

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, JANUARY 14, 2020
AIRPORT GLACIER FIRE DEPARTMENT TRAINING ROOM
1700 Crest Avenue, Juneau Valley

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of December 10, 2019
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
 - A. **Aqueous Film Forming Foam (AFFF) Polyfluoroalkyl Substances (PFAS) Contamination Testing Update (Attachment #1).** The Airport is under contract with Cox Environmental to develop a plan, testing and monitoring the presence of specific PFAS contamination and coordinating with the State of Alaska Department of Environmental Conservation (ADEC). Test wells were drilled November 13-16, 2019. After allowing for the ground water to settle after the drilling, sampling and testing of soil and groundwater were performed in December 2019.

JNU's (Juneau International Airport) PFAS Sampling and Analysis Plan (SAP) written by Cox Environmental Services sampled for the suite of six PFAS in soil and groundwater which was analyzed by an approved contract laboratory. Samples were analyzed for the following PFAS:

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

Attached is a data table summarizing the detected PFAS **soil results** for JNU. **The results indicate soil exceeds the ADEC Method 2 Migration to Groundwater Cleanup Level of 3 ug/kg for PFOS but is below the ADEC Human Health Cleanup Level of 1,300 ug/kg in MW-6. The detected concentration of PFOS in MW-6 is 31 ug/kg.** MW-6 is the location nearest to the Fire Station.

The other four locations were either non-detected for PFAS constituents or below ADEC cleanup levels (MW-1).

What the test results mean (per Cox Environmental):

MW-6: Soil data are compared to two ADEC Cleanup Levels: Migration to Groundwater (3 ug/kg) and Human Health (1,300 ug/kg).

The detected level in soil in MW-6 is above the Migration to Groundwater Cleanup Level. This means based on the detected soil concentration, contamination of groundwater is *likely* to be present. It will be a few more weeks before we have the groundwater results back from the lab to confirm. We will have to wait and see what is found in groundwater samples before we proceed.

The detected soil concentrations are below the Human Health Cleanup Level, which means direct human contact with the soil at that depth is not a concern.

Next Steps:

Review groundwater data from the lab and submit the initial investigation report to ADEC.

Install additional borings surrounding MW-6 to delineate vertical and horizontal extent of soil contamination above ADEC Cleanup Levels.

If groundwater contamination is detected above cleanup levels, install additional groundwater wells to completely delineate on-site plume and off-site plume if warranted.

Staff will update the Board when the additional lab results are received.

VII. NEW BUSINESS

A. Airport Terminal Reconstruction Bid Review. The Airport Terminal Reconstruction project began planning and design February 2018, and went out for bid November 22, 2019. This project consists of demolition, reconstruction and renovation of approximately 35,000 sf of terminal space. The project also consists of three alternates: Alternate No 1 – second elevator carriage; Alternate No 2 – installation of air source heat pumps for the Air Traffic Control Tower; and Alternate No 3 – additional second floor carpeting. Bids were opened January 9, 2020 (two day bid extension). The Airport received two bids with the apparent low bidder Dawson Construction at \$16,184,600 with the additive alternates. The Architect's/Engineer's estimate was \$16,830,000. Revenue bonds, general obligation bonds, Airport fund balance and sales tax funding sources are already appropriated. As Federal Aviation Administration (FAA) grant funds and Passenger Facility Charge (PFC) funds are received, revenue bonds will be paid back. Upon Airport Board review/concurrence to award, the award will be forwarded to the Assembly.

Summary of the bids is as follows:

Bidders	Base bid	Alternate No. 1	Alternate No. 2	Alternate No. 3	Total Bid
Dawson Construction, LLC	\$15,797,600	\$146,000	\$193,000	\$48,000	\$16,184,600
Blazy Construction, Inc.	\$17,113,189	\$148,833	\$190,313	\$166,603	\$17,618,938
<i>Architect's Estimate</i>	<i>\$16,830,000</i>	<i>\$191,400</i>	<i>\$14,200</i>	<i>\$13,100</i>	<i>\$17,048,700</i>

Board Motion: “Approve the Airport Terminal Reconstruction bid award (BE 20-020) and all three additive alternates for a total award of \$16,184,600 to Dawson Construction, pending paperwork submittals, and forward to the Assembly for final award.”

