

AIRPORT BOARD

AGENDA

6:00 P.M., THURSDAY, NOVEMBER 12, 2020
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 9:00 A.M. ON NOVEMBER 12, 2020**

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of October 8, 2020
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **CARES Act Update on Airport Budget.**
 - 1. FY20 Budget. The Airport has sent in a drawdown request for FY20 Expenditures in excess of FY20 Revenues. The preliminary drawdown request of \$724,663 has been sent to the Federal Aviation Administration (FAA) with accompanying expenses from Aircraft Rescue and Fire Fighting (ARFF), Administration and Airfield payroll for the period February through June 2020. Once FY20 is ready to close-out, another drawdown for FY20 may be made to balance FY20 completely. This means no Airport Fund Balance would be needed for FY20.
 - 2. FY21 Airport Tenant Relief. The Airport has received approximately 12 tenant and 5 subtenant requests for rent/tie down relief for FY21. This currently equates to \$1.15M in rent relief for the year. At year end, this will be included in the total drawdown for the FY21 Expenditures in excess of FY21 Revenues.
- VII. NEW BUSINESS
 - A. **Airport Manager's Report:**
 - 1. Passenger Enplanements 2019 FINAL. In August, the Board was provided preliminary passenger enplanements for calendar year 2019. The final numbers have been compiled by the FAA and have come out higher than the preliminary figures. Passenger enplanements for 2019 have finalized at 459,191; a new high for Juneau. This is 18,914 over 2018 numbers. While Juneau International Airport (JNU) has shown steady growth in the past 10 years, 2020 is expected to show very low passenger enplanements (not seen since the early 1980s) due to the COVID pandemic; similar to airports nationwide.

Year	Passenger Enplanements
2019	459,191
2018	440,277
2017	422,266
2016	420,442
2015	403,538
2014	375,828
2013	359,291
2012	353,048
2011	355,499
2010	344,057
2009	337,038

2. Staffing Updates.

Deputy Airport Manager. The Airport is very pleased to announce that Scott Rinkenberger has accepted the position of Deputy Airport Manager. Scott will officially step into the position on November 23. The Airport Superintendent position vacated by Scott will be filled at a later date.

Airport Architect. Catherine Fritz has tendered her letter of resignation effective November 30, 2020. Catherine came out of retirement to help the Airport complete several facility projects at the airport. Staff is looking at the projects Catherine has, and what can be transitioned over to Mike Greene or other staff. The Airport does not plan to recruit another full-time Architect at this time.

Airfield crew. There have been multiple changes with the airfield crew. Rebecca Lyons has been promoted to Senior Equipment Operator which was vacated last spring by Chris Childers. Nathan Barzee has been promoted to an Equipment Operator II. Paul Lingley and Brennon Thomas, who both previously resigned earlier this year, have returned to fill vacancies. Paul has returned as a full-time Equipment Operator I. Brennon has returned as a seasonal Equipment Operator I.

3. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). The Airport Fund Balance was updated to reflect more accurately what is reported to/adopted by the Assembly, and align with City's Comprehensive Annual Financial Reports (CAFR). The attached spreadsheet only shows what was adopted by the Board and Assembly. The figures do not show anticipated operational impacts from COVID (such as decreased revenues), nor does it show the CARES Act funding that will cover operating expenses during COVID. However, the spreadsheet does show the debt service for the Terminal (both GO Bond and Revenue Bond) as well as the funds that will cover those bonds. The spreadsheets will be updated as actuals are reported and as CARES Act funds are applied. FY20 budget is preliminary as well, and has a trickle-down effect on the subsequent bottom line Airport Fund Balance. These bottom line numbers will change as CARES Act funds are applied to the operations budget. This is no change from previous reports.

4. Financial Model Update. A Request for Proposals (RFP) for a financial firm to review and build a new budget and financial model is out for solicitation. Proposals are due on November 12.

5. COVID-19 Airport Testing Site Update. Due to colder temperatures, the COVID testing screens for airline passenger arrivals has relocated inside the terminal. The number of airline passengers being tested has declined and the type of testing is less invasive, so screening will be done in privacy screens inside the terminal. In-airport testing is only for travelers and traveler retesting.

