	(285,007)	(2,451,700)	(2,722,300)
*Other Financing Sources (Uses):	151,133	2,451,700	2,722,300
Increase (decrease) in Fund Bal (FB):	<u>(788,422)</u>	<u>-</u>	<u>-</u>
Beginning Available FB	<u>4,488,200</u>	<u>3,699,778</u>	<u>3,699,778</u>
Ending Avail FB, including Reserve:	3,699,778	3,699,778	3,699,778
Less 3 Mo. Operating Reserve	(1,866,600)	(2,024,200)	(1,985,400)
Ending Available Fund Balance	<u>1,833,178</u>	<u>1,675,578</u>	<u>1,714,378</u>

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

ATTACHMENT #2

Cox Environmental Services – Summary and Recommendations

The May 2021 soil investigation included the collection of fourteen soil samples from fourteen borings.

- One of the five detected concentrations (MW-16) exceeds the ADEC Method 2 Migration to Groundwater Cleanup Level of 3 µg/kg. All of the detected concentrations of PFOS are less than the ADEC Method 2 Human Health Cleanup level of 1,300 µg/kg.
- PFOA was detected in one of the fourteen samples (MW-21) at a concentration of 0.11 µg/kg. The detected concentration is below the ADEC Method 2 Migration to Groundwater Cleanup Level of 1.7 µg/kg and less than the ADEC Method 2 Human Health Cleanup level of 1,300 µg/kg.
- PFOS and PFOA were not detected above the ADEC Method 2 Migration to Groundwater Cleanup Level of 1.7 µg/kg or the ADEC Method 2 Human Health Cleanup level of 1,300 µg/kg in the six borings (MW-8, MW-9, MW-10, MW-12, MW-13, and MW-14) in the Mendenhall Wetlands.

The July 2021 groundwater investigation included the collection of twenty two groundwater samples from twenty two monitoring wells.

- One of the twenty two detected concentrations (MW-1) exceeds the ADEC Groundwater Cleanup Level of 400 ng/L.
- All of the detected concentrations of PFOA are less than the ADEC Groundwater Cleanup Level of 400 ng/L.
- Six of the twenty two calculated concentrations of PFOS+PFOA (MW-1, 545 ng/L; MW-4, 71 ng/L; MW-6, 312 ng/L; MW-16, 381 ng/L; MW-20, 213 ng/L; and MW-21, 164 ng/L) exceed the USEPA LHA of 70 ng/L.
- PFOS and PFOA were not detected above the USEPA LHA of 70 ng/L or the ADEC Groundwater Cleanup Level of 400 ng/L in the six groundwater wells (MW-8, MW-9, MW-10, MW-12, MW-13, and MW-14) in the Mendenhall Wetlands.

ATTACHMENT #2

Based on the results of this soil and groundwater investigation, CES recommends the following to the Alaska Department of Environmental Conservation:

1. CBJ should establish a quarterly groundwater sampling program to begin to establish a trend in groundwater concentrations.
2. The groundwater monitoring wells installed during the investigations to date should be surveyed so that elevation data can be utilized to evaluate groundwater flow direction.
3. The Air National Guard (ANG) has submitted a Sampling & Analysis Plan (SAP) to ADEC to install six soil borings and monitoring wells to the east of MW-21 and MW-20 surrounding the ANG Hangar. This work is proposed to be conducted in October 2021.
4. CES recommends CBJ review the results of this investigation prior to planning further investigation to delineate PFAS contamination in groundwater to the east of MW-21 and MW-20.
5. CES recommends CBJ incorporate the groundwater monitoring wells installed by ANG into the existing monitoring network after their installation.

Cox Environmental Services will be working with NRC Alaska to try to coordinate removal and disposal of the drums near the Maintenance Building and Gate A. The cones have been removed at the three wells to the north of the taxiway near Temsco Helicopters.

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: October 7, 2021

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

Terminal Reconstruction – Phase 1&2 In late August, Dawson Construction had reported that they had their first positive employee Covid-19 test results. Dawson subsequently reported that the number of positive cases rose to three individuals that had been working on the Terminal project. In September, Dawson reported that these individuals had since tested negative, and had returned to work. Dawson did not report any new COVID-19 cases in September, and continued work with their full crew. Dawson also indicated that they were continuing with their COVID screening protocols and were isolating different work crews whenever possible.

In September, Dawson Construction focused primarily on the demolition work within the Phase 2 work areas. This work included the removal of the old central stairs, the removal of the old escalator, the removal of the old elevator and the removal of the old terminal boilers. Dawson Construction also worked on some of the outstanding issues from the initial construction phase. This work included the start-up of the various mechanical and electrical systems, and the review of continuing problems with some of the project door hardware, some heating control problems and the revisions associated with the new central stair and escalator railings.