B. Exit Lane System Bid Award. The Airport solicited for a new exit lane system through public bid process. \$380,000 of Airport Fund Balance was approved by the Board on December 11, 2018, and appropriated by the Assembly on January 7, 2019. Bids for the system are due at 2:00 p.m. on January 14, 2020. The bid summary and request for Board review and approval of successful bidder will be presented at the Board meeting (upon bid opening). *Agenda Addendum provided at Board meeting.*

C. Airport Manager's Report:

1. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #2). Attached are the monthly AFB and CIP balances. Funding for the Terminal Project is now in place. In April 2019, the Airport approved the transfer of \$675,000 from the CIP Revolving account to forward fund some of the pre-construction work and remaining design work for the Terminal. This was not needed and can be transferred back to the CIP Revolving account. Once the CBJ Finance Department has transferred this back, it will be credited to the revolving account and the account will be fully restored to \$819,246.

2. DC Lobbyist in Juneau. CBJ's DC Lobbyist Katie Kachel and Senior Associate Mara Stark-Alcalá will be in Juneau January 14, 2020, for the start of the Alaska Legislative session. This is a week prior to the Legislative reception. Staff will be meeting with Katie and Mara on January 14.

3. Legislative Reception. The annual Legislative Reception is scheduled for January 22, 2020, at Centennial Hall.

4. Sand Shed Demolition. The Airport planned to use a Supplemental Agreement with Dawson Construction to demolish the old sand shed, however, there were concerns by the City and Public Works Committee that the project may not arguably meet the code requirements for a supplemental. Staff is working with ECI to design and bid the project per standard CBJ procurement. This will delay the project until

fall. Funding for this project was included in the grant and match funding. The Airport is also working with the adjacent (shared wall) owners, Craig and Aral Loken, to coordinate the work.

5. 2020 Census. The CBJ is helping to spread the word on the 2020 Census that will be starting this spring. The CBJ will be updating info on the www.juneau.org website homepage asking folks to be counted.

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

- *Gate 2 Passenger Board Bridge (PBB) Warranty Issue*. The issue with the Gate 2 PBB has been repaired and is back in service.
- *Egan/Yandukin Intersection Improvements Project*. Alaska Department of Transportation (ADOT) has been holding public open houses and community focus groups to assist in the planning of the intersection. The Airport Manager and Airport Board Chair are participants for the focus group. ADOT asked focus group members to spread the word about upcoming public open houses and encourage everyone to attend or visit the ADOT website to learn more facts about the intersection/project, and encourage public comment. 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.
- The Airport, through Airports Council International – North America, also went on record with the FAA to show our *support/need to raise the PFC caps*. No further updates are available.
- *Transportation Security Administration (TSA) has replaced their bag screening equipment in baggage screening*. Equipment in the passenger screening checkpoint will also be replaced in the near future.
- *Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties* were approved by AKOSH. The last emergency stair evacuation track has been purchased/received. The total purchases have come up short (less expensive), so the Airport will need to look at other items, submit to AKOSH for approval, and then purchase. It means that close-out of this violation is delayed by a couple of months.
- *Honsinger Pond/Access* (work in progress) with State Department of Transportation, Bicknell, and the CBJ. The City received a request for preliminary plat approval for a 15-lot subdivision, but the **Public Hearings have been cancelled** until further notice. Staff submitted comments regarding the rezone still contingent upon acquiring legal access, as well as the request for covenants on the property for Land Use Compliance near Airports. The Airport will inform the Board when the public hearings are rescheduled.