The City & Borough of Juneau (CBJ) has a need to consolidate resources (spread-thin) and will be providing drive-up only / by appointment only testing at the Airport during 'off' jet arrivals for other symptomatic/required patient testing. The drive-up site will be a designated, well-marked spot. None of this type of community testing will be allowed out of their vehicle or allowed to arrive without an appointment.

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

- *COVID Updates*. As of October 27, 2020, the most recent information the State may be found on the **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/>. It is anticipated that more changes in travel declarations and testing requirements will occur over the next couple of months.
- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP)*. The Airport submitted its new five-year permit with a Notice of Intent (NOI) on July 28, 2020. The Airport continues to receive forms/notices for either an NOI or No Exposure from tenants.
- *Alaska Department of Environmental Conservation Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP) Inspection*. Starting March 9, 2020, the JNU Airport and several tenants have undergone SWPPP MSGP inspections. JNU was found to be in violation of several missing reports and annual inspections/year-end reports. The letter of violation was closed out by Alaska Department of Environmental Conservation (ADEC) on June 30, 2020, however, ADEC has notified JNU that there may still be fines associated with the violations. JNU does not have a cost magnitude on the fines, but JNU may be able to mitigate some portion of the penalty with a Supplemental Environmental Project (SEP). Staff will update the Board with the fines and further SEP efforts and costs, when known. No change since last month.
- *Egan/Yandukin Intersection Improvements Project*. Alaska Department of Transportation (ADOT) has been holding public open houses and community outreach in the planning of the intersection. ADOT has updated traffic accident statistics for 2013-2017. ADOT held another public meeting on October 14, 2020, to review the narrowed down alternatives and weighting criteria for the

project. Please visit ADOT website on this project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov.

- *FAA Compliance Land Use/Financial Letter (January 2019)*. The Airport submitted follow-up reports and updates on October 7, 2019. The Airport and Fire Department finalized their Letter of Agreement (LOA) for services in-lieu of rent. This item is in compliance. 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 is also tied with the old Sand Shed demolition (Snow Removal Equipment Facility Sand/Chemical grant).
- *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 and the FAA has requested further documentation that staff will provide in the next few weeks. Some of the outstanding items will be in compliance once the terminal remodel is complete.
- *Passenger Facility Charge (PFC) cap increase*. While this is not off the table at this time, the discussions of the cap have been put on hold. This was also brought up during a visit with our Congressional Delegation and the Airport continues to work with our DC Lobbyist, Katie Kachel, on the matter.
- *Congressman Don Young visit*. On October 9, 2020, Congressman Don Young stopped in to talk to staff about JNU projects, JNU's terminal grant and other issues, as well as take a quick tour of the facilities funded by recent grants. Congressman Young was impressed with the tour and happy to see the result of federal dollars. Congressman Young was also provided sample proposed language (from Katie Kachel) of the FAA reauthorization bill that would apply MALSR (Medium Intensity Approach Lighting System With Runway Alignment Indicator Lights) equipment to the list of allowable lighting equipment transferable to the FAA and allow Airport Improvement Program funding for this type of lighting. Congressman Young went on record with a letter of support for JNU MALSR system in 2015.
- *Runway 26 MALSR approach lighting discussions with FAA*. Staff continues to work with our DC Lobbyist to look for federal facilities and equipment funding (see above discussion with Congressman Young). This was also brought up during a visit with Senator Sullivan.
- *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 currently working on computing 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.

- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* was tentatively scheduled for replacement in this fall. This has been put on hold due to construction requirements for the larger equipment. A new date for equipment has not yet been determined.
- *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 since last month.
- *Air Traffic Control Tower (ATCT) COVID Cleaning.* FAA ATCT has requested a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The Airport hired two additional staff to help with this (and TSA) cleaning and their contract has been amended to reflect the additional cleaning costs. This contract, as well as the additional staff, will continue through December 2020, and possibly longer, at this time.
- *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring.* Following Board and Assembly approval of the funding, Cox Environmental has developed the next phase of PFAS Plan documents for ADEC to approve. Staff has reviewed the plan and submitted a few minor comments/questions back to Cox Environmental. Once ADEC has approved, the additional drilling/test sites and monitoring can proceed.
- *Honsinger Pond/Access* (work in progress): Bicknell is still working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the CBJ on development. The Planning Commission granted their request for final plat approval for a 15-lot subdivision on August 25. Staff continues to request covenants be placed on the property for Land Use Compliance near Airports.
- *Terminal Reconstruction:*
 - o Wayfinding and signage for the public during construction continues to change as needed with the project.
 - o The first cold temperatures were experienced with the construction. Additional weather barriers and insulation were installed and well as adjustments with the terminal heat pump systems.
- *Taxiway A, E and D-1 Construction.* SECON has met the amended (and expedited) work schedule for paving and electrical in movement area for this construction year. They will continue their work on the lighting vault and lighting control cutover this winter into next spring.
- *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. On a related note, 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 stormwater retention basin that is located here. CBJ Streets said that they can help with maintenance of this biofiltration pond as well.

- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records.
- *Elevator contingency protocol.* To keep the old elevator in use until the new ones are installed. The freight elevator has been demolished.
- *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 how much per year or per user of the system. Staff is also looking at maintenance contracts for specialized systems (heat pumps) similar to what we do with airfield lighting and controls. Staff has contracted with Daikin for the heat pump systems routine maintenance.

7. Airport Project Manager Report (Attachment #2)

8. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

X. ASSEMBLY LIAISON (Assembly member Greg Smith has been assigned as liaison to the Airport Board.)

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., December 10, 2020, via ZOOM

XV. EXECUTIVE SESSION

XVI. ADJOURN

AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

ATTACHMENT #1

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			(\$675,000)	**	<i>NO LONGER NEEDED Terminal Recon Prep/construct desgin forwar fund</i>
Oct-19					
	\$144,246				AVAILABLE BUDGET

*Represents all 3 Capital Accounts: Airport Revolving Captial Reservice Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

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

Available Fund Balance Summary Airport Fund

Last Update: 11/2020

	FY19 Actuals	FY20 Projected	FY21 Budget	FY22 Budget	
Revenues:	7,172,764	5,903,600	7,272,500	7,990,400	
Expenditures:	(7,298,990)	(7,610,400)	(7,896,800)	(8,098,500)	
Transfers (to)/from Capital Projects:	1,819,200	(800,000)			
CARES Reimb (operations):	-				
Debt Service (Rev):	-	(285,000)	(2,451,700)	(2,722,300)	*Covered by AIP/PFC revenues, see detail in debt service schedule
Debt Service (GO):	-		(602,300)	(662,600)	
CARES Reimb (debt):	-		602,300	662,600	Reflects expected CARES reimbursement for GO Bonds
*Other Financing Sources (Uses):	60,126	378,500	2,553,200	2,823,800	
Increase (decrease) in Fund Bal (FB):	<u>1,753,100</u>	<u>(2,413,300)</u>	<u>(522,800)</u>	<u>(6,600)</u>	
Beginning Available FB	<u>2,735,100</u>	<u>4,488,200</u>	<u>2,074,900</u>	<u>1,552,100</u>	
Ending Avail FB, including Reserve:	4,488,200	2,074,900	1,552,100	1,545,500	
Less 3 Mo. Operating Reserve	(1,818,325)	(1,902,600)	(1,974,200)	(2,024,600)	
Ending Available Fund Balance	<u>2,669,875</u>	<u>172,300</u>	<u>(422,100)</u>	<u>(479,100)</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



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: November 5, 2020

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

Runway Safety Area (RSA) Expansion Phase IIC: The project has been determined to be Substantially Complete, and both JNU (Juneau International Airport) 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.

Float Pond Improvements: The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and CBJ (City & Borough of Juneau) Contracts, final payment has been made to the Contractor (Southeast Earthmovers). PND Engineers has submitted the project as-built record documents and the final engineer's report for review by JNU. JNU has submitted its review comments back to PND and is currently waiting for these documents to be finalized and returned.

