

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
<i>Dawson Construction, LLC</i>	<i>\$15,797,600</i>	<i>\$146,000</i>	<i>\$193,000</i>	<i>\$48,000</i>	<i>\$16,184,600</i>
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