

AIRPORT BOARD
AGENDA
6:00 P.M., THURSDAY, SEPTEMBER 9, 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 SEPTEMBER 8, 2021

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of August 12, 2021
- IV. APPROVAL OF AGENDA
- V. ELECTION OF OFFICERS
- VI. APPOINTMENT TO COMMITTEES
- VII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VIII. UNFINISHED BUSINESS
 - A. **Computerized Security Badging Office Automation Follow-Up:** As requested by the airport board, staff is conducting outreach and individual briefings to badge holders and authorized signatories of tenants, companies and air carriers regarding this badging office automation platform. It has so far been positively received and seen as an effective system with regard to ease of the applicant processing to the automated audit procedures. Most attractive to all parties is the potential of going to a bi-annual renewal for all badge holders. Outreach will continue airport wide to include all GA tenants and hangar owners. Staff anticipates having a detailed report on this outreach in the coming months.
 - B. **PFAS Update (Attachment #1):** The Airport received soil and groundwater sample analysis back from the twenty-two test sites, plus the additional private wells. Cox Environmental Services (CES) has provided the summary test results on Attachment #1. CES is writing up the report for DEC with proposed next steps in the monitoring phase of this project.
- IX. NEW BUSINESS
 - A. **Title 49 Variance Request (Attachment #2):** Staff is preparing a Variance Application to the City & Borough of Juneau (CBJ) Community Development Department (CDD) for the removal of vegetation adjacent to Jordan Creek inside of the airport perimeter. The area of concern is between the Alaska Seaplanes hangars and Capital City Fire/Rescue Station 3, just south of Yandukin Drive. United States

Department of Agriculture Wildlife Services (Attachment #2) and Airfield Maintenance have identified this area as a haven for deer and other wildlife. Recently, the Airport received several reports of deer either on or crossing the runway. In those instances, the wildlife have been tracked into this area, which is heavily overgrown with vegetation, making it difficult to discourage its use as a habitat.

B. Airport Manager's Report:

1. Jordan Creek Greenbelt – Increased Crimes. In recent months, the Airport has seen an increase in unauthorized camping in the Jordan Creek greenbelt and other areas of the Airport, as well as related increased crimes. Airfield crew is spending more time cleaning up the trash, and Juneau Police Department (JPD) is responding to more crimes in the area. The Airport is moving forward with additional limbing and brushing in areas that are not within the stream buffer; however, the areas require clearing for safety and security. Staff is urging the Title 49 Committee to adopt ordinance changes as quickly as possible so that limbing can 'legally' occur near streams. However, this has stalled out in Committee. The Airport may look at applying for a variance again based on the long history of the crimes and stall-out of Title 49 changes.
2. Derelict Aircraft: Airfield and Administration staff have been working with the owners of derelict aircraft in their removal from the airport. Many of these derelict aircraft are not airworthy, nor are insured or have been flown in many years, some even decades. The former LAB Flying Service had many derelict aircraft that were salvaged last month and shipped off to Palmer, Alaska. Additionally, some of the LAB aircraft fuselages were donated to the airport for Airport Rescue/Fire Fighting training.



3. Fly Zolo: Zara Rutherford is a 19-year-old woman from Belgium who is attempting to fly around the world solo. This would make her the youngest woman ever to fly solo around the world, as well as the youngest person to fly solo around the world in a microlight aircraft. She is planning an overnight stop in Juneau on or about September 18th. Her aim is to promote flying and STEM (science, technology, engineering, mathematics) opportunities for girls/young women. Ward Air has graciously donated hangar space for her aircraft, and another airport tenant (who requested to remain anonymous) is donating her departure fuel. She will be hosted overnight by a local couple at their residence. Media coordination will be conducted by Yvette Soutiere and Matt Miller at KTOO. You can find more information on this adventure at www.flyzolo.com

4. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #3). **NO CHANGE** – 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.

5. Federal Airport COVID Relief Grants. Airports nationwide are receiving a third round of FAA (Federal Aviation Administration) COVID Relief grant funds. JNU has received its third grant (the Airport Rescue Grant (ARG)), on August 17, 2021, in the amount of \$5,430,992. This grant has a four-year performance period (until August 16, 2025). Additionally, the Airport has received an amended grant amount for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) grant of \$663. This was due to unclaimed grant money that was spread between airports. The total COVID relief grant funds that JNU Airport has received to-date is \$30,590,133 (of which \$98,347 is specific to concession relief).

