

AIRPORT BOARD  
AGENDA  
6:00 P.M., TUESDAY, SEPTEMBER 10, 2019  
AIRPORT GLACIER FIRE DEPARTMENT TRAINING ROOM  
1700 Crest Avenue, Juneau Valley

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES:
  - A. Special Meeting of July 18, 2019
  - B. Regular Monthly Meeting of August 13, 2019
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. ELECTION OF OFFICERS
- VII. USDA WILDLIFE BIOLOGIST INTRODUCTION. The Airport would like to welcome our new Wildlife Biologist JD McComas. JD was born and raised in West Virginia. He is an Army veteran with a BS from West Virginia University in Wildlife and Fisheries Resources. Since graduating in 2009, he spent the majority of his time with Wildlife Services in the Wildlife Disease Program and the Feral Swine Program respectively. He has also worked for Idaho Fish and Game, the U.S. Forest Service, and University of Nevada Reno performing duties in both wildlife and fisheries management. As a wildlife biologist, he has accumulated a wide set of skills and knowledge pertaining to wildlife management. He spends his spare time on the water or in the woods and look forward to exploring all that Southeast Alaska has to offer.
- VIII. UNFINISHED BUSINESS
- IX. NEW BUSINESS
  - A. **Taxiway A, E and D-1 Project Grant and Match Funding.** The Taxiway (TW) A, E and D-1 project was originally estimated at \$20,500,000 (construction and contract administration). The Airport went out for public bid on this project and SECON was the lone bidder at \$21,801,430, which was \$4,053,499 over the construction estimate of \$17,747,921. The Federal Aviation Administration (FAA) requires a process to determine if a single bid is acceptable and reasonable prior to grant award. Additionally, since this was over the estimate, the FAA had to determine if additional FAA funding would be available in FFY19. CBJ Engineering and the project design consultant performed the independent cost analysis and determined the bid was reasonable. FAA was able to find the additional FFY19 funding for this project as well.

Total project cost is now \$27,096,430, of which 93.75% is funded through an FAA grant of \$25,402,903, and local match of \$1,693,527. The Airport Board approved, and CBJ Assembly previously appropriated local match funds of \$1,281,250 (through Airport Passenger Facility Charges (PFCs)). The remaining \$412,277 local match will be temporarily funded with a transfer of Airport Revolving (Capital) funds and reimbursed later from a pending amendment to PFC9 collections.

Staff has applied for an AIP construction grant in the amount \$25,402,903, and we should have the award in hand by the date of this meeting. Required match for this project will be \$1,693,527 of which \$1,281,250 has previously been appropriated from Passenger Facility Charges (PFC9). Staff will file a PFC amendment for the additional \$412,277 of match. In the meantime, this amount will need to be forward-funded from Airport Revolving Capital Improvement Projects (CIP) Account until the amendment can be requested, approved by FAA, and appropriated.

**Board Motion:** *“Approve the appropriation of an FAA Airport Improvement Program grant award in the amount \$25,402.93 to the Taxiway A, E and D-1 CIP, and the amendment of PFC9 funding for this project in the amount \$412,277. Additionally, approve a temporary transfer of \$412,277 from Airport Revolving CIP Account, to be reimbursed from the PFC9 amendment, upon collection and appropriation.”*

**B. Taxiway A, E and D-1 Bid Award.** The Airport received only one bid for the Taxiway A, E and D-1 project in the amount of \$21,801,430. SECON’s bid was \$4,053,499 over engineer’s estimate of \$17,747,931. As detailed above, a process was conducted to review costs and reasonableness of the bid prior to FAA grant award. Staff recommends awarding the bid.

**Board Motion:** *“Concur with the bid award of \$21,801,430 to SECON.”*

**C. Airport Manager’s Report:**

1. Aqueous Film Forming Foam (AFFF) Polyfluoroalkyl Substances (PFAS) Update. State of Alaska Department of Environmental Conservation (ADEC) has responded to JNU’S letter regarding contamination. The contract has been executed with Cox Environmental and they have forwarded a plan to the Department of Environmental Conservation (DEC). ADEC has approved the plan. We are hoping to use some existing monitoring wells for some of the tests (upstream parameters), other wells site testing will begin once the plan is approved by DEC.