- *Terminal Reconstruction:*
 - o Terminal Reconstruction Project went out for bid as of November 22, 2019. Bids were due January 9, 2020. The bid awards are scheduled to go to the Assembly for approval at a special meeting on January 15, 2020, meeting.
 - o Funding sources are in place for the project and staff will submit the application for the FAA Airport Improvement Program (AIP) grant for FFY20. This will be a four-year use of AIP entitlement dollars.
 - o Terminal Design Team McCool Carlson Green (MCG) has been working with the artists selected for the One Percent for Art and incorporating into the project construction.
 - o FAA equipment relocation: reimbursable agreement with FAA has been executed. FAA is completing the relocation of equipment.
 - o Gift Shop relocation. The gift shop has relocated on the first floor across from the Delta check-in counter. The gift shop lease has been extended through April 2021. Staff will continue to review the gift shop concept for the new section of the terminal.
 - o The temporary relocation of space for FAA Air Traffic Control Administration, Airport Administration, Airport Project office, TSA breakroom and Tailwind food storage have been built out and are ready for occupancy/relocation. **REMINDER: Airport Board meeting location moved to the Glacier Fire Station Training Room in August 2019.**
 - o Review of leases and contracts affected by construction.
 - o Reconfiguration of lobby space/check-in kiosks for Alaska Airlines.
- *Taxiway A, E and D-1 Construction.* The Airport will begin the two-year construction on the rehabilitation/relocate and lighting of Taxiway A, E and D-1. This will be two construction seasons (2020-2021) with the possibility of limited work this fall and ordering parts/equipment. There will be a lot of information and NOTAMs issued. This will cause a lot of congestion on the ramps and require a lot of coordination with contractor, staff, Air Traffic and air carriers. Bid was awarded to Secon. FAA grant and all match funds (PFC) have been appropriated.
- *An FAA Safety Risk Management (SRM) Review* took place on August 28, 2019, for the Taxiway A construction. Risks were found to be low risk probability based on safety officers, NOTAMS and good communication. This SRM panel will meet again in fall 2020 for assessing Phase 2 of the construction.
- *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.
- *Notice of Default letters* have been sent out for those tenants who have reportedly been using hangars and tie downs for non-aviation purposes. This was also addressed in the September 26, 2019 Operations Committee. Roughly half (6) of the tie down tenants are working on resolving their non-compliance matter.
- *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)* approach lighting discussions with FAA. Staff

submitted permit continuance requests to State and Corps of Engineers to keep current.

- *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.

7. Airport Project Manager Report (Attachment #3)

8. Airport Architect Report (Attachment #4)

VIII. CORRESPONDENCE:

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, 6:00 p.m., February 11, 2020, Glacier Fire Department Training Room

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1

Table 1. Juneau International Airport PFAS Soil Sample Results (November 2019)

Analyte	CAS Number	Units	ADEC Method 2 Human Health Cleanup Level	ADEC Method 2 Migration to Groundwater Cleanup Level	MW-1	MW-2	MW-3	MW-4	MW-5	MW-6
Perfluorobutanesulfonic acid (PFBS)	375-73-5	ug/Kg			ND	ND	ND	ND	ND	ND
Perfluoroheptanoic acid (PFHpA)	375-85-9	ug/Kg			ND	ND	ND	ND	ND	0.21
Perfluorohexanesulfonic acid (PFHxS)	355-46-4	ug/Kg			ND	ND	ND	ND	ND	1.2
Perfluorononanoic acid (PFNA)	375-95-1	ug/Kg			ND	ND	ND	ND	ND	ND
Perfluorooctanesulfonic acid (PFOS)	1763-23-1	ug/Kg	1300	3	1.2	ND	ND	ND	ND	31 E
Perfluorooctanoic acid (PFOA)	335-67-1	ug/Kg	1300	1.7	ND	ND	ND	ND	ND	0.44

