

AIRPORT BOARD
AGENDA
6:00 P.M., THURSDAY, AUGUST 12, 2021
ZOOM WEBINAR: <https://juneau.zoom.us/j/96699462037>
Or Telephone: 669 900 6833 Webinar ID: 966 9946 2037

**TO TESTIFY: CONTACT PAM CHAPIN, 586-0962
BY 3:00 P.M. ON AUGUST 11, 2021**

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of July 8, 2021
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
- VII. NEW BUSINESS
 - A. **Computerized Security Badging Office Automation:** Airport staff have been in the preliminary phases of considering an automation software platform to increase the efficiency of the badging office. This system manages badges, badge holders and authorized signatories with an automated badge application process. Training and testing can be conducted securely with Transportation Security Administration-approved (TSA) training course remotely while remaining in compliance, protecting security sensitive information and increasing the effectiveness of TSA required badge auditing, which indicates a great benefit to the airport badge holders. (Presentation by Deputy Airport Manager Scott Rinkenberger.)
 - B. **Airport Manager's Report:**
 - 1. Polyfluoroalkyl Substances (PFAS) Update: Cox Environmental reports that all soil and groundwater testing is complete as of July 27th. The Airport is still awaiting results of this sample testing; however, the laboratory is experiencing an approximate three to four week turnaround time for testing due to the summer season and a high demand for PFAS test sampling. The Airport anticipates those results by the next Airport Board meeting. Additionally, the Airport is closely monitoring Congressional language proposing federal government responsibility for the PFAS mitigation.
 - 2. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #1). The Airport Fund Balance was updated to more accurately reflect what is reported to/adopted by the Assembly, and align with the City & Borough of Juneau's (CBJ) Comprehensive Annual Financial Reports (CAFR). The report also reflects updated/revised FY21/22 budget amounts based on the February 18, 2021, Airport

Board meeting, including the proposed use of CARES Act funds to cover the projected operational budget deficits. The CRAB reflects the approved use of the additional \$108K for funding the Float Pond Phase 2 Design work until the grant is awarded after bidding.

3. CARES/CRRSAA Fund Balance. The breakdown of CARES Act/CRRSAA funds used and proposed to be used/proposed to-date is detailed below. This is an update based on May Board motions for parking lot pavement design, outbound baggage belt conveyor, and bag well gas detection alarm system (all estimates until bid award).

CARES/CRRSAA Act Use		5/13/2021
25,158,478	Grant awards	
(727,145)	FY20 Operational Expenses	
(1,150,553)	FY21 Tenant Rent Relief	
(602,375)	FY21 Airport GO Bond debt service	
(662,625)	FY22 Airport GO Bond debt service	
(203,028)	TWY Regulator Upgrade (appropriated)	
(1,560,000)	Bag Belt Replacement - Estimate	
(600,000)	Parking Lot Design (max) - Estimate	
(50,000)	Bagwell Gas Detection/Alarm - estimate	
19,602,752	Balance	
	<i>Proposed Use</i>	
(1,150,553)	FY22 Tenant Rent Relief (est)	
(3,043,600)	FY21 Operational Expenses (est)	
(1,838,000)	FY22 Operational Expenses (est)	
13,570,599	<i>Proposed/estimated balance FY22 end</i>	

4. Project List (non-Federally funded). At the May Airport Board meeting, the Board asked staff to compile a list of project wishes that would be a good use of CARES Act funds. Staff has begun an extensive list but is still gathering estimated costs of these items and hopes to have a comprehensive, albeit fluid list available to the Board within the next couple months. Additionally, these items will require a funding source long after CARES funds are no longer available.

5. 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:

- *COVID Updates*. The most recent information may be found on the **CBJ website**: <https://juneau.org/covid-19/covid-19-travel> for local requirements; and **Alaska Travel Portal** at: www.alaska.covidsecureapp.com. Additionally, more information may be found at: <https://covid19.alaska.gov/travelers/> and FAQs: <https://covid19.alaska.gov/faq/>. CBJ requirements require masking in all public areas once again due to rising COVID cases; COVID testing remains on a voluntary basis for travelers. Travelers should continue to check for changes to other areas including requirements for foreign travel. Masking requirements are continuing to rise in other cities and states again.
- *COVID Testing and Vaccines at Airports*. Capstone Clinic continues to provide COVID testing for *passengers* who *want* to COVID test at the Airport. It is not mandated for out-of-state travelers. As of June 1, COVID vaccines (Pfizer only) are now offered seven days per week at the Airport from 12:30 p.m. to 9:30 p.m. on the first floor near baggage claim. Anyone getting tested or vaccinated will need to register on the travel portal at www.Alaska.covidsecureapp.com.