On October 1, 2018, ADEC issued proposed regulatory cleanup levels for six PFAS in soil and groundwater for public comment. The comment period closed November 13, 2018. At this time, the proposed amendments are on hold by the department. In April 9, 2019, ADEC published a revised Technical Memorandum on Action Levels for PFAS that supersedes the 2018 action levels memorandum and aligns the action levels with United States Environmental Protection Agency’s (USEPA) Lifetime Health Advisory (LHA) levels for Perfluorooctane sulfonate (PFOS) and Perfluorooctanoic acid (PFOA).

According to the April 9, 2019, revised Technical Memorandum, in order to align State actions to the recently announced USEPA plans, ADEC will use the USEPA LHA (PFOS+PFOA above 0.07 µg/L) as the Action Level. Any new testing for PFAS will be for PFOS and PFOA only.

JNU's PFAS Sampling and Analysis Plan (SAP) written by Cox Environmental Services will sample soil and groundwater to be analyzed by a contract laboratory. Samples will be analyzed for the following PFAS:

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

Current administration only requires PFOS and PFOA. JNU has proposed testing the suite of six PFAS during the sampling so we are ready if requirements change over time.

2. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). Attached are the monthly AFB and CIP balances. The CIP Revolving Account reflects the proposed transfer back of \$350,000 (of the \$675,000 forwarded funds) from Terminal Reconstruction (April 2019) since those funds are not yet needed. It is anticipated that the Revenue Bonds will be sold and available prior to using those funds. The new transfer of \$350,000 plus \$62,277 (\$412,277 total) of CIP Revolving Account funds is proposed to forward fund the additional local match for the Taxiway project until the amendment, collection and appropriation of additional PFC9 funds, see New Business Item A, above.

Also, as mentioned at the July 9, 2019, Airport Board meeting, CBJ Finance Director Jeff Rogers plans to come before the Airport Board to discuss how the CBJ figures fund balance throughout the City financial system. Fund balance should reflect a balance that includes assets and liabilities, so the fund balance we have been presenting will probably change (a little lower) but still reflects a healthy fund balance.

3. Tenant Use Issues. The Airport will be sending a notice to a couple of airport leaseholders (private hangars/tie downs) that are in default of their leases for unauthorized uses (i.e., storage of non-aviation items, boats, RVs, motorcycles, and miscellaneous items). Staff will also begin contacting Tie Down tenants regarding the removal of non-airworthy aircraft from tie downs. Some of the state of disrepair of these aircraft make them a hazard to other aircraft or people in the area. Per the Tie Down Agreement, the process includes an opportunity for the tenant to provide evidence that the aircraft is airworthy, or is in the timely process of making it airworthy. If we need to take it further than that notification, we will follow the

prescribed steps from CBJ Law Department. Staff would like to discuss this at the next Operations Committee meeting.



4. 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:
- FAA Compliance Land Use/Financial Letter (January 2019). The Airport heard back from the FAA and they would like some follow-up reports and updates. Staff will continue to work on the compliance items and bring items back to the Board for updates or 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 Passenger Facility Charge (PFC) caps. No further updates are available.
- Transportation Security Administration (TSA) will be replacing their bag screening equipment. It will be a two phase replacement, with the first one this Fall, and the second piece in February. No disruption to screening is anticipated at this time. Equipment in the passenger screening checkpoint will also be replaced in the near future.
- State of Alaska Department of Environmental Conservation (ADEC) has responded to JNU'S letter regarding Aqueous Film Forming Foam (AFFF) contamination. The contract has been executed with Cox Environmental and Department of Environmental Conservation (DEC) has approved the submitted plan for testing. Some existing monitoring wells will be used for some of the tests (upstream parameters), and some new wells will be drilled for testing will begin soon. Staff will provide updates to the Board when the first test results are received.
- As updated, Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties were approved by AKOSH. Staff is working on the final acquisition of emergency stair evacuation devices that AKOSH has approved.
- Exit Lane System will be procured/installed later this winter. Staff is looking at the possibility of riding another government contract for procurement of this system.
- Badging system upgrades are further delayed due to technical infrastructure delays with Millennium Corporation. The Airport will postpone the upgrades until after the busy summer season.
- Honsinger Pond/Access (work in progress) with State Department of Transportation, Bicknell, and the CBJ.
- Terminal Reconstruction:
  - o Funding sources are in place for the project and awaiting final construction estimates, bids and FAA AIP grant application for FFY20.
  - o The One Percent for Art recommendations were approved at the Public Works and Facilities Committee on July 1, 2019, and by the Assembly on July 22, 2019.
  - o FAA equipment relocation: reimbursable agreement with FAA has been executed. Funding is in place and relocation of equipment should start soon.
  - o Gift Shop relocation. A lease amendment with the gift shop has been executed to temporarily relocate during construction to 582 square feet of space across from the Delta Air Lines counter. This lease extension will extend 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.
- o FAA grant application for four years of AIP Entitlement dollars
- 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.
- An FAA Safety Risk Management Review took place on August 28, 2019, for the Taxiway A construction. A final report should be issued within the next few weeks. While risks were identified, many were low probability that could be worked through with safety officers, NOTAMS and good communication.
- CBJ Title 49 (Jordan Creek Greenbelt) allowance to limb/clean-up adjacent to the creek is still in review. Staff hopes to see the adopted changes by the end of the year.
- 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 submitted permit continuance requests to State and Corps of Engineers to keep current.
- Elevator contingency protocol.
- Maintenance programs refinement (roofs, heat pump equipment, etc.)