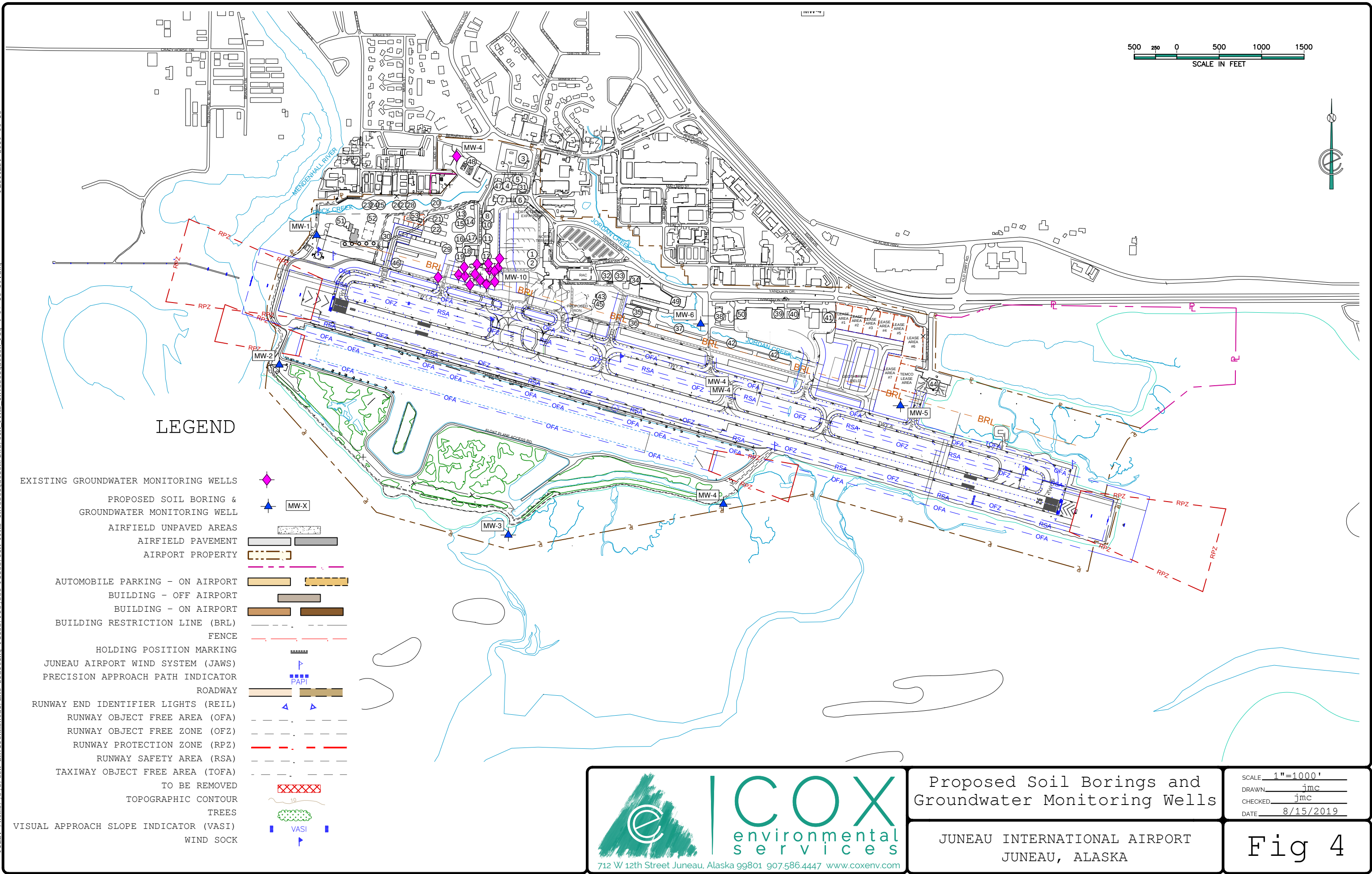
Notes:

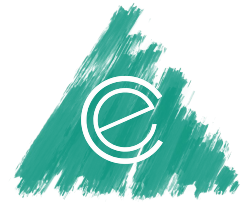
Results in **bold** above ADEC Method 2 Migration to Groundwater Soil Cleanup Level.

Results in **bold/yellow** above ADEC Method 2 Human Health (Ingestion/Inhalation) Soil Cleanup Level.

E – Result exceeded calibration range.

FILE: /home/joto/Cox Environmental/EMC Drafting Files/Project Files/JTA PFAS Investigation/DWG/JTA PFAS Investigation Fig 4 07 18 19.dwg
PLOTTED: 2019-08-15





COX
environmental
services

712 W 12th Street Juneau, Alaska 99801 907.586.4447 www.coxenv.com

Proposed Soil Borings and
Groundwater Monitoring Wells

JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA

SCALE 1"=1000'
DRAWN jmc
CHECKED jmc
DATE 8/15/2019

Fig 4

ATTACHMENT #2
AIRPORT FUND BALANCE

Date	Fund Balance	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Operating Budget +/- (to balance or residual budget-end)	Description
	\$2,804,325					
Aug-18		\$1,801,875				PBB Gate 2 FAA grant rec'd - fwr'd fund project
Aug-18		\$131,938				TWY A Design match, deappropriate - used Sales Tax
Jul-18		\$500,000				RWY Rehab Construct Unused contingency portion
		\$10,922				RWY Rehab Construct Unused portion
	\$5,249,060					
Aug-18		\$43,750				PFC9 reimburse TWY A/E Design match
Aug-18		\$37,789				PFC9 reimburse Master Plan match (portion)
Aug-18		\$64,610				PC9 reimburse Alex Holden/cargo road rehab
Aug-18		\$228,251				PFC9 reimburse RSA NE/NW Apron Des/construct match
Aug-18		\$50,000				PFC9 reimburse ARFF Bldg match (portion)
	\$5,623,460					
		\$13,501	(\$13,501)			RWY Rehab match (portion) anticipate 2019 reimbur
		\$17,573	(\$17,573)			RWY Rehab match (portion) anticipate 2019 reimbur
				(\$380,000)		Replace Exit Lane System CIP funding (No Reimb)
FY18end					\$274,672	FY 18 year close out/ increase to fund balance
	\$5,487,058					
Jul-19				(\$800,000)		Terminal Reconstruct local match
					(\$136,000)	*FY19 contribution to balance proposed budget (not closed out yet)
					(\$234,500)	*FY20 contribution to balance proposed budget
					(\$1,906,000)	*3-mo Operating Reserve (based on budget) FY20
	\$2,441,632					<i>represents usable amount/available fund cash</i>

