

AIRPORT BOARD
AGENDA
6:00 P.M., **THURSDAY**, JUNE 11, 2020
ZOOM Webinar: <https://juneau.zoom.us/j/96482443409>

Or Telephone: Dial (for higher quality, dial a number based on your current location):
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Webinar ID: 964 8244 3409

TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON JUNE 10, 2020

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES:
 - A. Regular Meeting of March 10, 2020
 - B. Special Meeting of March 19, 2020
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
- VII. NEW BUSINESS
 - A. **Airport Manager's Report:**
 - 1. COVID-19 Update. The City & Borough of Juneau (CBJ) stood up the Emergency Operations Center (EOC) in March to head up the COVID-19 pandemic effects in Juneau. Multiple meetings and public testimony occurred regarding the State Mandates and other regular COVID updates including with the State Department of Health and Social Service–Division of Public Health – all aimed at protecting Alaska citizens and flattening the curve. The CBJ also stood up the Airport Task Force to provide voluntary screening (temperature checks) and collect State mandates, as well as pass along information. The State of Alaska is now turning toward a four-phase approach at opening up Alaska travel and businesses. The State is currently on Phase 3 with a subphase beginning June 6. This most recent phase focused on an alternative for out-of-state air travel. The State is contracting with local communities (and companies) to assist in collecting a new mandatory declaration and offer COVID-19 PCR testing, as well as follow-up testing for certain interstate/international travelers. The CBJ Task Force will be a contractor for the State to take on the continued greeting of passengers, collecting travel declarations and provide COVID testing. With the terminal under construction, this has really added to the congestion at the

terminal, but all for a good cause and public health safety. The new ‘screening’ and testing started June 6 at airports in Alaska. The following links provide the most up-to-date information to travelers and the requirements:

COVID-19 Traveler Information: <https://covid19.alaska.gov/travelers/>

Mandate 10 revised: <https://covid19.alaska.gov/wp-content/uploads/2020/06/MANDATE-010-REVISED-06.03.20.pdf>

Health guidance for Alaska travelers:

<http://dhss.alaska.gov/dph/Epi/id/Pages/COVID-19/travel.aspx>

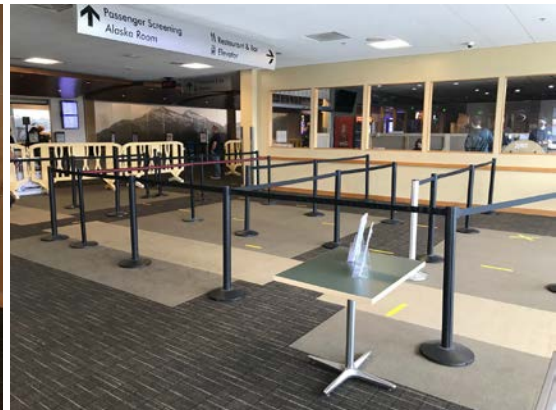
Travel Alaska COVID page:

<https://www.travelalaska.com/Planning/Tips/COVID19.aspx>

FAQs:

http://dhss.alaska.gov/dph/Epi/id/SiteAssets/Pages/HumanCoV/FAQ_Travel.pdf?fbclid=IwAR37WOSQQw2UwomDN3_zeYixIAqhw6RvqC5CIwFVmW4nRmlRRcuGH7fKUMM

Additionally, the Airport will have a requirement for everyone in the public areas of the terminal to wear facial masks mirroring the City’s requirement in public facilities.





2. CARES Act and Tenant Rent Relief. The Airport continues to gather information on what other airports are doing for rent abatement requests. The Airport would like to move forward on this discussion in a Committee of the Whole (Airport Board) meeting to set up the methodology. Once a process is agreed upon, the Airport will pass this along to the Federal Aviation Administration (FAA) for concurrence or comment.