6. CARES/CRRSAA/ARG Fund Balance. The breakdown of CARES Act/CRRSAA/ARG total funds used and proposed to be used/proposed to-date is detailed below. The used/proposed is 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).

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		

7. 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.

8. 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:** *Tailwinds Food/Beverage Concession Pre-security*. Tailwinds reopened the pre-security food/beverage concession on Wednesday, August 18th due to an increased demand for concessions on the public side with increased passenger traffic. Some of their food preparation equipment had to be removed due to the terminal construction and they cannot provide hot food, however, they are open for business with bar service and prepared refrigerated food stuffs.
- **UPDATE:** *Taxiway A, E and D-I 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.

- **UPDATE: 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.
- **UPDATE – Oshkosh Plow Trucks:** All three of the new plow trucks are out of service. OshKosh has contracted Seaside Diesel here in Juneau to be an authorized service center for these trucks. In July, OshKosh sent a factory service mechanic to Juneau to conduct warranty repairs to all three of the new snow plow trucks. Two of the trucks were repaired and placed back into service but encountered major breakdowns. OshKosh has made arrangements for the factory service mechanic to return to Juneau this month. Airport Superintendent Phil Adams is making arrangements for Seaside to make service of these trucks a priority for service along with sourcing a back-up plow truck.
- **UPDATE – Honsinger Pond/Access (work in progress).** Bicknell has worked out legal access to their Honsinger Pond property with the State Department of Transportation. 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.
- **UPDATE– Terminal Reconstruction:**
 - o 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. The main front doors and central section will be closed down to remove the old up escalator, elevator and stairs. One of the two new elevators is in use as of August 6, 2021. The next phase of demolition, including the central section, has started and when completed the up escalator and stairs will be opened. Currently, the

elevator is available for the traveling public that may have mobility concerns.

- Coordination for Relocation. Staff and tenants are beginning to move into the new areas of the terminal as of August 6. The old north end annex is scheduled for demolition to begin on September 15. Staff continues to coordinate with tenants for moving in.
 - Baggage Belt Frame outs for Small Carriers. The Airport and design team (MCG) are looking at the frame outs for bag belts in the small carrier space (leased space is built out by tenants), even if tenants do not install immediately.
- **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. Alaska Department of Transportation (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** – Federal Aviation Administration 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 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 (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) 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** – Transportation Security Administration (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.
- Polyfluoroalkyl Substances (PFAS) Testing and Monitoring. See Manager's Report for update.
- **NO CHANGE** – U.S. Customs and Border Protection (CBP). Staff continues to work with governmental leasing for CBP to move into the new terminal (currently no lease). There is specific guidance in place for CBP facilities, however, these have extremely high costs from both a build out and annual maintenance requirements. CBP does not pay 'rent' or a percentage of costs for using the terminal as other federal agencies do. Staff has elevated this situation to the Congressional level through our DC Lobbyist. This is also a national problem but a high impact at small international airports. In a recent meeting with CBP, they will be undertaking the move and coordination into the new terminal facility in early September.
- **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.

9. Airport Project Manager Report (Attachment #4)

10. Airport Superintendent – Airfield Report (Attachment #5)

X. CORRESPONDENCE:

XI. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

XII. ASSEMBLY LIAISON

XIII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XIV. BOARD MEMBER COMMENTS

XV. ANNOUNCEMENTS

XVI. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., October 14, 2021, via ZOOM

XVII. EXECUTIVE SESSION

XVIII. ADJOURN

ATTACHMENT #1

MAY – JULY 2021 PFAS PRELIMINARY SITE INVESTIGATION REPORT SUMMARY

CBJ – Juneau International Airport

1873 Shell Simmons Drive, Juneau, Alaska

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

- PFOS was detected in five of the fourteen samples at concentrations ranging from 0.38 µg/kg to 3.3 µg/kg. 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.

- PFOS was detected in twenty two of the twenty two samples at concentrations ranging from 0.70 ng/L to 530 ng/L. One of the twenty two detected concentrations (MW-1) exceeds the ADEC Groundwater Cleanup Level of 400 ng/L.
- PFOA was detected in seventeen of the twenty two samples at concentrations ranging from 0.99 ng/L to 54 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.