* varies by budget year

ATTACHMENT #2

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 to be credited once Controller's completes transfer back to account

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: January 9, 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 Juneau International Airport (JNU) and DOWL continue to work with the Contractor (SECON) on finalizing project close-out documentation. Final payment has not yet been made to SECON.

As the engineers of record, DOWL continues to work on the completion of the project record documents and on the completion of the final engineer's report.

Float Pond Improvements: The project has been determined to be Complete, and with concurrence from the Federal Aviation Administration (FAA) and City & Borough of Juneau (CBJ) Contracts, final payment has been made to the Contractor (Southeast Earthmovers).

PND Engineers has submitted the project record documents and the final engineer's report for review by Juneau International Airport (JNU).

Taxiway (TW) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The first of three scheduled pre-construction conferences was convened and conducted on December 18, 2019. This conference introduced all parties, outlined working relationships and procedures, and provided an overview of work phasing, operational safety, security and communication requirements. The project General Contractor, SECON, submitted drafts of their initial construction schedule and materials submittals schedule. The initial construction schedule reflects the work phasing as outlined within the contract documents and the Construction Safety Phasing Plan (CSPP). The second pre-construction conference will be conducted just prior to the start of Phase 1 work.

DOWL has been awarded the contract to provide Construction Administration & Inspection (CA&I) services during all project work phases. DOWL will fill the role of Project Engineer through all phases of construction and will coordinate directly with SECON, Air Traffic Control, the project Airfield Safety Officer and airfield users in all project related matters. The costs associated with the CA&I work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

ATTACHMENT #3

As the project Engineers of Record, PDC Engineers has been retained to provide limited Construction Administration services during all construction phases. PDC Engineers will coordinate 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 will review all submittals, including the Contractors Safety Plan Compliance Document; develop all Request for Proposals as may be needed to address changes in the scope of work; conduct periodic inspections at major milestones; review and compile project as-built documentation; and assist with project close-out. The costs associated with this work have been determined by the FAA to be AIP eligible and allowable for AIP participation.

The construction phasing for all work remains as follows:

Phase 0 – Initial Project Start-Up – 2019 Construction Season:

This phase begins on the date of issuance of the Owner's Notice-to-Proceed (NTP) which is now estimated to be mid-November 2019. Work to be completed in this phase will include the completion of administrative and materials submittals and the ordering and shipping of construction materials. The Contractor has elected to not start work on the construction of the Airfield Lighting Regulator Vault (ALRV) addition to the existing Snow Removal Equipment Building (SREB) during this initial project phase. Anticipated duration: Up to 184 days or 26 weeks (from NTP to start of Phase 1).

Phase 1: ELEVEN Work Sub-Phases – 2020 Construction Season:

This phase begins on or before April 1, 2020 and shall be Substantially Complete on or before July 18, 2020. Final Completion shall be achieved on or before September 30, 2020. Work will include the installation of temporary facilities to use Taxiway H as an active Taxiway, the relocation of Taxiway D1, the rehabilitation of the Taxiway H pavements by mill and overlay method, extension of Taxiway H and the completion of the new ALRV addition. Winter shut-down will take place between Phase 1 and Phase 2. Anticipated duration: 108 calendar days or 15.5 weeks.

Phase 2: TEN Work Sub-Phases – 2021 Construction Season:

This project phase begins on or before April 1, 2021 and shall be Substantially Complete on or before September 29, 2021. Final Completion shall be achieved on or before October 29, 2021. Work will include: the Realignment of Taxiway E, replacement of the Jordan Creek culvert under Taxiway A, rehabilitation of the Taxiway A pavements by mill and overlay method, airfield lighting controls cut-over from the existing ALRV to the new ALRV, airfield lighting improvements and restoration of temporary facilities to final configuration. Anticipated duration: 181 calendar days or approximately 26 weeks.