3. Aqueous Film Forming Foam (AFFF) Polyfluoroalkyl Substances (PFAS) Contamination Testing Update. As a reminder, JNU's (Juneau International Airport) PFAS Sampling and Analysis Plan (SAP) sampled for the suite of six PFAS in soil and groundwater:

- Perfluorobutanesulfonic acid (PFBS)
- Perfluorohexanesulfonic acid (PFHxS)
- Perfluoroheptanoic acid (PFHpA)
- Perfluorooctanoic acid (PFOA)
- Perfluorooctane sulfonate (PFOS)
- Perfluorononanoic acid (PFNA)

Juneau International Airport (JNU) was advised that one soil sample location (MW-6) tested above the Migration to Groundwater Cleanup Level. Groundwater is in excess of the ADEC groundwater cleanup levels at three sites. The results indicate groundwater exceeds the ADEC cleanup level of 400 ng/L for PFOS at MW-3 and MW-6, and PFOA at MW-4. The detected concentration of PFOS is 750 ng/L at MW-3, and 50 ng/L at MW-6; and PFOA is 410 ng/L at MW-4.

Cox Environmental submitted a draft report of the findings and recommendations to ADEC. ADEC has replied with their comments. Staff has received an estimate on monitoring and further testing based on the draft report at just under \$200,000. There is no federal funding available for this at this time. No new information at this time.

The Airport plans to meet and coordinate with the CBJ before moving forward with the next step with Cox.

4. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). As of March 10, 2020, and throughout the FY21/22 biennial budget process, the Airport Fund Balance was updated to reflect more accurately what resources were available to draw upon in the near term. The attached balances do not show impact from COVID or the CARES Act funding that will cover some of those losses; the FY20/21 shortfall are still shown, but they may be covered with CARES Act funds and the FY22 budget still shows increased rates that will more than likely require CARES Act funding to cover until tenants are stable and rates may increase.

The CIP Revolving account continues to show a balance of \$144,246 which is still pending the transfer back of \$675,000 that was not needed for the Terminal Reconstruction project. There has been no changes to either of these accounts at this time.

5. Jordan Creek Greenbelt. The Jordan Creek interpretive signs have been installed along the scenic path at Jordan Creek on Airport property. This was another joint effort between Southeast Alaska Watershed Coalition and JNU; and another step in beautifying that area, as well as making it safe.





6. Lemon Creek Correctional Center (LCCC) Clean up. LCCC contacted the City about having a small group of inmates pick up trash on CBJ lands this summer. Jordan Creek Greenbelt across from the airport, as well as along the perimeter fence, are a couple of areas that have been requested. LCCC will likely be a group of 4-8 inmates with guards, and work two days a week. This would be a huge help to the Airport.

7. COVID 19 Community Talks. The Airport Manager gave a couple of Airport-related talks on COVID-19 and the associated changes around the Airport. The talk to Rotary was on May 19, 2020, and to Chamber of Commerce on June 4, 2020.

8. Snow Plow Trucks have arrived. April saw the arrival of our three new Oshkosh snow plow trucks. The cost for all three was \$1.4M of the \$5M equipment grant.



9. 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:

- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector general permit (MSGP)*. The Airport is in the process of updating its new five-year permit which should go into effect after July 30, 2020.
- *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. 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. No new updates at this time.
- *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 to work on possible acquisition of the Loken/Chanel Flying property which is also tied with the old Sand Shed demolition (Snow Removal Equipment Facility Sand/Chemical grant), as well as U.S. Fish and Wildlife lease. At this time, the FAA has concluded that JNU is working toward compliance on these issues.
- *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 ADA and Title VI review. This is now under review with the CBJ for integrating with the overall CBJ ADA plan.
- *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.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment* is tentatively scheduled for replacement in September 2020.
- *TSA will be cancelling janitorial contracts at airports nationwide, however they have requested COVID Level 2 cleaning through September 2020*. TSA will still be required to pay for utilities associated with equipment use. This issue has been forwarded to our Lobbyist for Congressional weigh-in, however, TSA is paying for the additional COVID cleaning service at this time.
- *Air Traffic Control (ATC) COVID Cleaning*. FAA ATC tower 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.
- *Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties* were approved by AKOSH. The final purchases and installation occurred the end of May and all documentation was submitted to AKOSH on June 5, 2020, for close out of this violation/citation.