- *Mask Mandate at Airports.* A federal mandate is in place which requires everyone to wear masks on airplanes, at airports, as well as on other forms of public transportation. **This mandate has been extended through September 13, 2021.** Failure to abide by the face mask mandate may result in fines, removal from facilities and/or stricter punishment, including being banned from flying.
- *Alaska Department of Environmental Conservation (ADEC) Storm Water Pollution Prevention Plan (SWPPP) Multi-sector General Permit (MSGP).* **NO CHANGE.** A reminder to all businesses to review ‘best practices’ that have been posted on the JNU Airport’s SWPPP webpage. Another reminder is for businesses to file either Notice of Intent (NOIs) or No Exposure forms and receive letters from ADEC. To-date, the Airport has only received a handful of these. The Airport is looking into contracting out services to gather monthly/quarterly samples, assessments, as well as the administrative reporting requirements of the SWPPP program.
- *Egan/Yandukin Intersection Improvements Project.* **NO CHANGE.** Alaska Department of Transportation (ADOT) has narrowed down design alternatives for the project. The Planning and Environmental Linkage (PEL) Study is also now available on line. Please visit ADOT website for the project at <http://dot.alaska.gov/eganyandukin>. Also any comments or concerns may be emailed to eganyandukin@alaska.gov. The Airport is registered as one of the stakeholder panelists due to adjacent property and impact to traffic to/from the airport. The Airport (along with comments from the FAA (Federal Aviation Administration)) previously submitted comments to ADOT regarding the complexity and costs of two of the three alternatives that both proposed to use airport property. The third alternative did not impinge on airport property.
- *Federal Aviation Administration Compliance Land Use/Financial Letter (January 2019).* **NO CHANGE.** Staff continues to work on the remaining compliance items and will bring items back to the Board for action as necessary. Staff continues toward acquisition of the Loken/Channel Flying property which was noted as a non-compliant through-the-fence operator. While this is a compliance matter, property acquisition is eligible for federal funding. The process has started for procuring a property acquisition specialist including \$50,000 of forward-funding approved by the Board.
- *FAA Disabilities Compliance and Title VI Review.* **NO CHANGE.** Staff has completed the plan and self-evaluation programs for the final part of the 2017 FAA compliance audit for Americans with Disabilities Act (ADA) and Title VI review and it has been signed off by the CBJ. The final plan and compliance update were forwarded to the FAA for review, however, some of the outstanding items will not be in compliance until the terminal remodel is complete. FAA still requires periodic updates.
- *Disadvantaged Business Enterprise (DBE)/Airport Concession Disadvantaged Business Enterprise (ACDBE) Consultant.* **NO CHANGE.** The Airport is under contract with DOWL to review, develop, implement and report on the federally required DBE/ACDBE programs. The Airport has a five-year contract with DOWL for this program which was formerly done by staff.
- *Passenger Facility Charge (PFC) cap increase.* JNU continues to discuss the increase of PFC with our DC Lobbyist and Congressional Delegation to keep it in the queue. Many large airports are also backing this increase due to capital projects

relying primarily on PFCs, not impacted by COVID. The Airport Manager met with Congressman Young's staff on August 3 to discuss several issues including PFC increases for non- and small-hub airports. Another letter of request will be sent out on this matter.

- *Runway 26 MALSR approach lighting discussions with FAA. **NO CHANGE.*** Staff continues to work with our DC Lobbyist (and Congressional Delegation) to look for federal funding to complete the system. Sample language was provided to Congressman Young to incorporate into the FAA reauthorization bill that would add MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights) equipment to the list of allowable lighting equipment, and allow the transfer of this to the FAA. This means that Airport Improvement Program (AIP) funding could be used as an additional source for this type of lighting. The Airport will be sending out another letter of request.
- *Runway Visual Range (RVR) Update.* The FAA began replacing the RVR system (measures visibility for instrument approach aircraft) in July. Staff provided the safety officer and oversight of the project area. The cutover of the new RVR is scheduled for some time in September at the same time as the Airport's ALRV (Airport Lighting Regulator Vault) cutover.
- *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10. **NO CHANGE.*** With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, the Airport is adjusting projects up on the CIP list. Additionally, PFC (PFC9) collections may be abbreviated due to less match required. Staff is continuing to monitor the amount needed for the terminal project (match and bond interest), as well as other projects listed in the PFC9 application; and look at when the PFC10 application process would need to start.
- *Transportation Security Administration (TSA) passenger screening checkpoint equipment. **NO CHANGE.*** This project has been put on hold due to construction requirements for the larger equipment. A new date for equipment has not yet been determined.
- *TSA has cancelled janitorial contracts at airports nationwide. **NO CHANGE.*** TSA will pay for utilities associated with equipment use, but the contract requires airports to continue with janitorial - without compensation. This issue has been forwarded to our Washington, D.C. Lobbyist for Congressional weigh-in.
- *Air Traffic Control Tower (ATCT) COVID Cleaning. **NO CHANGE*** FAA ATCT remains at a special Level 2 Cleaning (federal level of cleaning) for their leased facilities in the terminal. The ATC contract has been amended to reflect the additional cleaning.
- *Polyfluoroalkyl Substances (PFAS) Testing and Monitoring.* See Manager's Report for update.
- *Oshkosh Plow Truck Update:* All three of the new plow trucks are out of service. In July, OshKosh sent a factory service mechanic to Juneau to conduct warranty repairs to all three of the new snow plow trucks. Two of the trucks were repaired and placed back into service. The third truck continues to have mechanical issues with the drive train. Shortly after the repairs, the trucks again encountered several major breakdowns including hydraulic leaks and steering failures. OshKosh is planning on returning later this month to conduct repairs again. OshKosh is also making

arrangements with Sea Side Diesel here in Juneau to be a factory authorized service center for repairs and warranty coverage.

