



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: April 28, 2025

RE: Airport Architect's Report

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

Mendenhall Riverbank Stabilization: *Four bids were received on April 9, but the two lowest bidders were deemed non-responsive. One of the non-responsive bidders, RNB Construction, LLC, protested the bid results. CBJ is reviewing the protest. The Purchasing Officer will issue a written response by May 5. When the protest is resolved, the apparent low bid will be brought before the Board for bid award concurrence. If the bid cannot be awarded, the project will be re-bid ASAP. DMVA will need to approve the contract before award.*

On April 16, JNU received an email from Tery Kurth Public Assistance Branch Chief at DMVA. He stated, "I learned yesterday that (the State Division of Homeland Security & Emergency Management) DHS&EM is unable to obligate (Project Worksheet) PW 0003 for AK-23-296 due to insufficient Disaster Relief Funds (DRF) for that disaster. The remaining disaster funds available are less than the amount needed to award PW 0003 for \$276,230.00. This shortfall of funds is a temporary issue, and we anticipate additional funds becoming available after the current state legislative session. Sorry for this bit of bad news, but it is a temporary setback. This only applies to this disaster for CBJ. Please proceed with the work on PW 0003. We will notify you of any changes to this DRF as they become available." Staff followed up and determined that DHS&EM obligates the entire amount of the grant at once; they will not obligate the grant unless they have all the funds required to do so.

Staff request guidance from the Board. The options are:

- 1. Proceed with the project upon resolution of the bid protest, even if the DHS&EM grant has not yet been obligated. This would provide a limited window to complete the work before JNU potentially suffers additional damage from a reasonably anticipable 2025 jökulhlaup. If the grant is not obligated, JNU will not be reimbursed. Staff recommends this option, as the magnitude of potential additional damage is unclear, and it is in the interests of JNU to repair the damage ASAP.*
- 2. Proceed with the project upon resolution of the bid protest and obligation of the DHS&EM grant. As DHS&EM must approve the contract before award, this would push completion of the work into late July, August, or 2026, risking additional damage. Staff does not recommend this option.*

3. *Do not proceed with the project. This option risks additional damage every year until the damage is repaired. Staff does not recommend this option.*

At the March Board meeting the Board approved the forward-funding of up to \$290K from the Airport Fund Balance for the Mendenhall Riverbank Stabilization project; to be reimbursed by a grant from State of Alaska Department of Veterans and Military Affairs upon completion. The project was advertised for bid on March 18.

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, 2024, proHNS submitted an application to the Alaska Department of Fish and Game for a permit for work that could affect fish habitat. On October 9, JNU received the permit.
2. On September 3, 2024, proHNS submitted an application to the U.S. Army Corp of Engineers for a permit to work in the "Waters of the United States". On October 21, JNU received the permit.
3. On August 12, 2024, proHNS submitted an application to DNR for a permit for work below 'ordinary high water', in this case the high tide line. On January 29, JNU executed an amendment to our existing ADL 107597 avigation easement which granted permission for the work.
4. On October 23, proHNS submitted an application to the City & Borough of Juneau (CBJ) for a grading permit. *The application is being processed.*

At the August 21, 2024 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.

The jökulhlaup occurred on August 5, 2023. Permanent work to repair damage must follow normal City and Borough of Juneau contracting and bidding procedures and permitting by relevant agencies. Eighteen months from August 5, 2023, is February 5, 2025. JNU staff applied for the eight-month extension on November 26, 2024; DMVA staff have assured JNU that the extension will be granted.

Master Plan Update (MPU): *Tentatively, MBI will present an overview of their work to the Assembly at their June 2 Public Works and Facilities Committee meeting at 12:10 p.m. in the CBJ Assembly Chambers.*

MBI presented an overview of their work to the JNU Airport Board at the April 10 regular meeting. Also on April 10, Technical Advisory Committee (TAC) meeting took place from 1:00 p.m. to 3:00 p.m. Both meetings were held in person at the Juneau International Airport, Alaska Room and virtually on MS Teams. The Working Paper presented at the TAC meeting covered the refined airport alternatives, the Environmental Action Plan, and a list of suggested capital improvements.

On April 9 from 6:00 p.m. to 8:00 p.m. MBI held a public open house in the Alaska Room at JNU.

The second TAC meeting took place by videoconference on March 11. The meeting covered Airfield Inventory and Existing Conditions, the Aviation Forecast for JNU, and Airport Capacity and Facility Requirements. Not all members of the TAC were able to attend, so MBI will provide the slide show and recording of the meeting, which will also be available to the public. MBI would appreciate any comments on the presentation *at the earliest convenience*.

The final TAC meeting is scheduled for June 19, 1:00 p.m. to 3:00 p.m. The meeting will be virtual on MS Teams and will cover the complete draft MPU.