Polyfluoroalkyl Substances (PFAS) Site Assessment: Cox Environmental has completed work on the analysis of the initial soil sampling taken from the new ground water monitoring wells recently drilled on the west, south and east sides of the airfield. Only one of the soil samples (well MW#6 located nearest the fire station) detected the presence of perfluorooctane sulfonate (PFAS) substances. The other 4 locations were either non-detect for PFAS constituents or below ADEC cleanup levels.

The detected concentration of perfluorooctane sulfonate (PFOS) at well MW#6 was 31 ug/kg. While this exceeds the ADEC Method 2 Migration to Groundwater Cleanup Level of 3 ug/kg for PFOS, it is below the ADEC Human Health Cleanup Level of 1,300 ug/kg.

ATTACHMENT #3

Cox Environmental expects to have groundwater results by the end of January and will then submit the soil data and groundwater data to ADEC in a formal report. It is anticipated that further delineation will be necessary for soils surrounding MW-6 to determine the vertical and horizontal extent of soil contamination in that area. If the groundwater is also found to be contaminated, additional groundwater wells will need to be installed to delineate the extent of the groundwater plume.

Ward Air Hangar Expansion: Ward Air continues to work on the construction of their new maintenance hangar. Their contractor, Dawson Construction, has erected the structural steel and is currently waiting for the exterior envelope (roofing and siding) materials to arrive.

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

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 remains in place. This work represents a short-term fix. Many areas within these asphalt paving installations are exhibiting "alligating" 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 AIP eligible and allowable for AIP participation.

ATTACHMENT #4



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: December 31, 2019

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of December 2019 Activity

Sand/Chemical Building & Fueling Station. Completion of punch list items continues. Training and start up on the chemical mixing system and the fueling station have not yet occurred. The failed heat pump has been repaired to maintain heat until the permanent replacement arrives, which is expected in April 2020. The heat pump has not been accepted by the Airport, and the Contractor is maintaining the temporary repaired unit. This issue will delay close out of the project until Spring 2020.

Old Sand Shed Removal. ECI Architects is preparing a fee proposal to develop design and bid documents for removal of the old Sand Shed. Once they are under contract, the design work will begin. A land survey was completed to clarify the location of the structural system that is shared between the two hangars. The bid period is tentatively scheduled for Spring 2020. Construction will need to wait until October 2020 due to the busy summer operations. The design process will include meetings with the adjacent property owners and tenant to ensure that structural and operational concerns are addressed.

Terminal Reconstruction. The pre-bid conference was held December 17, 2019. It was a mandatory meeting for General Contractors who wish to offer bids. Four General Contractors were in attendance and several subcontractors and suppliers also attended. The schedule calls for bids to open on January 9, 2020, and contract award by the end of January 2020.

Construction of temporary spaces for tenants and JNU Airport Administration continued through December. Offices for Alaska Airlines' Operations (currently located in the original air traffic control tower cab) are being consolidated with similar functions in a space in the Bag Well. JNU staff is building out the space, and Alaska Airlines will finish the interior with casework and data drops. Alaska Seaplanes continued renovating the Aurora Room for passenger services, and JNU Airfield crew cleared the site north of the terminal for Alaska Seaplanes' temporary trailers that were moved on site December 30, 2019. The Federal Aviation Administration worked on their equipment relocation, and Tailwind moved into their relocated concession storage space. Airport staff continued moving furniture to temporary office locations so that all staff and tenants can be relocated in January 2020.

The Electrical Service project continued through December. Equipment began to arrive and electricians have prepared everything for major installations and switchovers in January. The new generator was set in place on December 27, 2019.

Secure Exit Lane Replacement. The bidding period began on December 23, 2019, and bids are scheduled to open on January 14, 2020. The pre-bid conference will be held on January 3, 2020.

ATTACHMENT #5

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, JANUARY 14, 2020
~ADDENDUM~

VI. UNFINISHED BUSINESS

B. **Exit Lane System Bid Award.** The Airport solicited for a new exit lane system through public bid process. \$380,000 of Airport Fund Balance was approved by the Board on December 10, 2019, and appropriated by the Assembly on January 7, 2019. Bids for the system were opened at 2:00 p.m. on January 14, 2020. The bid summary is:

BIDDERS	TOTAL BID
<i>Island Contractors, Inc</i>	<i>\$309,200.00</i>
<i>Construction Estimate</i>	<i>\$350,000.00</i>

Board Motion: “Approve the award of \$309,200 to Island Contractors for the installation of the exit lane system security equipment, pending completion of the public protest period.”