- *Honsinger Pond/Access* (work in progress). **NO CHANGE**. Bicknell continues to work with State Department of Transportation for legal access to their Honsinger Pond property, and working with the CBJ on development. Airport staff has been brought into discussions for development of the adjacent property due to (helicopter) flight paths and FAA compliance for development near an airport.
- *Terminal Reconstruction*:
 - o Wayfinding and signage for the public during construction continues to change as needed with the project. This includes clear signage/directions for passengers transiting between the main terminal and north annex, and now within the main terminal. The main front doors and central section will be closed down to remove the old up escalator, elevator and stairs. The new escalator, stairs and one of the elevators will be in use as of August 6, 2021. This will start the next phase of demolition.
 - o *Coordination for Relocation*. Staff and tenants are beginning to move into the new areas of the terminal *as of August 6*. The old north end annex is scheduled for demolition to begin on September 15.
 - o *Baggage Belt Frame outs for Small Carriers*. The Airport and design team (MCG) are looking at the frame outs for bag belts in the small carrier space (leased space is built out by tenants), even if tenants do not install immediately.
- *U.S. Customs and Border Protection (CBP)*. Staff continues to work with governmental leasing for CBP to move into the new terminal (currently no lease). There is specific guidance in place for CBP facilities, however, these have extremely high costs from both a build out and annual maintenance requirements. CBP does not pay 'rent' or a percentage of costs for using the terminal as other federal agencies do. Staff has elevated this situation to the Congressional level through our DC Lobbyist. This is also a national problem but a high impact at small international airports. In a recent meeting with CBP, they will be undertaking the move and coordination into the new terminal facility in early September.
- *Tailwinds Food/Beverage Concession Pre-security*. Tailwinds plans to reopen the pre-security food/beverage concession in the very near future. There has been an increased demand for concessions on the public side with business picking up and increased travelers. Capstone (COVID testing/ vaccine contractor) has vacated the restaurant area and is now leasing a work trailer for this purpose.
- *Taxiway A, E and D-1 Construction*. **NO CHANGE**. SECON is working on the final phase of electrical and lighting control cutover in September prior to close out this project.
- *CBJ Title 49 (Jordan Creek Greenbelt)* allowance to limb/clean-up adjacent to the creek is still in review. **NO CHANGE**. The implementation of the changes has been delayed due to committee meeting cancellations and full agendas. Reminder: Southeast Alaska Watershed Coalition (SAWC) has requested support for an Alaska Clean Water Action grant to implement storm water management best practices in the Jordan Creek urban watershed. One area is located on Airport property in a current settling pond. SAWC project scope is to *'maintain and cleanout the forebay settling pond on the proposed wet biofiltration swale in the Jordan Creek Greenbelt*

on Juneau International Airport property near the intersection of Jordan Avenue and Teal St. Maintenance needs of this settling pond will be similar to the cleanout needed for the currently undersized storm water retention basin that is located here.'

- *Tenant insurance reminders* continue to be sent out. **NO CHANGE**. Several certificates have lapsed in our records. This is an ongoing measure. Staff also met virtually with insurer/underwriter to perform an audit of records and management practices.
- *Maintenance Programs Refinement (roofs, heat pump equipment, baggage systems, etc.).* **NO CHANGE**. 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 the cost per year or per user for the system. Staff continues to look at maintenance contracts for specialized systems similar to what we do with airfield lighting and controls. Until a complete tracking system is set up, the Airport looks at continuing maintenance contracts with new systems as they come off warranties.