MBI visited JNU on December 4 and December 5. They met w/JNU staff and members of the TAC, toured the facilities and laid the groundwork for their work over the following year.

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 will include an obstruction survey, but does not look to change the sustainability goals, environmental inventory, nor financial plan. Aerial photography for the obstruction survey will take place in June 2025, and the final update is expected in December 2025.

Secure Identification Display Area (SIDA) Americans with Disabilities Act (ADA) Elevator:

On April 24 Northwind Architects visited to familiarize themselves with site conditions as they are preparing to submit their proposed scope and fee for the work.

On February 14, JNU received proposals from two design consultants, Jensen Yorba Wall and Northwind Architects. On March 24 Northwind Architects was selected and will begin contract negotiations with JNU shortly.

On March 4, 2025, the Assembly appropriated \$50,000 to the Manager for the Departure Lounge ADA Elevator Capital Improvement Project, funding provided by Airport Revolving Funds. The Airport Board reviewed and approved this at the December 12, 2024, meeting.

Staff thanks Mr. Bedford for participating in review of the two consultant proposals received for design of the elevator installation. In his email returning his comments, he noted: "I think that it is important that the elevator installation have minimum impact on the view of the airport from the sterile area. I think that it is beneficial to the airport and the aviation community as a whole that the traveling public be exposed to and take an interest in airport operations. Both proposals seem to recognize that the area on the ramp level between gates 3 and 5 is extremely congested but I would like to emphasize this point. Although the south wall of the terminal is probably the most logical site for the proposed elevator, that area takes the full brunt of the prevailing southeast wind, and this should be taken into account during the design process."

The work will be in two phases: 1) to conceptually identify possible locations and associated costs for an elevator; and 2) once a location is chosen, the architect and consultants will prepare bid documents. 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.

E-1 Ramp Rehab: *When the Categorical Exclusion (CATEX) application was submitted to the FAA in December of 2024, the FAA requested State Historic Preservation Office (SHPO) concurrence that no additional sites eligible for listing have been found or buildings have aged in (become 50 years old) since 2003. This requires a search of the Alaska Heritage Resources Survey website. Within the past year SHPO has restricted access to the website to “qualified professionals”. This would typically require CBJ to issue a Request for Proposals (RFP) for a qualified professional, evaluate their submissions, and contract for the services. For a small project like this, the administrative overhead—both time and money—to obtain the search is considerable. However, “qualified professionals” includes registered architects. JNU staff include registered architects, and staff have been granted access to the website. Normally the concurrence is a two step process, but in this case—with the limited scope of the project and JNU having a qualified professional on staff, the FAA will approve a direct to findings process, skipping the first step.*

ADL 107380 Conveyance: Since last checking with the State of Alaska Department of Natural Resources (ADNR) April 4, 2025, the Title Report Request has moved from up to number 6 in the queue but has not yet been assigned to an adjudicator. When ADNR staff receive the Title Report, they can request the tideland patent for JNU. Actual processing time is as yet unknown.

During the Runway Safety Area (RSA) project in 2009, the Airport, through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport's property. Once this is completed and recorded, the Airport Layout Plan and 'Exhibit A' will need to be updated by Michael Baker International to reflect the conveyance in the airport boundaries.

Jordan Creek Greenbelt Lighting: *(No change)* Staff are reviewing requirements and considering options. In February staff belatedly realized that the project would require a Variance and a Flood Plain Development Permit, both from CBJ Department of Community Development (CDD). CDD processing time on a typical Variance is currently twelve weeks from submission of the complete application. The Flood Plain Development Permit may also be time consuming, as the Mendenhall River jökulhlaups and resulting flooding have made this a “hot topic” in Juneau. As a consequence, it may not be possible to complete the work this construction season, as the light poles and fixtures have a ten-week lead time for production after submittals are approved. Staff will apply for the Variance and Flood Plain Permit and advertise for bids this season, but the contractor will be allowed to install the fixtures when weather permits. Despite the additional engineering required by the Flood Plain Development Permit, staff are cautiously optimistic that the \$150K budget provided by the Assembly will cover all costs, including JNU staff time.

The Flood Plain Development Permit will require work by a licensed civil engineer; Begenyi Engineering's subconsultant, PND Engineers declined to provide a proposal. Staff will ask CBJ Contracts to solicit interest from qualified engineering consultants under term contract.

Begenyi Engineering has submitted bid documents (100% drawings) and the 95% construction cost estimate. The estimate is \$78,641, a slight increase from the 65% estimate of \$73,565. Of the total construction estimate, just under 40% is for the pole foundations. The ground adjacent to Jordan Creek is very wet and although the poles are only 15' tall, local experience indicates that adequate foundations are essential.

