



MEMORANDUM

TO: Patty Wahto, Airport Manager
FROM: Ke Mell, Airport Architect
DATE: October 2, 2024
RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics**.*

Gate 5 Passenger Boarding Bridge (PBB) Replacement: *Dawson has completed all work, and staff have approved their final pay request. Jensen Yorba Wall will submit their final pay request in October.*

Mendenhall Riverbank Stabilization: *(No change)*

On behalf of JNU, proHNS is in the process of applying for permits for stabilization and repair of damage from the 2023 jökulhlaup:

1. On September 4 proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat.
2. On September 3 proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States".
3. On August 12 proHNS submitted an application to the State of Alaska Department of Natural Resources for a permit for work below 'ordinary high water', in this case the high tide line. Of the permits, this has the longest lead time, possibly as long as 6 or 8 months, pushing the actual construction to the spring/summer of 2025.

ProHNS will prepare the remaining permit application, for a City and Borough of Juneau (CBJ) grading permit. JNU staff are working with CBJ Contracts to advertise bids for the repair work, with drawings prepared by proHNS engineers. JNU will seek reimbursement from the Federal Emergency Management Agency (FEMA) and the State of Alaska Department of Military and Veteran's Affairs (DMVA) for the work.

At the August 21 low tide JNU staff and proHNS visited the site of the 2023 damage. There was no damage from the 2024 jökulhlaup additional to the 2023 damage.

Masterplan Update:

At its September 12 meeting, the JNU Airport Board approved the appropriation of the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant award and local match. At its September 16 meeting, the CBJ Assembly introduced the ordinance appropriating the grant award and local match; the ordinance is scheduled for public hearing at the Assembly's October 21 meeting. Staff expect the ordinance to pass at that meeting, and for Michael Baker International to

be under contract shortly thereafter. Michael Baker International will provide an updated schedule for their services after the Assembly passes the ordinance.

Michael Baker International submitted and the FAA approved the scope of work, fee, and schedule for the master plan update. The work will include an update to JNU's 2009 Obstruction Survey; the FAA has stated that they will not approve our grant application without the obstruction survey. This will push completion of the work into early summer 2025, as the aerial photography for the obstruction survey cannot be completed this fall. Michael Baker's fee for all for work except the obstruction survey is \$505,680, which is more or less in line with expectations. The fee for the obstruction survey is \$405,541. JNU's grant application is due to the FAA on or before September 11.

The current Airport Master Plan will be updated with regard to data and forecasts of aviation demands, expansion for future planning consideration Airport Layout Plan and related Exhibit "A". This update does not look to change the sustainability goals, environmental inventory, nor financial plan.

Channel/Loken/Coastal Contamination: *(No change)* Cox Environmental submitted the Site Characterization Report for JNU property south of the Loken in-holding to DEC for review and comment on July 15. Our next steps will depend on their response.

Cox Environmental is under contract for JNU's Alaska Department of Environmental Conservation (ADEC) required Site Assessment Work Plan (SAWP), and under contract with Loken for their parallel SAWP. Drilling on both properties to assess the extent of below grade contamination was completed on May 9. Cox Environmental reported that "Based on field screening, contamination is likely present in soil borings ... located in the vicinity of the decommissioned waste oil burner. The contamination was present down to the water table which was encountered at a depth of 9-10 ft. below ground surface (bgs). The borings on the eastern portion of the Coastal/JIA properties did not indicate contamination is likely present. We will issue a full report after we complete sampling of the newly installed groundwater wells next week and have the results of the soil/groundwater samples from the lab."

Channel/Loken Land Acquisition Support: *(No change)* Staff are working with CBJ Contracts to issue a new Request for Proposals (RFP). The first RFP yielded one proposal, from Electric Power Systems (EPS), however EPS admitted that they did not have FAA experience required by the RFP.

JNU requested proposals from qualified consultants to provide land acquisition support services and coordination for a Federal Aviation Administration (FAA) funded acquisition of one parcel, currently owned by Channel Flying, Inc., and identified for acquisition on the Airport Layout Plan. The consultant will assist JNU and the CBJ Lands in navigating the FAA's airport land acquisition process. The parcel is currently listed for sale by the current owner, so this would be a willing sale. FAA funded land acquisition is extremely complicated, and JNU does not have current staff expertise in this.

Departure Lounge Carpet Replacement: *Staff continue to work on the project. Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing; the work must include repair of underlying irregularities in the floor slab that are telegraphing through the carpet and accelerating wear. The FAA will not pay for this work. Staff are drafting a scope of work and budget. Ideally work would take place in February, when the terminal is relatively quiet. The very rough cost estimate is \$100K. This may come back to the Board in next year's operating budget.*

Taxi/Ground Transportation Additional Shelter: See Board agenda.

Security Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator: *Staff are developing a scope for CBJ Contracts to put out an RFP for an architect to identify conceptually possible locations and associated costs for an elevator. Staff estimate that concept design will be less than \$50K. Total design and construction costs will depend on the concept selected. An elevator serving the Departure Lounge, Bagwell, and 121 Apron would facilitate ground boarding for passengers who cannot use stairs, and employee access between the floors. The elevator would require a SIDA badge for access and operation. FAA has reviewed the concept and stated that the project would be eligible for AIP or BIL funding.*

Jordan Creek Greenbelt Lighting: *CBJ Contracts is soliciting interest from qualified electrical consultants under the term contract.*

In an email to the Airport Manager, Bruce Denton of the Glory Hall Board said, "In the past leftover funds from completed CIP projects have been re-allocated to augment projects that are short. Given that this project is an effort to improve safety of folks who are legitimately using the path to transit between the airport and the adjoining neighborhood, and to deter the use of the path as a hangout or camping spot for vagrants, I would think it warrants the funding needed to do it right. I can't help but think that JPD [Juneau Police Department] and the city manager would support this. I believe this needs to be initiated by the city manager. Does anyone have any idea how much is needed to do it right? I'd be happy to follow up with Katie with an increased funding request."

The \$150K appropriated by the CBJ Assembly appears to be the right order of magnitude to do something, but it will likely not be pretty. Staff have had a couple of conversations with Darrell Wetherall, transmission and distribution engineer for Alaska Electric Light & Power (AEL&P), as to where to draw power. He said AEL&P has programs that might be helpful, but it will be complicated to figure out. Andrés has asked for cameras, so we will try to incorporate some in the project.

North Dog Yard: *The gate and part of the fence have been installed. Most of the fencing is in Juneau and will be installed this fall, however the yard will not be opened for use until the grass seed sprouts and establishes itself in the spring.*

Shell Simmons/Yandukin Reconstruction: *This project would reconstruct the Shell Simmons/Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and*

Yandukin would not be included to limit the size and cost of the project, as their condition is adequate. This project should happen before and would lay groundwork for a future parking garage. JNU needs to seek funding for a \$5-10M project. Depending on funding pursued, there may be a significant local match; for example, through the State of Alaska administered Community Transportation Program the local match is 9% minimum; increasing the local match to 24% significantly improves the chances of receiving funding.

Alaska Seaplanes Cargo Facility: *(No change.)* Alaska Seaplanes has submitted a proposal for truck access to the cargo facility parking lot on lease Lot 2 through the former taxi staging area on the west side of Shell Simmons. Staff are working with them.