6. Airport Project Manager Report (Attachment #2)

VIII. CORRESPONDENCE:

- A. Laurie Craig e-mail regarding Dike Trail Improvements (Attachment #3)
- B. Jacob Resnek e-mail regarding Short-Term Free Parking Period (Attachment #4)

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., September 9, 2021, via ZOOM

XV. EXECUTIVE SESSION Airport Manager Annual Evaluation: *The Airport Board moves to go into executive session to discuss a subject that may tend to prejudice the reputation and character of the Airport Manager, provided the Airport Manager may request a public discussion.*

XVI. ADJOURN

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			(\$477,000)	**	<i>NO LONGER REQ.Termnl Recon -less Float Pond Design (\$40k and \$108K) / Property Acq (\$50k)</i>
Jan-21			(\$50,000)		Property Acquisition Frwd Fund Specialist
Jan-21			(\$40,000)		Float Pond Frwd Fund Design
May-21			(\$108,000)		Float Pond Frwd Fund Design
	\$144,246				AVAILABLE BUDGET

*Represents all three Capital Accounts: Airport Revolving Capital Reserve Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

**Terminal bonds have been sold; all funding is in place; temp forward funded \$675K to be credited once Controller's completes transfer back to acct

Available Fund Balance Summary

Airport Fund

Last Update: 3/1/21

	FY20 Actuals	FY21 Projected	FY22 Budget
Revenues:	6,602,372	5,053,100	6,103,600
Expenditures:	(7,466,591)	(8,096,700)	(7,941,600)
Transfers (to)/from Capital Projects:	(800,000)		
CARES Reimb (operations):	724,664	3,043,600	1,838,000
PFC For Debt	285,007		
Debt Service (Rev):	(285,007)	(2,451,700)	(2,722,300)
*Other Financing Sources (Uses):	151,133	2,451,700	2,722,300
Increase (decrease) in Fund Bal (FB):	<u>(788,422)</u>	<u>-</u>	<u>-</u>
Beginning Available FB	<u>4,488,200</u>	<u>3,699,778</u>	<u>3,699,778</u>
Ending Avail FB, including Reserve:	3,699,778	3,699,778	3,699,778
Less 3 Mo. Operating Reserve	(1,866,600)	(2,024,200)	(1,985,400)
Ending Available Fund Balance	<u>1,833,178</u>	<u>1,675,578</u>	<u>1,714,378</u>

*Other Financing sources (uses) include: capital expenditures, transfer of Sales tax to Airport fund, and transfers between Airport operations and CIP projects, other changes in restrictions of fund balance.

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Projects Office Monthly Report

DATE: August 5, 2021

Project specific summaries of project status and activity are presented below.

Terminal Reconstruction – Phase 1: In July, Dawson Construction completed work on the installation of the exterior metal siding and flashing, on paving the 135 ramp connection to the terminal and on the installation of the new 8-inch waterline. On the interior of the building, crews continued work on the installation of the suspended ceiling assemblies, the light fixtures, the interior door assemblies, the handrails and guardrails, the ceramic wall and floor tile, the carpet tiles and the cabinetry within the first and second floor levels. Dawson Construction also continued work on the demolition of the old first floor telecomm room.

Crews continued work on the installation of the building automation system and on the installation of the air-handling equipment and heat pumps within the new north mechanical penthouse and in the Air Traffic Control Tower. The plumbers completed work on the installation of the plumbing fixtures within the new restrooms on the first and second floor levels and the electricians continued work on the installation of new light fixtures and electrical trim-out. Crews also started work on the start-up of the mechanical HVAC (heating, ventilation and air conditioning) equipment within the penthouse.

The project achieved the Phase 1B beneficial occupancy milestone on Thursday, August 5, 2021. The design team (architects, civil engineer, structural engineer, mechanical engineer and electrical engineer) completed their beneficial occupancy inspections on August 2 and August 3 and the initial inspection report (Phase 1B punch list) has been provided to Dawson Construction and their subcontractors.

A temporary Certificate of Occupancy has been issued for the first and second floor levels by the City and Borough of Juneau / Fire Marshall, and the tenant move-in and JNU move-in began on Friday, August 6, 2021.

Look Ahead to Upcoming Activity. The Contractor's schedule for the first two weeks of August calls for the erection of the temporary partitioning around the Phase 2 work area and the start of work to remove the existing elevator, escalator and main stairs. Crews will then start work on the installation of the primary structural steel within the Phase 2 work area (center of the building). This work will require the use of a crane, and the temporary closure of the main terminal entry. Dawson Construction will continue working within the Phase 1B work area to address the punch list items and to finalize the outstanding Change Order work.

Terminal Fire Alarm Upgrade: Johnson Controls has reported to JNU that they now have a new electrical subcontractor under contract. JNU has again notified Johnson Controls of the contract requirements relating to the submission of the project administrative submittals, which included their project schedule, schedule of values, materials submittal schedule, list of key personnel, quality control program, security program and fire prevention and fire protection programs.

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Haight & Associates (Electrical Engineer & Designer of Record) remains under contract to provide construction administration services for this project.

Work on this project has not yet started.

Sand/Chemical Building & Fueling Station: No change since last report. JNU continues to work with Dawson Construction and with the project design team on closing out this project and on the resolution of warranty issues.

GSHP-1 (ground source heat pump #1) remains operational and JNU continues to work with Daikin, Meridian Controls, and the project design team to determine whether the heat pump itself was defective, or whether the compressor failures were the result of outside influences. JNU has filed a warranty deficiency with Dawson Construction under the project's one-year construction warranty to recover the costs incurred to introduce and maintain temporary heat and to switch-out the compressors in GSHP-1.