The existing main entry to the terminal remains closed, and will remain closed until late December 2021 or early January 2022. Dawson Construction is currently looking into the possibility of opening up this entry and removing the Phase 2 work area partitioning earlier as this would benefit the work to match-up the new interior finishes to the old interior finishes. First floor access between the old portion of the terminal and the new portion of the terminal continues to be facilitated by the use of the temporary “tunnel” which routes foot traffic behind the Phase 2 work area. One of the two new elevators continues to be used to provide accessible access to the second floor of the terminal.

Look Ahead to Upcoming Activity. The Contractor’s schedule for the first two weeks of October calls for the continuation of the Phase 2 demolition work, which will include the removal of the existing concrete elevator tower. Crews will continue work on the installation of the primary structural steel within the Phase 2 work area (center of the building). This work will require the use of a crane, which will be staged outside of the old main terminal entry. Dawson Construction will begin work on the abatement work within the old North Annex and on the demolition of the old North Annex. Dawson Construction will continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

Terminal Fire Alarm Upgrade: Until last week, this project had been on hold pending the decision by CBJ Engineering-Contracting on whether or not to accept Johnson Control’s request to replace their original electrical subcontractor. CBJ Engineering-Contracting, working in conjunction with JNU Administration and Johnson Controls has brought this issue to resolution, giving this project the green light to proceed. JNU is

ATTACHMENT #3

currently working with Johnson Controls to re-establish an overall project schedule and to re-start the administrative and materials submittals preparation, submission and review process.

Haight & Associates (Electrical Engineer & Designer of Record) remains under contract and will provide construction administration services for this project if it proceeds.

Sand/Chemical Building & Fueling Station: JNU continues to work on closing out this project and on the resolution of warranty and post-construction issues.

GSHP-1 (ground source heat pump #1) remains operational and JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself was defective, or whether the compressor failures were the result of outside influences.

JNU continues to work with PDC Engineers on the commissioning effort for the shared GHSP system for the Snow Removal Equipment Building (SREB) and Sand-Chemical Building. PDC Engineers (mechanical engineering) has been contracted to complete the necessary design documents (mechanical and electrical) to replace the SREB's primary circulation pumps P-1A and P-1B which have been determined to be undersized. PDC had previously reported that the head loss associated with the overall supply and return system (SREB plus Sand-Chemical) is much higher than originally anticipated, and these pumps cannot meet the needed design flow rate. The existing pumps, which have 15 HP (horse power) motors, will be replaced with larger pumps that would be driven by 25 HP motors. The initial cost estimate for the replacement of these two pumps is currently \$26,500.

JNU has requested a proposal from Haight & Associates (electrical engineering) to provide the necessary design documents to expand the diesel-gasoline fuel dispenser system at the NWDA Fuel Station to include access control and fuel usage tracking features. Haight & Associates has been asked to review the site controllers offered by Gas Boy, which is the manufacturer of the Fuel Station fuel pumps. In initial correspondence between JNU and Haight & Associates, the design cost associated with this work will be less than \$5,000.

Sand Shed Demolition: Southeast Earthmovers (SEEMS) has completed all but one of the items that was identified within the substantial completion inspection which was conducted on August 25, 2021. This work item, which consists of the installation of a strip of roof insulation located beneath the roof deck along the inside of the new exterior wall assembly, is being reviewed by the project architect as it could introduce a double vapor barrier. If this is determined to be the case, then the requirement to install the insulation will be removed from the contract with SEEMS and the construction contract will be closed out.

JNU received notice from Coastal Helicopters on October 5, 2021 that they were starting to "stack the hangar" and that the interior work area that may need to be accessed will need to wait until spring.

SEEMS and JNU continue to coordinate directly with Aral and Craig Loken, and with Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access.

Float Pond Improvements – Phase 2: PND Engineers submitted the 95% set of design/bid documents for the second phase of this project on October 2, 2021. JNU has not yet completed a full review of these documents, and intends to complete this review and submit review comments back to PND Engineers by October 12, 2021. The scope of work for the project will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing/re-positioning 14 of the existing concrete float plane dock headwalls. CBJ Engineering Department has amended the current contract with PND for the second phase of design work and PND has been advised of the need to have bid-ready documents completed for a bid in the late fall of 2021.

The Federal Aviation Administration (FAA) grant money for this project is getting rolled over to FFY 22 to facilitate this bid schedule.

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Runway Safety Area (RSA) Expansion Phase IIC: No change since last report. The project has been determined to be Substantially Complete, and both JNU and DOWL continue to work with the Contractor (SECON) on finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) have completed the architectural work and mechanical work on the construction of the new Airfield Lighting Regulator Vault (ALRV) addition to SREB. Crews continue to work on the completion of the electrical distribution system and the installation of the fire suppression system.