The second phase of this project is intended to raise the roadbed, introduce a drainage ditch, armor a portion of the southern pond bank with rock and reconstruct the float plane dock headwalls. JNU is currently reviewing available funding options.

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:

The project Contractor (SECON) completed work last week on the installation of the last of the new duct bank communication manholes and duct bank conduit in the Phase S9 work area which was located west of TWY B2. The work associated with Phase S9 was as follows:

Phase S-9 (TWY A closed between TWY B1 & TWY B2. TWY B1 and TWY B2 closed):

- Work in this phase:
 - Installation of duct bank manholes MH2A and MH2B west of TWY B1 adjacent to the Float Pond access road.
 - Extension of the existing duct bank (four 3-inch conduits) to MH2A. This work will require trenching across the Float Plane Pond access road. A detour will be provided.
 - Installation of duct bank crossings at TWY B1 and TWY B2.
 - Replacement of two damaged FAA vault lids within the SREB apron area.

ATTACHMENT #2



TAXIWAY A-D1-E

Construction Administration & Inspection

POINT OF CONTACT

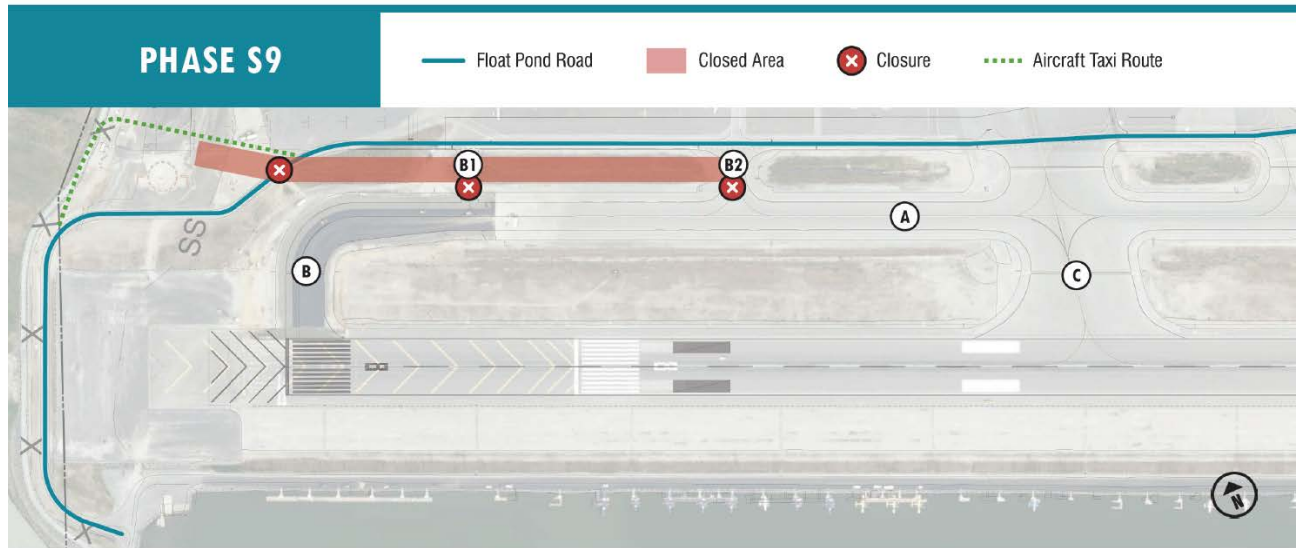
Naomi Hobbs
(907)723-8245

AIRPORT SAFETY

(907)500-8234

PROJECT WEBSITE

www.JNUTaxiways.com



PHASE S9 OVERVIEW

Installation of duct bank and vaults.

DURATION (OCT 19-NOV 3)



Last Updated September 17, 2020

IMPORTANT INFORMATION

- Access to/from Float Pond provided at all times.

IMPACTS

- TW A closed between B and B2.
- TW B and B1 closed.
- Detour Route provided around work area.