- *Honsinger Pond/Access* (work in progress): Bicknell is working with State Department of Transportation for legal access to their Honsinger Pond property, and working with the City & Borough of Juneau (CBJ) on development. The Planning Commission granted their request for preliminary plat approval for a 15-lot subdivision. Staff continues to request covenants be placed on the property for Land Use Compliance near Airports. No further updates.
- *Terminal Reconstruction*:
 - o Staff has submitted the application for the FAA Airport Improvement Program (AIP) grant for FFY20, and updated to reflect 100% match of local funds (from CARES Act). This will be a four-year use of AIP entitlement dollars. The grant has not been received as of yet.
 - o Wayfinding and signage for the public during construction continues to change as needed with the project.
- *Taxiway A, E and D-1 Construction*. The project is well underway and SECON is making excellent progress with the minimal traffic due to COVID. SECON has almost completed the first construction season of work and anticipating to start next season's work shortly. It is anticipated that most of the movement area work could be completed this year leaving minimal work for next construction season. There will be a lot of information and NOTAMs (Notices to Airmen) issued. A second *FAA Safety Risk Management (SRM) Review* will most likely not be needed for this project since it is being completed this season with low traffic impact.
- *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.
- *Tenant insurance reminders* continue to be sent out. Several certificates have lapsed in our records.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff is working with our DC Lobbyist to look for federal facilities and equipment funding.
- *Elevator contingency protocol*. To keep the old elevator in use until the new ones are installed. The freight elevator has been taken out of service.
- *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.
- *Exit Lane System*. IS COMPLETE!
- *Runway Safety Action Team (RSAT) meeting* has been postponed until September 3, 2020.

- *COVID Misc.* The FAA through Federal Emergency Management Administration (FEMA) will be distributing cloth masks to airports nationwide. JNU is anticipating some of these soon.

10. Airport Project Manager Report (Attachment #2)

11. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

- A. Travel Juneau Letter (Attachment #4) dated May 22, 2020
- B. Mark Morris Letter (Attachment #5) dated June 3, 2020

IX. COMMITTEE REPORTS

- A. **Finance Committee:**
- B. **Operations Committee:**

X. ASSEMBLY LIAISON

XI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XII. BOARD MEMBER COMMENTS

XIII. ANNOUNCEMENTS

XIV. TIME AND PLACE OF NEXT MEETING:

- A. Airport Board Committee of the Whole, 6:00 p.m., June 18, 2020 (tentative) - Zoom
- B. Airport Board, 6:00 p.m., July 16, 2020, Zoom Meeting

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1

AIRPORT FUND BALANCE

Available Fund Balance Summary						
Airport Fund						
Last Update: 3/3/20						
	FY18 Actuals	FY19 Actuals	FY20 Projecte	FY21 Budget	FY22 Budget	
Beginning Available FB	\$3,268,411	\$2,400,199	\$4,528,300	3463100	\$2,940,400	
Revenues:	\$7,264,064	\$7,328,463	\$7,320,200	7374100	\$7,364,900	
Expenditures:	(\$7,250,834)	(\$7,267,679)	(\$7,585,400)	-7896800	(\$8,098,500)	
Transfers OUT to Capital Projects	(\$1,190,953)	(\$380,000)	(\$800,000)			
Transfers IN from Capital Projects		\$2,257,349				
Debt Service OUT	\$0	\$0	(\$377,500)	-2964000	(\$3,384,900)	
Debt Service IN			\$377,500	2964000	\$3,384,900	
***Other Financing Sources (Uses):	\$309,511	\$189,968				
Increase (decrease) in Fund Bal (FB):	(\$868,212)	\$2,128,101	(\$1,065,200)	-522700	(\$733,600)	
Ending Avail FB, including Reserve:	\$2,400,199	\$4,528,300	\$3,463,100	\$2,940,400	\$2,206,800	
Less 3 Mo. Operating Reserve	\$0	(\$1,816,900)	(\$1,896,400)	(\$1,974,200)	(\$2,024,600)	
Ending Available Fund Balance	\$2,400,199	\$2,711,400	\$1,566,700	966200	\$182,200	
Other Financing sources (uses) include: capital outlay, adjustments pertinent to modified accrual accounting, such as A/P, A/R, and leave accruals/deferrals; as well as changes in restrictions of fund balance.						

ATTACHMENT #1

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			(\$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

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: June 4, 2020

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

Snow Removal Equipment Building (SREB): The replacement trench drain covers for the Wash Bay trench drain have arrived from the manufacturer and have been installed. These new heavy-duty high load-bearing galvanized steel plate covers replaced the original light duty bar grating that had been damaged/deformed by rolling vehicle loads. This replacement is also the last item on the AKOSH 'in-lieu of fines' to close out the violation.