The July 2021 private drinking water investigation included the collection of two samples from two private wells identified within the project area. The private wells are located at Mendenhall Auto (8725 Mallard Street) and a private residence owned by _____. PFOS was detected at 2.3 ng/L and PFOA was non-detect in the Mendenhall Auto sample and PFOS was detected at 3.7 ng/L and PFOA was detected at 0.90 ng/L in the _____ sample. 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 these private well samples.



ATTACHMENT #2

United States Department of Agriculture

United States
Department of
Agriculture

Marketing and
Regulatory
Programs

9001 E. Frontage Rd
Palmer,
Alaska 99645

September 2, 2021

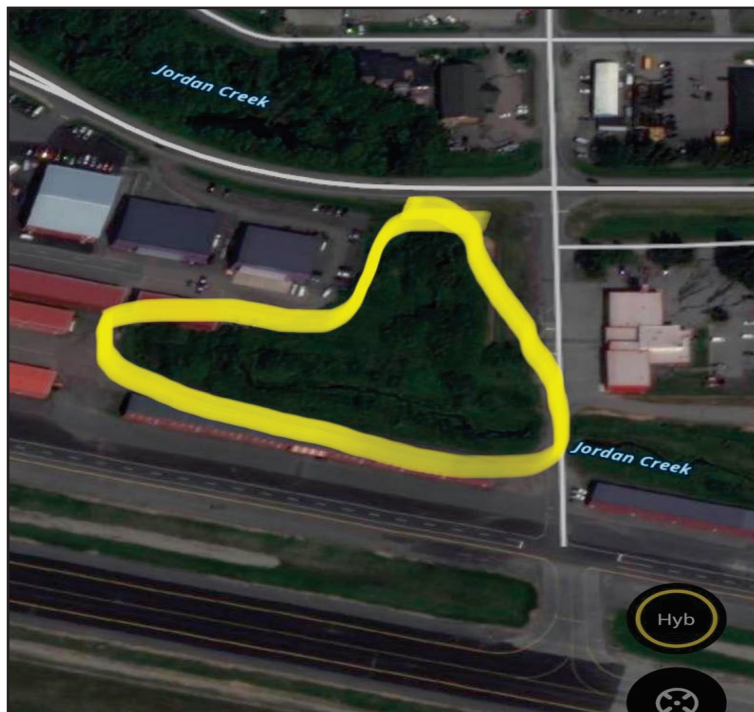
Patty Wahto
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive
Juneau, AK 99801

Dear Patty,

I am writing this letter regarding the proposed vegetation management located along Jordan Creek on the North side of the airport adjacent to the Capitol Fire and Rescue station (Figure 1). The vegetation in this area is a wildlife attractant as it provides refuge and food for wildlife. This area is within 100 meters of the Taxiway and Runway and poses an immediate threat to the safety of aircraft taking off and landing. In accordance with FAA's (Federal Aviation Administration) 14 Part 139.337 (a) Certification for JNU (Juneau International Airport): *each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected.*

There are several species of vegetation within the area including: Sitka spruce (*Picea sitchensis*), Cottonwood (*Populus trichocarpa*), and Mountain Ash (*Sorbus americana*). Mountain Ash is a fruit bearing tree which is a known wildlife attractant.

Figure 1.



ATTACHMENT #2

JNU is surrounded on three sides by the Mendenhall Wetlands State Game Refuge (MWSGR) which is obviously a natural attractant for wildlife. Due to this proximity it is of the utmost importance that we manage habitat/wildlife attractants within the airport boundaries to reduce the risk of wildlife utilizing the Runway and Taxiway as a travel corridor to reach areas such as the heavily vegetated area of Jordan Creek. In July we observed Sitka black-tailed deer (*Odocoileus hemionus sitkensis*) utilizing this area for cover and browsing. USDA Wildlife Services personnel hazed these deer several times but ultimately, we had to utilize lethal control to take one of the deer after it crossed the Runway, Taxiway, and float pond multiple times posing a major threat to aircraft. Numerous other wildlife has been observed in this area including black bears (*Ursus americana*), Northwestern Crows (*Corvus caurinus*), Common Ravens (*Corvus corax*), Bald Eagle (*Haliaeetus leucocephalus*), and Northern Harriers (*Circus hudsonius*); all of which pose a significant safety threat to aircrafts.