The completion of Phase S9 effectively completes the connectivity path between the new ALRV and the terminal building / Air Traffic Control Tower, as well as the connectivity path between the new ALRV and FAA Flight Service Center.

ATTACHMENT #2

SECON is currently working on the last of the infield grading work in the Phase S9 work area and will soon be removing all of the temporary barricades and returning them to JNU. SECON is also currently working on demobilizing their operations for the winter.

It is important to note that SECON has achieved the goal of completing the majority of the Phase 1 (summer 2020) and Phase 2 (summer 2021) work on Taxiway A, Taxiway D-1 and Taxiway E this construction season. All of the asphalt paving work required by the contract has been completed.

Work that remains to be completed will include: the completion of the construction of the new ALRV (on-going and now scheduled to be completed in January 2021), the relocation of the airfield lighting regulators, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the Airfield Lighting Controls and Monitoring System (ALCMS) within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system. The current schedule for the cut-over and commissioning of the new ALRV has not been changed from that which was originally scheduled with the FAA.

The work continues to be completed per the approved construction documents. All construction work is proceeding in conformance with SECON's Safety Plan Compliance Document (SPCD) and supplemental Safety Plan which introduced a comprehensive infection control plan. This supplemental Safety Plan is mandatory for all SECON employees, subcontractors and materials suppliers that will be on site.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL, who is serving as the Project Engineer and continues to coordinate directly with JNU, SECON, Air Traffic Control (ATC), the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will continue to coordinate with local FAA ATC staff, create construction notice diagrams, and review DRAFT Construction Safety Phasing Plans (CSPP) throughout the project.

DOWL also continues to work on the development and issuance of notices that are being used to keep stakeholders advised of construction activities and impacts over the course of the 2020 and 2021 construction seasons. DOWL continues to develop and issue project notices (mail-outs, e-mails, hard copy hand-outs) to all air carriers and airport tenants, oversight and management bodies, tour operators and float pond users, other airport users and the public.

The project website at www.JNUTaxiways.com remains operational and contains background information, as well as schedule and phasing plan updates, meeting information, links and documents, and contact information for the project team. The website continues to be updated regularly. The email address info@JNUTaxiways.com will be listed on all communication materials. This email address is linked to a distribution list that includes the JNU and DOWL Project Managers.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration (CA) 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 continues 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).

ATTACHMENT #2

Sand Shed Demolition: Southeast Earthmovers (SEEMs) continues work on the demolition of the old Sand Storage hangar. Crews have removed the exterior siding from the north and west sides of the building, have removed most of the old roofing, and have removed the large hangar doors from the south side of the building. SEEMs has started work on the removal of the secondary in-fill framing steel from the walls and roof assemblies, and has started work on the removal of the primary steel roof framing members.

Southeast Earthmovers has not yet started work on the removal of the mezzanine framing or on the removal of any part of the common wall assembly located between the old Sand Shed and the adjacent Channel Flying hangar. SEEMs will remove the large steel columns from this common wall after the new roof support structure has been installed on the Channel Flying side of this wall.

Southeast Earthmovers has not yet started work on the roofing revisions associated with the old gutter assembly and roofing interconnection between the two hangars. SEEM's will be completing the site investigation portion of this work this week.

Demolition work is currently scheduled to continue through the end of November 2020.



Figure 1-1: Removal of the secondary steel from the roof of the old Sand Shed.

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

ECI Alaska and PND, the designers of record for the project, are providing assistance to JNU in the form of submittal – shop drawing review.

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Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has prepared and submitted a DRAFT Sampling and Analysis Plan (SAP) to the Alaska Department of Environmental Conservation (ADEC). This SAP outlines the objectives and strategies for continued groundwater sampling activities at the Juneau International Airport.

In this SAP, Cox Environmental is proposing to build upon their previous investigations which include the initial Sampling and Analysis Plan as approved by the ADEC on August 19, 2019 and the subsequent Site Investigation Report (SIR) as approved by the ADEC on April 29, 2020.