Runway Safety Area (RSA) Expansion Phase IIC: 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.

Float Pond Improvements: The project has been determined to be complete, and with concurrence from the Federal Aviation Administration (FAA) and CBJ 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.

Just a reminder, this is the first phase of the project. The second phase, which 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, will be done when federal funding is available.

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

The project Contractor (SECON) continues to proceed with the construction of this project based on the revised work phasing plan. As previously reported, the use of this revised phasing plan has resulted in an increase in Contractor efficiency and productivity and SECON will very soon be complete with the majority of the original Phase 1 (summer 2020) work.

ATTACHMENT #2

Weather permitting, the milling and paving work associated with the original Phase 1 work, including the work to pave the relocated Taxiway D-1 and to pave the extension of Taxiway H, will be done during the week of June 8-12. With approximately 17 weeks left in the 2020 summer construction season, and a continued reduction in airfield traffic, SECON is now requesting permission to complete all Phase 2 (summer 2021) civil work (Jordan Creek Culvert replacement at TWY A, milling and paving on TWY A, all taxiway edge lighting revisions, all signage revisions and all paint striping revisions) this summer. JNU is in favor of this proposal and continues to work with SECON, and to coordinate with the FAA, ATCT, Flight Service, DOWL, PDC Engineers, Alaska Airlines and Delta Airlines to facilitate this request.

The work is being completed per the approved construction documents, with minor adjustments as needed based on field observations. JNU had originally attempted to incorporate the paving of the apron area in front of the Block N and Block O hangars into the project, but the FAA had determined that the work was not eligible for AIP participation. JNU again attempted to add this paving work into the project after it was noted that the new Taxiway H paving would create ponding in front of the hangars (see Figure 1 below), and again the FAA determined that the necessary drainage and paving work was not AIP eligible. The contract calls for the Contractor to regrade the apron area and to place and compact a new RAP surface. This will reduce the amount of ponding but does not represent a long term solution.



Figure 1 - Ponding in existing RAP apron located on the south side of the Block O hangars.

Construction on the Airfield Lighting Regulator Vault (ALRV) addition to the Snow Removal Equipment Building (SREB) continues, and is currently scheduled to be substantially complete on January 8, 2021. The Contractor is currently installing the formwork for the concrete exterior walls. The cut-over of the airfield lighting circuits and ALRV control is scheduled to happen next year.

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 will serve as the Project Engineer and will continue to coordinate directly with JNU, SECON,

ATTACHMENT #2

ATC, the project Airfield Safety Officer and airfield users. DOWL is also coordinating with the FAA Airports Construction Advisory Council (ACAC). ACAC will 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.

Limited Construction Administration (CA) services continue to be provided by PDC Engineers. As the Engineers of Record, PDC Engineers has been 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).

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has finalized and submitted their formal report to the Alaska Department of Environmental Conservation (ADEC). This report presented the soil and groundwater sampling and analysis data as collected from the monitoring wells that had been drilled in the west, south and east sides of the airfield. This report presented the findings that the groundwater in wells MW-3 and MW-6 were found to contain levels of Perfluorooctanesulfonic acid (PFOS) contamination in excess of the ADEC groundwater cleanup level and that well MW-4 was found to contain a level of Perfluorooctanoic acid (PFOA) that was just slightly higher than the ADEC groundwater cleanup level. This report also included recommendations and next steps for moving forward for continued investigation. Further delineation will be necessary for soils surrounding MW-6 (located nearest the fire station) to determine the vertical and horizontal extent of soil contamination in that area, and additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

JNU has requested and obtained a quote from Cox Environmental to complete the additional investigative and monitoring work as outlined within the ADEC report. Further work on this effort remains on hold pending the identification of a funding source. The Airport is also looking at coordinating these efforts with the CBJ and their sites.

Ward Air Hangar Expansion: Ward Air continues to work on the construction of their new maintenance hangar. JNU continues to work with Ward Air on addressing perimeter fencing revisions and site drainage issues that have been created as a result of this project.

ATTACHMENT #2

Lavatory Waste Dump Site: JNU has updated the construction cost estimate and project budget for the lavatory waste dump improvements, and continues to work on the development of a scope of work to be used by consultants to develop a fee proposal to complete the necessary construction and bid documents once a funding source has been identified.