JNU continues to work with PDC Engineers on the commissioning effort for the shared GHSP system for the Snow Removal Equipment Building (SREB) and Sand-Chemical building. In their initial report, PDC Engineers confirmed the suspicion that the primary circulation pumps (P-1A and P-1B) in the SREB are undersized. PDC reports that the head loss associated with the overall supply and return system (SREB plus Sand-Chemical) is much higher than originally anticipated, and these pumps cannot meet the needed design flow rate. This determination confirms the suspicions that these pumps were the cause of the flow issues that were automatically turning off the heat pumps and initiating errors in the Direct Digital Controls (DDC) and heating plants. JNU concurs with the PDC recommendation to replace the existing pumps, which have 15 HP (horse power) motors, with larger pumps that would be driven by 25 HP motors. The initial cost estimate for the replacement of these two pumps is currently \$26,500.

Sand Shed Demolition: Southeast Earthmovers (SEEMS) has completed the interior repair work within the Channel Flying / Loken hangar. All other work items required by the original construction contract have been completed. SEEMS has reported that there are holes in the existing roofing that are allowing water to run down onto/into the new roof work completed as part of the demolition project. This is currently under review.

SEEMS and JNU continue to coordinate directly with Aral and Craig Loken, and with Mike Wilson with Coastal Helicopters, on project status, project scheduling and site access.

Float Pond Improvements – Phase 2: No change since last report. JNU continues to work with PND Engineers on the development of the design/bid documents for the second phase of this project. Work that is to be completed in this phase will include raising a portion of the existing roadbed, the introduction of a drainage ditch, armoring a portion of the southern pond bank with rock and reconstructing/re-positioning 14 of the existing concrete float plane dock headwalls. CBJ Engineering Department has amended the current contract with PND for the second phase of design work and PND has been advised of the need to have bid-ready documents completed by mid-August 2021.

Runway Safety Area (RSA) Expansion Phase IIC: No change since last report. The project has been determined to be Substantially Complete, and both JNU and DOWL continue to work with the Contractor (SECON) on finalizing the project close-out documentation. Final payment has not yet been made to SECON. DOWL continues to finalize the project as-built record documents and the final engineer's report based on JNU review comments.

ATTACHMENT #2

Taxiway (TWY) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: No change since last report. The project Contractor SECON, along with their subcontractors (Alaska Commercial Contractors, Ever Electric, and Behrends Mechanical) continue to work on the completion of the new Airfield Lighting Regulator Vault (ALRV) addition to the Snow Removal Equipment Building (SREB). Crews also continue work on the installation of the electrical distribution system, the installation of the building controls, the installation of the heat pumps and the installation of the fire suppression system.

SECON and their electrical subcontractor (Ever Electric) have set the new back-up generator within the SREB and continue to work the installation of the generator controls, exhaust system and load bank. Crew has also started work on the installation of the new fiber optic runs which will interconnect the Airfield Lighting Control and Monitoring System (ALCMS) to the new ALRV.

Remaining work includes: the relocation of the airfield lighting regulators to the new ALRV, the relocation of the Runway Lighting Intensity Monitor (RLIM) and its communication cabinet within the new ALRV, the installation of the ALCMS within the new ALRV and the cut-over and commissioning of the new ALRV and lighting control system.

Construction Administration & Inspection (CA&I) services continue to be provided by DOWL who is serving as the Project Engineer.

As the Engineers of Record, PDC Engineers continues to provide Limited Construction Administration services, coordinating 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 continue to coordinate with JNU, DOWL, and SECON on responding to questions raised by the Contractor and to review materials submittals for items that had previously been scheduled to be installed in Phase 2 (Summer 2021).

Lavatory Waste Dump Site: No change since last report. JNU has updated the project construction cost estimate (\$94K), and the overall project budget (\$128K) based on a budgetary fee estimate (\$19K) provided by PDC Engineers to complete the design work and the associated bidding and construction documents. This project remains on hold pending the identification of a funding source for the design component.

Parking Lot Repairs: No change since last report. At the May 13, 2021, Airport Board meeting, the Board approved a not-to-exceed amount of \$600K for engineering design services for parking lot repair/repave investigation, testing and design. In this approval, the Board made the recommendation that the design effort include soils investigations to get a better idea of what sub-surface conditions are contributing to the asphalt failures. The Board also made the recommendation that JNU investigate the complete re-paving of one or more of these parking lots instead of just completing patchwork repairs. The Board will revisit the project construction approach once estimates are determined for the full or phased lot repair/repave.