5. Airport Project Manager Report (Attachment #2)

6. Airport Architect Report (Attachment #3)

X. CORRESPONDENCE:

XI. COMMITTEE REPORTS

A. **Finance Committee**

B. **Operations Committee:** TBD

XII. ASSEMBLY LIAISON

XIII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XIV. BOARD MEMBER COMMENTS

XV. ANNOUNCEMENTS

XVI. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., October 8, 2019, Glacier Fire Department Training Room

XVII. EXECUTIVE SESSION

XVIII. ADJOURN

**ATTACHMENT #1**
**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                                         |
|---------|--------------------|-----------------------|--------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------|
|         | <b>\$2,804,325</b> |                       |                                                  |                                                          |                                                          |                                                     |
| Aug-18  |                    | \$1,801,875           |                                                  |                                                          |                                                          | PBB Gate 2 FAA grant rec'd - fwd fund project       |
| Aug-18  |                    | <b>\$131,938</b>      |                                                  |                                                          |                                                          | 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                  |
|         | <b>\$5,249,060</b> |                       |                                                  |                                                          |                                                          |                                                     |
| Aug-18  |                    | <b>\$43,750</b>       |                                                  |                                                          |                                                          | PFC9 reimburse TWY A/E Design match                 |
| Aug-18  |                    | <b>\$37,789</b>       |                                                  |                                                          |                                                          | PFC9 reimburse Master Plan match (portion)          |
| Aug-18  |                    | \$64,610              |                                                  |                                                          |                                                          | PC9 reimburse Alex Holden/cargo road rehab          |
| Aug-18  |                    | <b>\$228,251</b>      |                                                  |                                                          |                                                          | PFC9 reimburse RSA NE/NW Apron Des/construct match  |
| Aug-18  |                    | <b>\$50,000</b>       |                                                  |                                                          |                                                          | PFC9 reimburse ARFF Bldg match (portion)            |
|         | <b>\$5,623,460</b> |                       |                                                  |                                                          |                                                          |                                                     |
|         |                    | \$13,501              | <b>(\$13,501)</b>                                |                                                          |                                                          | RWY Rehab match (portion) anticipate 2019 reimbur   |
|         |                    | \$17,573              | <b>(\$17,573)</b>                                |                                                          |                                                          | RWY Rehab match (portion) anticipate 2019 reimbur   |
|         |                    |                       |                                                  | <b>(\$380,000)</b>                                       |                                                          | Replace Exit Lane System CIP funding (No Reimb)     |
| FY18end |                    |                       |                                                  |                                                          | \$274,672                                                | FY 18 year close out/ increase to fund balance      |
|         | <b>\$5,487,058</b> |                       |                                                  |                                                          |                                                          |                                                     |
| Jul-19  |                    |                       |                                                  | <b>(\$800,000)</b>                                       |                                                          | Terminal Reconstruct local match                    |
|         |                    |                       |                                                  |                                                          |                                                          |                                                     |
|         |                    |                       |                                                  |                                                          |                                                          |                                                     |
|         |                    |                       |                                                  |                                                          |                                                          |                                                     |
|         |                    |                       |                                                  |                                                          | <b>(\$136,000)</b>                                       | *FY19 contribution to balance proposed budget       |
|         |                    |                       |                                                  |                                                          | <b>(\$234,500)</b>                                       | *FY20 contribution to balance proposed budget       |
|         |                    |                       |                                                  |                                                          | <b>(\$1,906,000)</b>                                     | *3-mo Operating Reserve (based on budget) FY20      |
|         | <b>\$2,441,632</b> |                       |                                                  |                                                          |                                                          | <i>represents usable amount/available fund cash</i> |