The design will be pedestrian scale, compliant with IESNA (Illuminating Engineering Society of North America) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces, with a preliminary estimate of slightly less than \$50K for construction cost. Construction cost does not include JNU or CBJ Contracting staff costs. Incidental to the design, costs will be estimated to extend pedestrian scale lighting along the path on the north side of Jordan Creek between Teal Street/Jordan Avenue and Alpine Avenue just north of Airport Boulevard if funding is available, extended path lighting could be included in the project.-

In a September 16 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. the project will allow for installation of JNU-owned cameras.

Channel/Loken/Coastal Contamination: *On April 24 and 25 Cox Environmental Services' (CES) completed drilling of four additional drilling/testing groundwater wells, as required by ADEC in their December 9, 2024, letter. CES will send soil and water samples for testing and expects to complete the work and submit all deliverables by August 1, 2025.*

At the January Board meeting the Board approved the appropriation of \$43,338 for Cox Environmental for an updated site work plan and additional drilling/testing groundwater wells, as required by ADEC, for the contaminated site abutting Airport-Coastal/Loken property; up-front funding provided by Airport Fund Balance and repaid through an insurance claim through CBJ Risk Management.

On December 9 ADEC approved the Site Characterization Report submitted by Cox Environmental on July 15, 2024. In the letter ADEC stated, "Additional site characterization is required south of

JIA-12 and west of CF-12 to determine the extent of the groundwater contaminant plume.” Cox Environmental has submitted a budget for the work required.

Cox Environmental is under contract for JNU's 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, 2024. 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 reviewing CBJ Purchasing's final draft of the second 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 seeks a qualified consultant to provide land acquisition support services and coordination for a 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: *(No change)* Staff are drafting a scope of work and have estimated the cost at \$150,000. Staff anticipates funding the work through the local match for the terminal renovation project. When staff have a quote, this will come back to the Board for approval. The work is not included in the FY26 budget.

Carpet in the Transportation Security Administration (TSA) passenger screening area and the Departure Lounge needs replacing and continues to deteriorate; 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.

JNU Water & Sewer Systems and Subtractive Billing: *(No change)* JNU staff and CBJ Water and Sewer Utility staff will meet to discuss the water and sewer systems and billing for them. This is complicated, and over time confusion has arisen as to how this works. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering.

Taxi/Ground Transportation Additional Shelter: *(No change)* Per direction of the Board at their October 2024 meeting, staff are researching the size and cost of one or two additional Capital

Transit-type pedestrian shelters east of the heated sidewalk. This will come back to the Board when the scope, cost, funding, and potential revenue are established. Shelter north of the heated sidewalk will be significantly more expensive and can be pursued later, if appropriate. The north shelter will need to be recessed into the planting bed as the existing sidewalk is not wide enough.

Shell Simmons/Yandukin Reconstruction: (*No change*) This project would reconstruct the Shell Simmons/ Yandukin road loop that surrounds the parking lots. Remaining portions of Shell Simmons and Yandukin could be separate projects to limit cost and scope. This project should happen before and would lay groundwork for a future parking garage. JNU needs to seek funding for a \$7-10M project.

As with to the 2023 parking lot upgrades, the scope of a Shell Simmons/Yandukin project would address drainage and deterioration of the roadbed (there are sink holes in front of the terminal, in which we periodically dump more asphalt), improve traffic flow and calm traffic to limit speeds on Shell Simmons, improve lighting, provide an 8' truck-plowable sidewalk along Yandukin, provide a crosswalk w/crossing light at the footbridge across Jordan Creek, and modify the very awkward north intersection between Shell Simmons and Yandukin.

In addition, it is likely we will need to replace the 12" and 14" ductile iron water main that serves the terminal and related facilities. It is common engineering knowledge that ductile iron water lines are not designed for more than 50 years in any case, and that in Juneau one seldom gets that—40 years being about the maximum reasonable service life. The water line under Shell Simmons was installed in 1984 and is now 40 years. The airport waterline has jurisdictional issues, as it is owned by JNU, but also serves neighboring private properties through subtractive metering. This situation needs to be clarified and documented; this could take up to a year in advance of design and construction.

Before the 2023-2025 grant cycle, I researched applying for the State sponsored Community Transportation Program (CTP) for Shell Simmons and Yandukin. JNU did not apply, as the local match required started at 9% of project cost, and to buy our way up the queue and significantly improve our chances of receiving funding, the local match would have been about 25% of the project cost, then estimated at \$5M (this was before we knew that the waterline would need replacing), and JNU could not come up with the funds for the local match in a couple of months.

According to Ken Nichols, former JNU Airport Engineer, FAA rules allow them to fund or partially fund one access road; he suggested for JNU that would be Shell Simmons, as it goes directly in front of the terminal. He suggested that Yandukin might be eligible for a different sort of funding, as it is a fire station access road.

Staff are working on the jurisdictional issues relating to the waterline, as those need to be resolved in advance of design or construction.

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.