JNU continues to coordinate with CBJ Contracts to prepare and advertise a Request for Quote (RFQ) for professional design services and construction administration services for this project. The scope of work that will be outlined within this RFQ will include subsurface soils investigative work for each work area, and the preparation of bidding and construction documents which reflect a phased construction plan to complete the replacement of the asphalt paving, concrete curbs and gutters, surface and subsurface drainage systems, striping, exterior lighting and exterior directional and regulatory signage in each parking lot. JNU is also looking into the introduction of Electric Vehicle (EV) charging stations. Installation of EVs was one of the IOUs from the Terminal Reconstruction project Community Development/Planning Commission requirement in-lieu of LEED, besides being a good idea.

All repair/replacement work is to be designed in accordance with the American's with Disabilities Act Accessibility Guidelines (ADAAG). The proposed schedule for this work will be to complete the Consultant selection process in the fall of 2021, complete the design work during the winter of 2021/2022, and bid the first construction phase in the spring of 2022.

ATTACHMENT #2

JNU staff is also coordinating with Republic Parking who has provided a preliminary schematic for proposed improvements to the short-term parking lot area, the proposed replacement of the attendant booths and the replacement/upgrade of the automated ticketing and payment equipment.

In the meantime, JNU has placed temporary asphalt (cold-patch) in the worst of the damaged asphalt areas within these parking lots.

Ramp Lighting Upgrades: No change since last report. JNU has issued a Request for Proposals as part of the Terminal Reconstruction project to introduce lighting mounting brackets on the west (airside) roof parapets of the new north wing. These mounting brackets, and the associated conduit feeds, will be installed by the Terminal Reconstruction contractor because the completion of this work by another contractor would adversely impact the warranty associated with the new terminal roof installation.

Haight & Associates is currently working on revising the construction documents to expand the project scope of work to introduce additional building mounted high-efficiency LED light fixtures on the west side of the new north terminal and to identify the lighting mounting brackets and conduit feeds as existing. As reported earlier, these revision area necessary because of the elimination of the free-standing light poles that were to have been installed within the 135 apron as part of the Terminal Reconstruction project. JNU continues to work with Haight & Associates on completing a final review before submitting this project to CBJ Engineering for release for competitive bid. This project is currently scheduled to be bid later this summer.

Haight & Associates provided confirmation from the manufacturer that the proposed high efficiency LED flood light fixtures meet the Federal Aviation Administration's (FAA) Buy American requirements.

The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation. The grant has already been received and appropriated (including Airport match funds). However, in trying to abide by the Buy American clause, and other design delays, this grant will sunset on September 30, 2021. Any funds not expended will need to be returned to the FAA (no extension). Staff is working to see if these ramp lights could be incorporated into the terminal project.

ATTACHMENT #3

From: [Laurie Craig](#)
To: [Airport Board](#)
Cc: [Borough Assembly](#)
Subject: Dike trail improvement completed!
Date: Thursday, July 29, 2021 12:03:00 PM

Dear members of the airport board,

Please accept the appreciation of many EVAR/dike trail users for the airport staff improving a safety hazard at the Eagle Scout bench along the trail. The fill had disappeared after 20 years of happy feet. Left behind were many large rocks that protruded several inches above ground level.

I contacted Airport Manager Patty Wahto to request replacement gravel be deposited in front of the bench. Yesterday the project was completed and today I saw it for the first time. The airport crew did a remarkable job of filling, compacting, and smoothing the surrounding zone so it is safe for elders and toddlers to once again sit and enjoy the wetlands view.

On behalf of many trail users, thank you to the staff and Manager Wahto helping the public access great recreation areas on airport property.



ATTACHMENT #3



ATTACHMENT #3



ATTACHMENT #4

From: [Jacob Resneck](#)
To: [Airport Board](#)
Subject: Please consider extending free short-term parking to 20 minutes
Date: Wednesday, August 4, 2021 11:32:13 AM
Attachments: [image.png](#)

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Short- and long-term parking are available directly in front of the terminal building. Short-term parking allows for 15 minutes of FREE parking. Both short- and long-term parking offer several handicap accessible spaces.

Republic Parking Systems (907) 789-2343

- Short Term Public Parking: 0 – 15 min. Free
 - 16 – 60 min. \$3.00
 - each extra hr. \$2.00
 - No Maximum Rate
- Long Term Public Parking: 0 – 120 min. \$5.00
 - each extra hr. \$1.00
 - Daily Rate: \$14/day
 - Weekly Rate: \$75/week

The short-term parking allows just 15 minutes before it requires payment. I would ask you to consider extending this to 20 minutes. I have had recent experiences with my family of four going to the airport for follow-up COVID-19 testing where we exceeded the 15 minutes but were out in less than 20 minutes. It's a small matter but increasing the convenience of short-term parking could prevent the prevalence of people clogging up the circulation area by sitting in their cars on the curb. It also may eliminate another disincentive for people to get follow-up COVID-19 tests at the airport.

Thanks for your consideration.

Jacob Resneck
721 5th Street
Douglas
907-419-3770

--

Signal: +1 707 874-8704 | Skype: yojaco | Twitter: @jacobresneck

"But what is the difference between literature and journalism? Journalism is unreadable and literature is not read. That is all." -- Oscar Wilde (1854 - 1900)

AirBadge facilitates
badge office
automation



How does it all work?