In compliance with the FAA Part 139 Regulations JNU Airport Management and USDA Wildlife Services maintain a Wildlife Habitat Management Plan (WHMP). The WHMP is updated and reviewed every year by JNU, USDA Wildlife Services, and FAA Certificate Inspectors. Section 1.3 Hazardous Wildlife and Associated Attractants of the WHMP states the need to manage hazardous wildlife and the attractants located on and around JNU. Additionally Section 2.0 Authority and Responsibility for Implementation states that: *JNU Airport Manager who bears the responsibility according to 14 CFR Part 139.337. This regulation asserts that the certificate holder is the party responsible for wildlife hazard management at the airport. The City and Borough of Juneau (CBJ) designates the JNU Airport Manager as the person responsible for daily maintenance and safe operating conditions at JNU. Safety is the primary concern driving wildlife hazard management operations. The goal of all authority derived from this WHMP is to enhance the safety of passengers and reduce the damage threat to aircraft operating at JNU.*

The proposal to remove the vegetation in this area while maintaining a buffer immediately around the creek is based in safety and compliance with FAA standards. To allow this area to continue to grow unchecked would be irresponsible and risk the FAA certification that JNU requires to operate.

John D. McComas
Wildlife Biologist
USDA APHIS Wildlife Services
1873 Shell Simmons Drive
Juneau, AK 99801
907-419-8495

JOHN
MCCOMAS

Digitally signed by JOHN
MCCOMAS
Date: 2021.09.03 11:26:13
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AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

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 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)	**	<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):	(788,422)	-	-
Beginning Available FB	4,488,200	3,699,778	3,699,778
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	1,833,178	1,675,578	1,714,378

*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 #4



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: September 1, 2021

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

Terminal Reconstruction – Phase 1: In August, Dawson Construction achieved the beneficial occupancy milestone for Phase 1B of the project on Thursday, August 5, 2021. The City & Borough of Juneau (CBJ) has issued a Temporary Certificate of Occupancy (TCO) for the first and second floor tenant spaces and for the second floor JNU administrative staff offices. The current TCO does not yet include the use of the new central stairs or the new escalator. The use of the stairs and escalator is contingent on the completion of modifications to the guardrail assemblies to meet code requirement for allowable openings.

In mid-August, Dawson Construction continued work within the Phase 1B work area, addressing punch list work items and continuing work on the start-up of the various mechanical and electrical systems.

In late August, Dawson Construction started work on Phase 2 of the project by erecting the temporary partitioning to define and enclose the Phase 2 first and second floor work areas, and by starting work on the demolition of the existing central stair, existing elevator and existing escalator. This work phase has closed the use of the existing main entry as it has been necessary to temporarily remove one set of the existing doors in order to get the old stair assembly and the old escalator out of the building.

In late August, Dawson Construction advised JNU that they had their first employee report a positive Covid test result. Dawson subsequently reported that the number of positive cases rose to three individuals that had been working on the Terminal project. One of the three individuals included their project superintendent. All three of these individuals have been quarantined, and will not be allowed back on the project site until they have a negative Covid test result. This has slowed progress on the on-going Phase 2 demolition work.

Look Ahead to Upcoming Activity. The Contractor's schedule for the first two weeks of September calls for the continuation of the Phase 2 demolition work, which will include the removal of the existing concrete elevator tower. Crews will then start 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, and the continued temporary closure of the main terminal entry. 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: This project remains on hold pending the decision by CBJ Contracting on whether or not to accept Johnson Control's request to replace their original electrical subcontractor. Per the subcontractor, Johnson Controls apparently did not make a good faith effort to execute the subcontract and did not follow procedure when notifying the subcontractor that they were going to terminate the subcontract.

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This issue is further complicated by the fact that the original subcontractor held Disadvantaged Business Enterprise (DBE) status, and their elimination would leave the project with no DBE. This has the potential to prevent CBJ from awarding this contract.

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

Work on this project has not yet started.

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. In their initial report, PDC Engineers confirmed the suspicion that the primary circulation pumps (P-1A and P-1B) in the SREB are undersized. PDC reports 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. This determination confirms the suspicions that these pumps were the cause of the flow issues that were automatically turning off the heat pumps and initiating errors in the Direct Digital Controls (DDC) and heating plants. JNU concurs with the PDC recommendation to replace the existing pumps, which have 15 HP (horse power) motors, with larger pumps that would be driven by 25 HP motors. JNU has accepted a fee proposal from PDC Engineers to complete the necessary design documents to get a contractor quote for the pump replacement work. The initial cost estimate for the replacement of these two pumps is currently \$26,500.