\* varies by budget year

## ATTACHMENT #1

## AIRPORT CAPITAL REVOLVING ACCOUNTS (combined)

| Date   | CIP<br>Revolving<br>Balance* | Reimbursed<br>Amount (+) | Forward<br>Fund Amount<br>(-) anticipate<br>reimbursement | Encumbered<br>Amount (-)<br>permanent/ <u>no</u><br>reimbursement | Description                                                                     |
|--------|------------------------------|--------------------------|-----------------------------------------------------------|-------------------------------------------------------------------|---------------------------------------------------------------------------------|
|        | <b>\$819,246</b>             | -                        | -                                                         | -                                                                 | <b>BUDGET</b>                                                                   |
| Aug-18 |                              | \$23,438                 | (\$23,438)                                                |                                                                   | PFC9 reimburse Master Plan match (portion)                                      |
| Feb-16 |                              | \$3,000                  | (\$3,000)                                                 |                                                                   | SREF Geothermal remaining encumbrance                                           |
| Jan-14 |                              | \$39,063                 | (\$39,063)                                                |                                                                   | RWY Rehab match (portion) anticipate 2019 reimb                                 |
| Apr-15 |                              | \$32,849                 | (\$32,849)                                                |                                                                   | RWY Rehab match (portion) anticipate 2019 reimb                                 |
| Jul-18 |                              | \$310,000                | (\$310,000)                                               |                                                                   | Sand/Chem/Fuel Design.                                                          |
| Nov-18 |                              | \$21,988                 | (\$21,988)                                                |                                                                   | Sand/Chem/Fuel Construct match antic 2019 reimb (org \$106,250)                 |
| Apr-19 |                              | <i>\$350,000</i>         | (\$675,000)                                               | **                                                                | <i>Terminal Recon Prep/construct desgin forwar fund reimb 350K not need yet</i> |
| Oct-19 |                              |                          | (\$412,277)                                               | **                                                                | <i>TWY A match forward fund add'l - reimburse PFC9 later</i>                    |
|        |                              |                          |                                                           |                                                                   |                                                                                 |
|        | <b>\$81,969</b>              |                          |                                                           |                                                                   | <b>AVAILABLE BUDGET</b>                                                         |

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

\*\* PENDING: Transfer \$350K back to CIP Account, and \$412,277 transfer to TWY A project match/increased bid award/reimb w/PFC9 amdt/collection

## ATTACHMENT #2



### MEMORANDUM

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TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: September 5, 2019

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 the correction of a few outstanding work (punch-list) items and on project close-out documentation. Final payment has not yet been made to SECON.

As the engineers of record, DOWL continues to provide construction administration and inspection services for this work.

**Float Pond Improvements:** The project has been determined to be Substantially Complete, and both JNU and PND Engineers continue to work with the Contractor (Southeast Earthmovers) on the completion of the last remaining work items and on project close-out documentation. Final payment has not yet been made to Southeast Earthmovers.

Work that remains to be completed includes insulating the existing six-inch force main which passes through the valve vault. The 36-inch valve actuator and remote actuator control have been installed, tested and accepted.

As the engineers of record, PND Engineers continues to provide construction administration and inspection services for this work.

**Taxiway (TW) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment:** A single bid was received for the TW A-D1-E project on August 22, 2019. The single bidder was Colaska d/b/a SECON. Bid results were as follows:

|                      |                  |
|----------------------|------------------|
| Engineer's Estimate: | \$ 17,747,931.50 |
| Colaska SECON bid:   | \$ 21,801,430.00 |
| Overage:             | \$ 4,053,498.50  |

The project AIP Grant application was revised to reflect this overage and was submitted to the Federal Aviation Administration (FAA) in advance of the August 30 grant application deadline. The FAA has tentatively advised that the grant will be awarded, but is several days away as the funds are still being gathered.

## **ATTACHMENT #2**

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 estimated to be late September or early October 2019. Work will include the completion of administrative and materials submittals, materials procurement and the start of work on the construction of the Airfield Lighting Regulator Vault (ALRV) addition to the existing Snow Removal Equipment Building (SREB). At the Contractor's option, work may extend through the winter of 2019 and into the spring of 2020. Anticipated duration: Up to 184 days or 26 weeks. (From NTP to start of Phase 1) Assumed 90 days of potential productivity by Contractor (submittals and ALRV construction start-up).