Parking Lot Repairs: There have been no advancements in the revisions as proposed by Republic Parking for the short term parking lot. Martin Klein with Republic Parking recently advised that he is working with ALCAN Electric to evaluate power requirements associated with the proposed replacement of the exit booths that are located in the southeast corner of the public pay-parking lot. 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 by JNU Airfield Maintenance in the potholes that had formed in the public parking lots continue to deteriorate. Many areas within these asphalt paving installations are exhibiting "alligatoring" 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 does not currently have any money to address any of these repairs.

Ramp Lighting Upgrades: A light fixture product has been identified that meets the FAA's Buy American requirements, and JNU is proceeding with the development of this project. The scope of the project is being coordinated with the Terminal Reconstruction project, and revised to eliminate the proposed new light fixtures on the Airfield Maintenance Building and Alaska Air Cargo area, and to introduce site lighting at the aircraft wash-down area in the Northwest Development Area. 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: June 4, 2020

FROM: Catherine Fritz, AIA
JNU Airport Architect

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

Sand/Chemical Building & Fueling Station. The replacement boiler has been installed, but the Contactor has not yet scheduled the programming and controls technicians to make the system operational. Once the Contractor's travel plan has been filed with the state of Alaska, the boiler technician will be able to come to Juneau to complete the start-up. Once that work is done, the controls subcontractor will come from Anchorage to set up the programming so that training and commissioning can take place. A few punch list items (other than mechanical) also remain before final payment can be made.

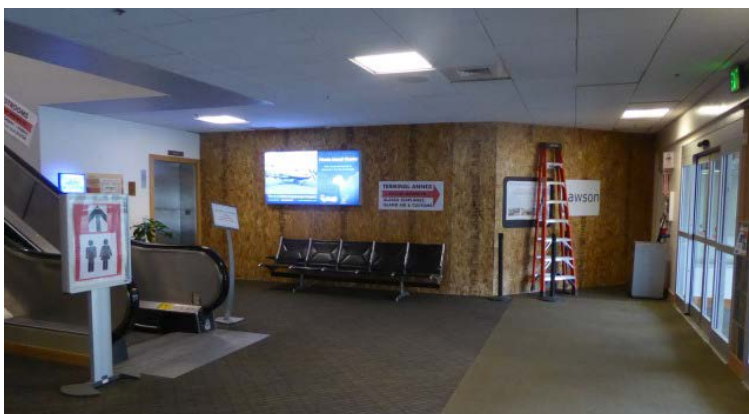
Look Ahead to Upcoming Activity: complete the installation of the replacement heat pump, complete punch lists, and begin project close-out.

Old Sand Shed Removal. A meeting with held with Channel Flying owners on May 18, 2020 to review options for constructing a new wall to support the Channel Flying building. The owners' civil engineer subsequently met with the airport's structural design consultant on site to review the options in more detail, and a preferred design choice was selected. The construction documents (now 80% complete) are being finalized to reflect that option. The schedule calls for bidding to begin by late June.

Look Ahead to Upcoming Activity. Complete the construction bid documents in and begin bidding.

Terminal Reconstruction. Hazardous material abatement is approximately 75% complete, and temporary partitions within the terminal are complete. Restrooms at the north Terminal Annex were opened and the Annex is now functioning as a separate building from the Main Terminal. Signage is in place to direct travelers to each building. Dawson's team continues to prepare for mass building demolition, which is scheduled to begin around June 15, 2020. Weekly progress meetings are being held to maintain coordination with the construction team, and periodic construction briefings are being sent to tenants.

Look Ahead to Upcoming Activity. Complete hazardous materials abatement, and begin mass demolition in June.



ATTACHMENT #3

Secure Exit Lane Replacement. The exit lane equipment began being installed at the end of May. Testing and training were completed, and the new lanes were accepted for use by the Airport on June 3, 2020. The use of temporary employees to monitor the alternative exit route went smoothly, and there were no substantive changes in the scope of work. The total construction cost was \$323,196.58.

Look Ahead to Upcoming Activity. Complete the punch list and the close out documentation in June.