Sand Shed Demolition: A substantial completion inspection was conducted on August 25, 2021. From this inspection it was found that Southeast Earthmovers (SEEMS) has not completed all of the interior repair work within the Channel Flying / Loken hangar. Southeast Earthmovers has been advised of the need to complete this work. All other work items required by the original construction contract have been completed. SEEMS has started work on completing the project punch list items, and will investigate the source of the water infiltration that is dripping down from the roof in three locations inside (east of) the new exterior wall assembly.

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 65% set of design/bid documents for the second phase of this project on August 26, 2021. JNU completed their review of these documents and submitted review comments back to PND Engineers on September 1, 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.

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.

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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 are currently working 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 and exhaust system.

SECON and Ever Electric have completed work on the installation of the new fiber optic runs which will interconnect the Airfield Lighting Control and Monitoring System (ALCMS) to the new ALRV. The new fiber connection between the SREB and the new north terminal penthouse has also been installed, and has been terminated and activated by CBJ Management Information Systems.

SECON and Ever Electric started work on September 1, 2021, on the relocation of a portion of the existing airfield lighting regulators to the new ALRV. Due to uncertainty as to when the FAA would be able to return to Juneau to complete their Runway Visual Range (RVR) work, and in an attempt to avoid a potential 3-week RVR outage while the FAA completes their work, JNU has decided to delay the deactivation of the existing ALRV until the spring of 2022. This delay is necessary because the RVR has its monitoring system in the existing ALRV. To make this happen, JNU will leave four active regulators and one spare regulator in the existing ALRV, and have the contractor install four active regulators and one spare regulator in the new ALRV. This 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.

The regulators in the existing ALRV will be upgraded, programmed, tested and commissioned the same as the existing regulators that are to be relocated and installed within the new ALRV. Under this dual-regulator installation, only one ALRV will be active. The existing ALRV will remain in service until the FAA's RVR work has been completed. After that, the new ALRV will be brought on line (half-day effort) and the remaining regulators will be relocated to the new ALRV. Whichever ALRV is in use, the ATCT will be 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: At the May 13, 2021, Airport Board meeting, the Board approved a not-to-exceed amount of \$600K for engineering design services for parking lot repair/repave investigation, testing and design. In this approval, the Board made the recommendation that the design effort include soils investigations to get a better idea of what sub-surface conditions are contributing to the asphalt failures. The Board also made the recommendation that JNU investigate the complete re-paving of one or more of these parking lots instead of just completing patchwork repairs. The Board will revisit the project construction approach once estimates are determined for the full or phased lot repair/repave.

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JNU continues to coordinate with CBJ Contracts for award of the professional design services and construction administration services for this project. DOWL had the sole submission for these services after solicitation. The scope of work 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. JNU is also looking into the introduction of Electric Vehicle (EV) charging stations. 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.

In the meantime, JNU has placed temporary asphalt (cold-patch) in the worst of the damaged asphalt areas within these parking lots.

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.

ATTACHMENT #5



MEMORANDUM

DATE: 9/2/2021

TO: Patty Wahto, Airport Manager

FROM: Phillip Adams, Airport Superintendent

SUBJECT: Airfield Update

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

- Wooden float pond landing lane markers were replaced with reflective steel markers to enhance visibility and to reduce future maintenance. (Completed)
- The float pond road on the south side of the East finger has been lifted, RAP added, graded, and compacted. A berm has also been added near the water to help improve safety and awareness of the useable roadway. (Completed)
- The annual Table Top Exercise (TTX) for Juneau was completed on July 21, 2021. A focused Airport Emergency Plan (AEP) review was completed with emphasis on an active shooting scenario. The outcome will be an update to the AEP in the future. (Completed)
- Landside Painting has been completed in the employee and rental car lots, as well as the lane markings and cross walks in front of the terminal. (Completed)
- Non-movement area painting is coming along well. After the terminal construction area is demobilized, the drive lane will be repainted on the west side of the new terminal wing. (Near completion)
- Tree limbing has been started on airport property near the Glory Hall area. This will improve visibility and safety for users of the walking paths. (Near completion)
- Float pond ramp project is getting close to being completed. Sloping for the ramp is being worked on to get an optimal angle for launch and recovery of aircraft. (Near completion)
- 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)