SECON and their electrical subcontractor (Ever Electric) continue to work on the installation of the new back-up generator within the SREB and on the installation of the new generator load bank. Work continues on the installation of the generator controls.

Work has been completed on the development of the dual ALRV installation. As reported earlier, the uncertainty as to when the FAA would be able to return to Juneau to complete their Runway Visual Range (RVR) work, and the associated 3-week RVR outage while the FAA completes their work, led JNU to initially delay the deactivation of the existing ALRV until the spring of 2022. This delay was necessary because the RVR has its monitoring system in the existing ALRV. To make this happen, JNU left four active regulators and one spare regulator in the existing ALRV, and installed four active regulators and one spare regulator in the new ALRV. This dual ALRV configuration would allow the airport to continue to use the existing ALRV, and allow the FAA to complete the RVR work without a shut-down, and at their leisure.

JNU has subsequently decided to leave the existing ALRV in place permanently, and to retain the dual ALRV configuration to provide 100% redundancy in the control of all airfield lighting. So at this time, all of the regulators in the existing ALRV, and in the new ALRV, have been upgraded, programmed, tested and commissioned. The existing ALRV is currently controlling all airfield lighting, and the new ALRV is operational and in stand-by mode. As this work was being completed, control of the airfield lighting was switched from the existing ALRV to the new ALRV and then back again, with no problems encountered. The switch-over requires 15-30 minutes to complete and the ATCT is able to communicate to either ALRV in exactly the same manner.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration services, coordinating with JNU and with DOWL to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers continue to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

Lavatory Waste Dump Site: No change since last report. JNU has updated the project construction cost estimate (\$94K), and the overall project budget (\$128K) based on a budgetary fee estimate (\$19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Parking Lot Repairs: CBJ Engineering-Contracts has awarded the contract to provide the professional design services and construction administration services for this project to DOWL. DOWL is currently preparing their fee proposal to address the scope of work which includes subsurface soils investigative work for each work area, and the preparation of bidding and construction documents which reflect a phased construction plan to complete the replacement of the asphalt paving, concrete curbs and gutters, surface and subsurface drainage systems, striping, exterior lighting and exterior directional and regulatory signage in each parking lot. Since the issuance

ATTACHMENT #3

of the RFP for design services, JNU has been asked to look into the introduction of Electric Vehicle (EV) charging stations. The installation of EVs was one of the IOUs from the Terminal Reconstruction project Community Development/Planning Commission requirement in-lieu of LEED, besides being a good idea.

All repair/replacement work is to be designed in accordance with the American's with Disabilities Act Accessibility Guidelines (ADAAG). The proposed schedule for this work will be to complete the Consultant selection process in the fall of 2021, complete the design work during the winter of 2021/2022, and bid the first construction phase in the spring of 2022.

JNU staff is also coordinating with Republic Parking who has provided a preliminary schematic for proposed improvements to the short-term parking lot area, the proposed replacement of the attendant booths and the replacement/upgrade of the automated ticketing and payment equipment.

Ramp Lighting Upgrades: No change since last report. JNU has issued a Request for Proposals as part of the Terminal Reconstruction project to introduce lighting mounting brackets on the west (airside) roof parapets of the new north wing. These mounting brackets, and the associated conduit feeds, will be installed by the Terminal Reconstruction contractor because the completion of this work by another contractor would adversely impact the warranty associated with the new terminal roof installation.

Haight & Associates is currently working on revising the construction documents to expand the project scope of work to introduce additional building mounted high-efficiency LED light fixtures on the west side of the new north terminal and to identify the lighting mounting brackets and conduit feeds as existing. As reported earlier, these revision area necessary because of the elimination of the free-standing light poles that were to have been installed within the 135 apron as part of the Terminal Reconstruction project. JNU continues to work with Haight & Associates on completing a final review before submitting this project to CBJ Engineering for release for competitive bid. This project is currently scheduled to be bid later this summer.

Haight & Associates provided confirmation from the manufacturer that the proposed high efficiency LED flood light fixtures meet the Federal Aviation Administration's (FAA) Buy American requirements.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds). However, in trying to abide by the Buy American clause, and other design delays, this grant will sunset on September 30, 2021. Any funds not expended will need to be returned to the FAA (no extension). Staff is working to see if these ramp lights could be incorporated into the terminal project.