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

This phase begins on 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 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.

As the project Engineers of Record, PDC Engineers has been retained to provide limited Construction Administration (CA) services during all construction phases. PDC Engineers will coordinate with JNU and with the Construction Administration & Inspection (CA&I) services consultant 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 (SPCD), will develop all Request for Proposals (RFP) as may be needed to address changes in the scope of work, will conduct periodic inspections at major milestones, will 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 Airport Improvement Program (AIP) eligible and allowable for AIP participation.

Proposals by qualified consultants to provide limited CA&I services during all project phases were received on August 27, 2019. Proposals were received from DOWL and from PDC Engineers. CBJ Engineering has assembled a five-member panel which is currently reviewing and scoring these two proposals. Following the selection and contract award process, JNU will work with the successful consultant to develop a detailed scope of work and associated fee proposal for all project work phases. The costs associated with the CA&I work have been determined by the FAA to be AIP eligible and allowable for AIP participation.

## ATTACHMENT #2

Air Traffic Organization (ATO) and the FAA conducted a project Safety Risk Management (SRM) panel review on August 28 in Juneau. The panel limited their review to Phase 1 of the project, and suggested that a second panel be convened sometime after July 18, 2020 to review Phase 2. The panel wanted to be able to incorporate lessons learned from Phase 1 to their review of the second project work phase. For Phase 1 of the project, safety concerns raised by the panel included:

- Proximity of ground traffic and construction operations to helicopter departure-arrival areas.
- Potential delays to helicopter arrivals-departures due to ground traffic.
- Process needed to route towed aircraft around construction work areas.
- Process needed to clearly direct ground traffic around construction work areas.
- NOTAM process to include visual components to identify construction work areas.
- JNU or ATO to assume responsibility for ground traffic control during construction.
- Revise location of movement area/non-movement area boundary to facilitate control of ground traffic.

The ATO and the FAA have not yet released their recommendations for Phase 1 of the project. JNU is standing by to implement these recommendations prior to the start of construction.

**PFAS Site Assessment:** Cox Environmental has submitted the final Sampling & Analysis Plan to the Alaska Department of Environmental Conservation for review and approval. This Sampling & Analysis Plan outlines the proposed methodology for the installation of six new ground water monitoring wells that will be placed along the west, south and east sides of the airfield. The plan also outlines the procedures for the sampling and analysis of groundwater from the new wells, and from 16 existing wells, for the presence of petroleum contamination and to screen for polyfluoroalkyl substances (PFAS) remaining from the use of airfield firefighting foam (AFFF) in past airfield training operations. Cox Environmental will be drilling the groundwater sampling and monitoring wells in the five areas identified by JNU as known locations where AFFF has been released in the past. The drilling work has been pushed back pending approval of the Sampling & Analysis plan by the Alaska Department of Environmental Conservation.

**Ward Air Hangar Expansion:** Work has not yet started on the construction of the new maintenance hangar. Tom Williams with Ward Air has advised that there is a good chance that they will not be breaking ground on the new hangar that will be located on Lots 15, 16, 17 and 18 of Block K until very late this fall or next spring.

**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:** In a July 22 meeting, Martin Klein with Republic Parking indicated that they are interested in upgrading a portion of the public pay parking lot facility. Republic Parking is primarily interested in completing upgrades to the two exit booths that are located in the southeast corner of the public pay-parking lot. See the circled area in Figure 1 below. The existing booths are in poor condition, and Mr. Klein indicated that they would like to remove and replace both of these booths. One of the booths would be un-manned and fully automated. The other booth would be manned, and would need to be enlarged to provide an accessible entrance and an accessible restroom. Mr. Klein indicated that the enlarged manned booth would most likely require the relocation of the existing employee parking lot exit lane to provide the additional space needed to create the accessible entrance ramp and landing into the booth. Republic will draft up a proposed plan for these revisions for review by JNU. When told that JNU has no money to contribute to any parking lot upgrades, Mr. Klein said that Republic Parking would be willing to fund this work. JNU has not yet received Republic's work proposal.

## ATTACHMENT #2



*Figure 1: Public Pay Parking Lot & Employee Parking Lot Layouts*

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 "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.