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

- Continued with close out of the JNU Terminal Electric Service project.
- Began drafting project narrative descriptions for numerous small repair projects on the airport.
- Continued working with the FAA to reconcile the airport's Disadvantaged Business Enterprises (DBE) reports and other documents.

May 22, 2020

Airport Board
c/o Ms. Patty Wahto
Manager, Juneau International Airport
1873 Shell Simmons Drive, Ste. 200
Juneau AK 99801

To the Juneau International Airport Board,

As the designated destination marketing organization (DMO) for Alaska's Capital City, Travel Juneau and the Juneau International Airport (JIA) have a mutual goal of encouraging travelers to fly into Juneau. While JIA focuses on the success of the airport and airlines, Travel Juneau focuses on the success of Juneau's hotels, meeting spaces, and convention center. The devastation this pandemic has had on our efforts to boost our economy through tourism, as well as tourism worldwide, leaves us wanting to do more than our limited budget allows to encourage travelers to Juneau once our city opens. We would like to propose a partnership between JIA and Travel Juneau, supported by the federal CARES Act funding. With this partnership Travel Juneau would deliver a marketing campaign benefiting JIA and Juneau as a community and destination.

Based on analytics gathered from visitors exploring the Travel Juneau website and results from our 2018 independent traveler survey, Travel Juneau envisions campaigns for the western US, especially the high-value San Francisco Bay Area and Los Angeles markets, that aim at private pilots, charter air companies, meetings, and free, independent travelers (FIT). The campaigns may extend to metro areas within a day's travel to Juneau and could include video(s) rolled out on cable, streaming services, and Travel Juneau's social media platforms. Travel Juneau has experience working with local videographers and could potentially have existing imagery to be utilized toward a combined campaign. Storyboard items might include messages such as "Wide open" or "The experience begins before you land", highlighting the scenic approaches to Juneau, on-the-ground community scenes, passenger and aircraft services, terminal upgrades, and customer service personnel (Alaska Airlines, with their cooperation); these would incorporate destination messaging. Because Juneau is a long-haul destination that requires travelers to plan well ahead and our need to stand out amongst the aggressive push of DMOs nationwide competing for travelers, Travel Juneau staff advises a robust set of campaigns at an estimated cost of \$250,000; one of the goals is to increase air travel to JIA via Alaska Airlines, Delta Airlines, and targeted charter air carriers.

This is a one-time opportunity that would significantly enhance Travel Juneau's overall destination marketing and provide JIA a significant increase in consumer and business exposure.



TRAVEL JUNEAU

ATTACHMENT #4

I invite the Airport Board to consider partnering with Travel Juneau and take advantage of our expertise for targeted promotion to boost passenger and aircraft numbers while increasing revenues and visibility for JIA and our community. Thank you in advance for your consideration.

Regards,

Liz Perry
President & CEO
Travel Juneau

ATTACHMENT #5

June 3, 2020

Patricia Wahto
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive. Suite 200
Juneau, Alaska 99801

RE: Pavement in front of Lot 2, Block O Hangar

Patty,

I want to begin by thanking you and the entire Juneau International Airport Staff for the professionalism that you folks exhibit in running our airport. I am proud to have Juneau International Airport (JIA) my home base for our corporate flying as well as my personal flying. Our engineering firm operates two small aircraft for our own travel and technical flying for the State of Alaska, Department of Fish and Game. We have operated at JIA for over twenty years. The airport is very well maintained, the snow is removed promptly, the gates run very well, it is easy to access the badging office, and whenever we encounter staff with needs or concerns, it is always a pleasant, professional experience. Thank you. I consider it a privilege to operate out of JIA.

This letter is born out of deep concern for the safety and protection of my family, friends, and company personnel looking forward to our flight operations during the summer of 2021 when taxilane H is used by 737s, corporate jet aircraft, and turboprop aircraft as taxiway A is closed due to construction.