The scope of additional work proposed within this SAP includes the following:

- Installation of an additional fifteen (15) soil borings and fifteen (15) groundwater monitoring wells to continue to work towards delineating the vertical and horizontal extent of PFAS contamination in soil and groundwater.
- Eight (8) of the soil borings and groundwater wells will be placed surrounding MW-6, located southwest of the Capital City Fire Rescue ARFF Station.
- Five (5) of the soil borings and groundwater wells will be placed off-site to the south of MW-2, MW-3, and MW-4 within the Mendenhall Wetlands State Game Refuge.
- Two (2) of the soil borings and groundwater wells will be placed off-site to the west of MW-1 within the Mendenhall Wetlands State Game Refuge.
- Collection of fifteen (15) soil samples (plus field duplicates) for analysis.
- Collection of a total of twenty-three (23) groundwater samples from the eight (8) existing on-site groundwater wells, and fifteen (15) new monitoring wells (plus field duplicates) for analysis.
- Continued quarterly monitoring of all twenty-three (23) groundwater wells to establish a trend in groundwater concentrations.
- MW-2 was non-productive during sampling and appears to be affected by precipitation and/or tidal fluctuations. The well will be re-drilled and set with a 10' screen to allow for sampling during all conditions.
- Now that PFAS has been detected on-site, MW-10 and MW-4 which were installed during previous investigations will be added to the well network for sampling.
- The soil borings and monitoring wells will be drilled using Geoprobe direct-push drilling methods.

Cox Environmental is currently working on getting the necessary permitting which will allow them access into all areas where the additional sampling will be conducted.

Lavatory Waste Dump Site: 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: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot, and Republic has not yet submitted a proposed plan for these revisions for review by JNU. The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed in the potholes that had formed in the public parking lots last year continue to deteriorate. Many areas within these paved parking areas are exhibiting "alligatoring"

ATTACHMENT #2

which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but there is no money currently allocated to address any of these repairs.

Ramp Lighting Upgrades: JNU continues to work with Haight & Associates to finalize the scope of work and estimated construction cost for the installation of new high efficiency LED lighting as needed to illuminate the 121 and 135 ramp areas. Haight & Associates, who designed the electrical component of the North Terminal Renovation, is currently working on coordinating the design of the lighting controls to maximize efficiency and minimize cost. Once the full scope of work has been finalized, Haight & Associates will complete the design & construction documents needed to bid this work. This project will be released for competitive bid as soon as the documents have been completed and approved.

Haight & Associates has confirmed that the proposed high efficiency LED flood light fixtures meet the FAA's 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).

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: November 3, 2020

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of October 2020 Activity with Look Ahead

Sand/Chemical Building & Fueling Station. The Contractor is completing punch list items and submitting final documents for closeout. Now that the JNU Airfield Maintenance crew is fully using the facility, some warranty items have emerged that the Contractor is addressing.

Look Ahead to Upcoming Activity: Ensure that the Contractor completes the punch list items, and continue project close-out. The Airport Improvement Program grant for this project cannot be closed until the old Sand Shed Demolition project is complete.

Terminal Reconstruction. The focus of work during October was steel erection and concrete slabs over steel pan decking. When cold weather arrived, the construction crew implemented cold construction practices for concrete and also worked closely with JNU terminal maintenance staff to improve the insulation between outside construction and the indoor terminal. The project is a bit behind the contractor's schedule, but Dawson is working hard to get the space enclosed during November so that efficiencies can be found through the rest of winter. The Phase 1 areas are scheduled for occupancy in mid-May 2021.

Look Ahead to Upcoming Activity. The Contractor's schedule calls for completing first floor concrete slab, exterior wall framing, and roofing during November.

Other projects/issues worked on by architectural projects staff during October included:

- Hosted an airport briefing and tour for Congressman Young.
- Continued working on the airport's Disadvantaged Business Enterprises (DBE) program.
- Responded to COVID issues in the terminal and the construction work areas.



Looking south toward open stair, with balcony outside of airport administration office on upper level.



Looking south through first floor regional air carrier spaces.