—

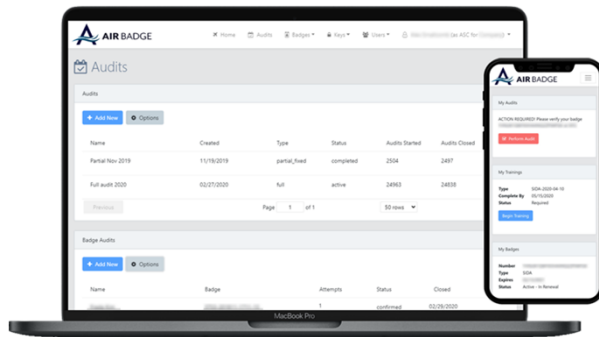


AirBadge is: Badge Office Management



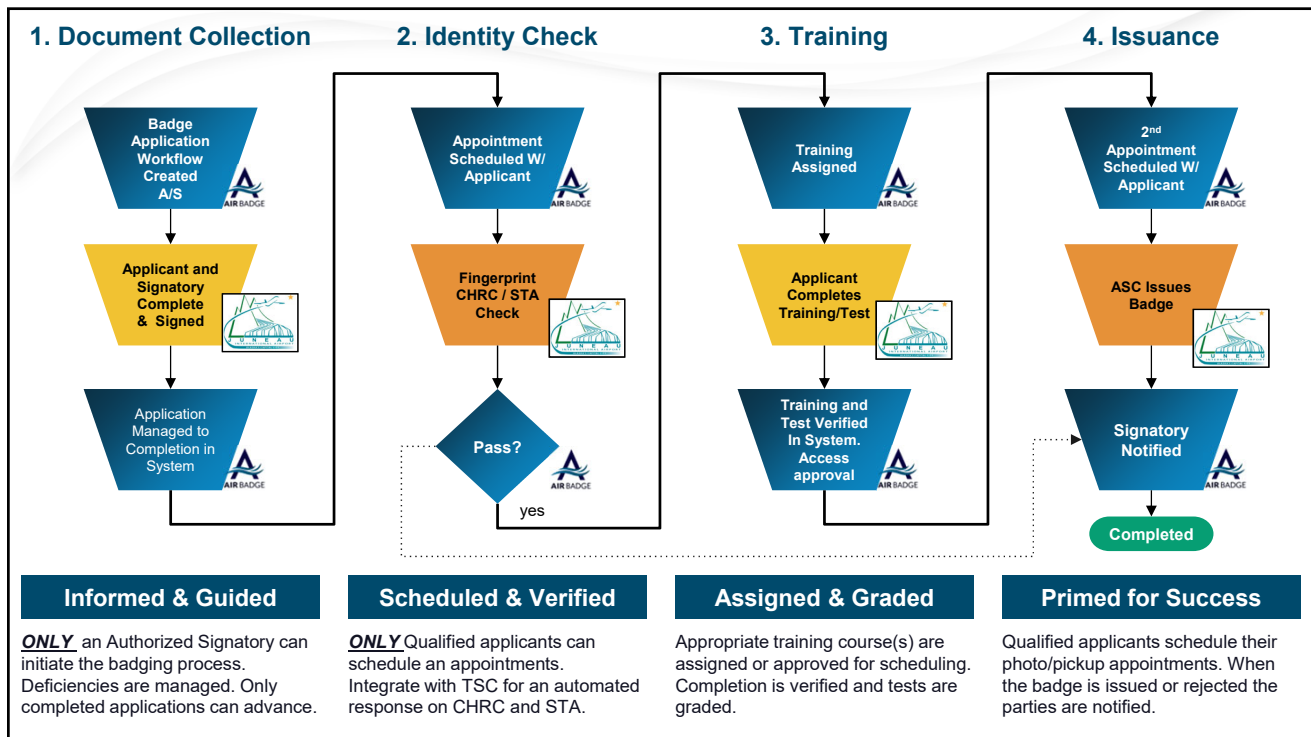
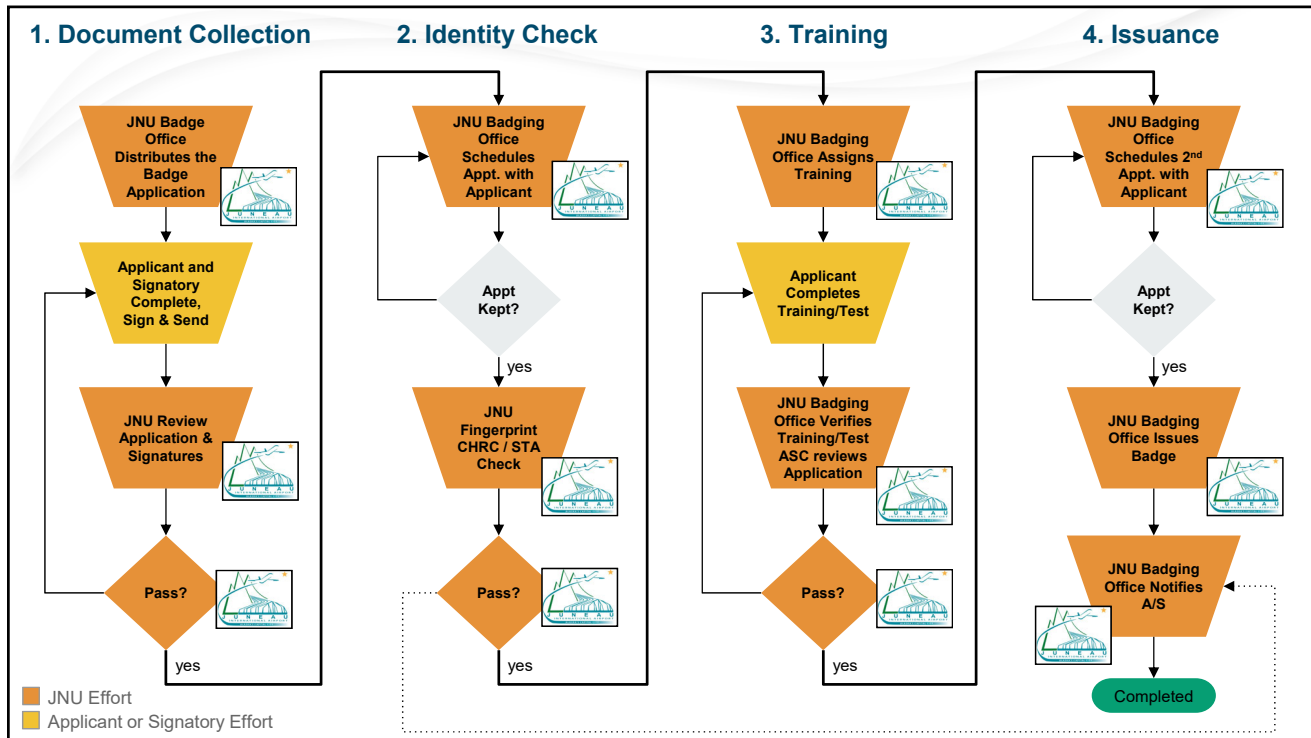
Tasks	Improvements	Outcomes
• Badge Applications & Renewals • Training • Appointment Scheduling • Auditing • Communication • Compliance & Reporting • Badge/People Management • Signatory/Company Management	• Structured Workflows • Streamlined Processes • Organized Information • Standardize Training • Legitimate Testing • Automated Notifications • Self-Service Portal • Enhanced Auditing	• Reduce Office Visits • Eliminate Unprepared Applicants • Reduce Unannounced Walk-In's • Increase Efficiencies • Accurate Information • Reliable Reporting • Dependable Data • Reduce Resource Requirements • Increase Job Satisfaction • Convenience