Our hangar faces taxilane H. The hangar door is approximately 90' from the centerline of taxilane H. Alaska Airlines operates 737-900 aircraft. The 737-900 wingspan is approximately 138'. This puts the wingtip 21' from the hangar door if the aircraft is on the centerline of the taxilane. There is 25' of asphalt from the center of taxilane H toward our hangar. The remaining approx. 65' will be covered with 2" of recycled asphalt pavement (RAP). This material should be smooth and tight when it is laid this summer, but after a winter of snow removal operations by JIA airfield maintenance and other traffic, it will loosen up some. RAP is typically placed in much greater depths to resist coming apart when large vehicles, vehicles making tight turns, and other lateral loads are applied. The current taxilane H reconstruction project calls for 10" of RAP between the edge of asphalt out to the top of side slope to the ditch on the other side of the taxilane. The idea that 2" of RAP will hold together in this application defies common sense to those knowledgeable with JIA operations. None of the JIA airfield maintenance folks that I have discussed this with disagree. I have also discussed it with professional engineers experienced with the material and our airport. They too do not think this material will hold together. During the summer of 2021 when the jets and twin turbo props taxi on taxilane H, their jet and prop blast will most certainly blow some of the loose RAP into the sides of the hangars, causing damage.

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During the busy summer season (not this year, of course), there are so many Alaska Airlines flights a day and so much medevac and corporate jet traffic, that aircraft producing significant jet/prop blast will be taxiing by the hangar very frequently. We will have to obtain tower permission during a "break" in traffic before leaving and arriving to the hangar, but these "breaks" will be very short in duration. So, we will have to open the hangar door, pull our aircraft out, and start up to begin taxiing very quickly. The opposite being true when we arrive back at the hangar. The idea that the hangar door can be fully closed and locked when these large aircraft pass by is not realistic. Mostly closed, yes. But completely closed and locked every time is a fanciful idea, not reality. Anyone who thinks otherwise is not being realistic. The hangar door is open several inches in the middle when not locked. So when we quickly try to get the plane in or out and get the door down, inevitably, a large aircraft will taxi by blowing loose material under the door or through the partially open sides. This is a serious safety concern and poses damage to our aircraft inside the hangar. The face of our hangars is out of view of the tower. The tower will not know if the door is fully closed or not. Our aircraft will pick up this loose RAP in their tires and carry it out onto taxilane H which will create a FOD problem for the jets and turbo prop aircraft. If the RAP is pulled up into the jets or props and then shot out the back, the safety and property damage risk goes way up.

This solution is just not practical, fair, or just. We know taxilane H is needed for these large aircraft. We know the frequency of the traffic cannot be controlled. Alaska Air is coming and going every few minutes multiple times a day. We know every hangar owner will have to wait, then move very quickly upon permission of the tower. These are unchangeable. However, the surface treatment can be changed to from RAP to hot mixed asphalt (HMA).

Hot mixed Asphalt is the surface treatment between taxilane H and all other hangars except the block O hangars. Asphalt, in proper depth, doesn't come loose like RAP does. If asphalt is used, the safety risk, property damage risk, and FOD risk decreases exponentially.

Patty, I know you and the airport board are aware of this problem, but do not have the money to solve it as the FAA will not consider asphalt in this application as eligible for reimbursement under AIP funding. I suspect this situation can be remedied with the FAA. I have found that a good dose of humility on the part of the design team and owner together with a trip to Anchorage to sit down with the FAA to discuss the problem and work collaborate to find a solution can often produce results everyone can accept. But I can't control that. However, I very much want to help in this issue.

I want to propose a solution in front of my hangar. I am willing to pay for SECON to place asphalt of appropriate thickness from our hangar out to the edge of the taxilane H asphalt along the full width of the hangar. However, we want to deduct this cost from our lease payments over the next five years or more if required. The cost of this asphalt is ultimately the airport's responsibility. Thinking that it is the hangar owner's responsibility is different from what was done for the other hangars fronting on taxilane H. All other hangars with the same type and rate of lease received their asphalt as a benefit under the lease, not at their own expense. Dave Palmer, PE, who was the airport manager at the time my hangar was built promised the new owners that the airport would pave in front of the new hangars. It is time

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to get this done. I am willing to front the money for paving in front of my hangar if it is reimbursed through reduced lease payments. This is very fair to all parties and removes the need for JIA to come up with the money at this time.

If this solution is acceptable to the JIA, please let me know so that I may ask SECON for a price and work with the JIA Project Manager, Mike Greene, to coordinate on my behalf with SECON to perform this work.

Patty, thank you again for the great work you, your staff, and the Airport Board does on behalf of us, the users, of the JIA.

All the best to you,



Mark Morris