## ATTACHMENT #3



## MEMORANDUM

TO: Patty Wahto,  
JNU Airport Manager

DATE: Sept. 5, 2019

FROM: Catherine Fritz, AIA  
JNU Airport Architect

RE: Architect's Report of August 2019 Activity

**Sand/Chemical Building & Fueling Station.** Construction activities through August focused on preparing the sand side for painting that began on August 29<sup>th</sup>, and completing underground systems and slabs at the fueling station. The Contractor has separated the building into three work areas (sand side, chemical side, and fueling station) to allow all trades to continue to work efficiently around one another. The vertical lift door installations were completed in August, and siding installation continues. The overhead crane, mixing tanks, and mechanical equipment were also installed, but are not yet operational. The Contractor is working diligently toward Substantial Completion of the building on September 20, 2019. The Fueling Station is expected to be complete by the end of October 2019.



Sand/Chemical Building  
from SW corner.

**Sand Shed Removal.** Funding for the demolition of the old Sand Shed was included in the grant for the Sand/Chemical & Fueling Station project. Scoping the demolition project began in August, which includes retaining a structural engineer, analyzing impacts and responsibilities for the shared wall between the JNU building and the adjacent hangar owned by Channel Flying/Loken, and reviewing procurement options for removal of the structure. The scoping work will continue through September so that all issues are understood before developing a schedule for demolition.

**Terminal Reconstruction.** Construction documents are underway, and the project schedule calls for bidding to begin in mid-November. The final design meeting will be held September 19-20, 2019 to coordinate details with stakeholders. Construction of temporary spaces for tenants and JNU Airport Administration began in August. Offices have been framed in the Alaska Room and the old Dining Room area. The Men's restroom at the north end is complete, the temporary heating system in the north end has been installed, and the Smoking Shelter was relocated. Upcoming temporary spaces include areas for the gift shop, police, transplanting landscaping to the "Welcome to JNU" sign, and relocating the trash compactors.

## **ATTACHMENT #3**

The Electrical Service project's construction progress meetings began in August. Alaska Electric is the prime contractor, with Glacier State working as a subcontractor for earthwork. Equipment and materials have been ordered, and on-site work will begin in early September.

The Federal Aviation Administration (FAA) has begun equipment relocation and is coordinating their work with JNU's contracts. This is expected to take several weeks to complete as the affected parties complete various aspects of the relocation to ensure that Air Traffic Control Tower operations are not disrupted.

**Project Closeouts.** The Gate 2 Passenger Boarding Bridge and the Airfield Rescue and Fire Fighting (ARFF) Building Modifications projects are currently in closeout phase.

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

- Siding on the Snow Removal Equipment Facility (SREF) was completed, and the remaining punch list items are being addressed.
- Continued work on the Disadvantaged Business Enterprise (DBE) program.
- Met with FAA staff on August 27, 2019 to review JNU's Capital Improvement Program and provide an airport tour.
- Continued working on procurement of exit lane equipment.
- Began working with alternative manufacturer of ramp lights that appear to meet Buy American requirements. This project will be refreshed and transferred to Mike Greene's workload.

**ATTACHMENT #4**

DAVID B. EPSTEIN  
SARA L. PLOTNICK-EPSTEIN  
10705 Horizon Drive  
Juneau, AK 99801-7626

September 8, 2019

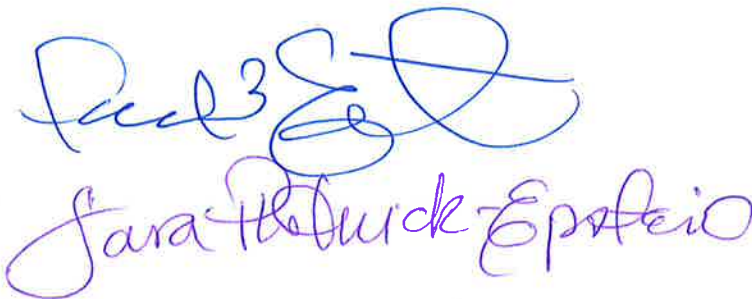
Juneau International Airport Board  
c/o Juneau International Airport  
1873 Shell Simmons Dr., Ste. 200  
Juneau, AK 99801

Dear Airport Board Members,

We want to thank you for the gift certificate to Salt that was presented to David upon completion of his term on the Board. We redeemed it this past Friday to celebrate our 22<sup>nd</sup> wedding anniversary. The food was delicious and it was an enjoyable evening.

Best wishes for continued good work on behalf of the community and those who transit the airport!

Thanks again,



Sara Plotnick Epstein