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Phillip Adams, Airport Superintendent

DATE: 10/6/2021

SUBJECT: Airfield Update

The following is an update of the completed and in-progress projects for the JNU Airfield Operations and Maintenance staff:

- Oshkosh plow truck units 72, 73, and 74 have been repaired and are currently operational. The service supervisor, Brian Senkbeil, is working with us to get an MOU in place with Seaside Diesel here in Juneau to put any warranty work with these trucks as priority 1. In the event that Seaside Diesel does not get the work done in a timely manner, Oshkosh is sending an escalation packet that allows us to utilize their service staff in a timely manner. (Completed)
- Airfield mowing and grading has been completed for the year. In preparation for the upcoming annual FAA Part 139 Inspection. (Completed)
- All chemical deice agent (Sodium Acetate/Formate blend) has been received from New Deal and deice mixing tanks have been filled in preparation for the upcoming winter season. (Completed)
- Movement area sign housings have been repainted and damaged panels have been replaced. Airfield wind socks are being worked on to improve the ability for maintenance staff to remove/replace the frangible base in a timely manner. The current wind socks are hard wired in from the transformer to the lights. A 110 plug is being installed to allow for quick removal. (Completed)
- Non-movement area painting has been completed. The drive lane in front of the new terminal addition has been repainted. We currently have enough paint in storage to complete painting the non-movement area for next year. (Completed)
- Old deice mixing tanks and equipment at the old airfield shop are being removed to optimize available space and to improve appearance. Currently waiting on a quote to decommission the old fuel tanks and pump. (Near completion)

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- Annual FAR Part139 Training for full-time operations staff will be completed 10/8/21. The teams have been separated for COVID mitigation reasons, so the training this year has been split into three sessions to accommodate separation of the two crews. The full time seasonal training will be completed 10/25 – 10/28. (Near completion)
- The weed harvester has been fixed and the crew has been focusing on the ramp areas on the east and west side of the pond. With this unit getting older we are looking at viable options to avoid the maintenance issues that we experienced. (Near completion)
- Tree limbing is continuing on airport property near the Glory Hall area. This will improve visibility and safety for users of the walking paths. We have removed seven camp sites over the last month. Airport operations staff are monitoring this area closely and working in conjunction with the Airport Law Enforcement Officer and the Manager of the Glory Hall to improve the safety of this area of Airport-owned property. (Near completion)
- Float pond ramp project is on hold for the time. Once the float pond has been closed for the winter the level can be dropped and the ramp can be fixed and graded for next season's use. (TBD)
- Lead-in-lines at TWY E will be hydro blasted to eliminate confusion for aircraft. We will be working with SPM to get this completed as soon as possible. The lines are currently blacked out until they can be eliminated. (TBD)

ATTACHMENT #5

From: Mike Wilson <mwilson@coastalhelicopters.com>
Sent: Tuesday, September 28, 2021 8:46 AM
To: Patty Wahto <Patty.Wahto@jnuairport.com>; Scott Rinkenberger <scottr@jnuairport.com>
Subject: SW corner wall

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Patty,

Attached is the report filed in November 2019 and some associated pictures. This report was filed to document the damage to the wall and the intrusion into a work area. We are now to the point that the CBJ hangar has been removed, the common wall is gone and now, as we talked about in Nov 2019, we are repairing the wall and moving forward with making the space usable again. There is some additional work to be done since some of the concrete floor was chipped out to allow for the placement of the new posts.

ACC has begun construction of the wall to replace the wall damaged in 2019. We are expecting full reimbursement of the expenses for the wall.

Mike

Michael Wilson
General Manager
Coastal Helicopters
907-789-5600
907-209-0845 cell
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mwilson@coastalhelicopters.com

ATTACHMENT #5**Report Title: Coastal Safety Reporting Form Lite****Header Information****Event Date/Time** 11/06/2019 03:46 GMT **Name (Optional)****Detailed description of the Hazard / Incident / Event / Concern**

Hangar wall damage

A portion of the west wall the borders the old sand hangar is structurally failing and pushing into the back room of the Coastal hangar.

Date Submitted

11/4/2019

Assigned To

Michael Wilson

Date Due

5/15/2020

ATTACHMENT #5**Investigation/Findings**

The wall on the CBJ side has been impacted by something large (Loader most likely), Aral Loken (Channel Flying) and Mike Greene (CBJ) viewed and agreed this damage was done during the operation to remove from the CBJ hangar. The wall has a lumber structure built into it, not sure when it was done, most likely after 1974 but before 1989, the wood is rotten. There is a large impact area visible on the CBJ hangar wall and portions of the wall have come off. ...mw 11/4/19

Corrective Action

JNU Airfield maintenance will close the holes in the wall to keep further damage from occurring from the CBJ side. Channel Flying (CHI) will use temporary repair methods to keep further damage from occurring through the winter. Spring (March or April) 2020 JNU will begin the process of removing the CBJ hangar, at that time full and proper repair to the wall will be completed....mw 11/4/19

CBJ hangar removed fall/winter/spring 2020/2021, interior walls repaired, still waiting for final repair of room in SW corner of hangar 9/13/2021...mw

Root Cause**Risk Level****Risk Status****Date Closed**