AirBadge Modules & Features



Badge application workflow







Attainable Outcomes

Less Steps

Less Effort

Less Interactions

Reduce the required steps by 80% and save at least 45 minutes per application. Bi-annual badge renewal with yearly audits

Reduce Errors

Enforce
Structure

Reliable Data

Structured processes consistently deliver accuracy and regulatory compliance.



SIDA Badge Application (Applicant, Signatory View)

Document Signing

Hello, AirBadge Admin

Security Identification Display Area (SIDA) or Sterile Area

Badge Application

Applicant Name - Please provide full LEGAL name

Last Name First Name Middle Name

Other Names Used - Include former name, maiden name, birth name, spelling variations, alias

Last Name First Name Middle Name

Last Name First Name Middle Name

Applicant Information

Social Security Number: DOB: Gender: Country of Birth: State of Birth:

Eye Color: Hair Color: Height: Weight: Country of Citizenship:

Mailing Address: Apt/Box: City: State: Zip Code:

Primary Phone: ☐ cell ☐ home ☐ work

Secondary Phone: ☐ cell ☐ home ☐ work

Email:

Driver's License: State: Exp. Date:

Employer / Authorized Signatory: Position:

I understand that I am only to use my Airport issued identification badge while in the performance of official work-related duties. This badge allows me unrestricted access to the Secure and/or Sterile Area and must account for my badge at all times. I understand that I am not allowed to lend, borrow, duplicate, or make alterations to my badge. If I lose or misplace my Airport badge, I will immediately notify the Airport Badging Office. My badge must be displayed, on my subsequent ground, above the waist, at ALL times while within the SIDA or Sterile Area. I will follow all applicable Federal, State and local laws, including all Charles M. Schulz - Sonoma County Airport rules and regulations. Failure to comply may result in my access privileges being revoked and/or criminal or civil penalties being imposed.

SCREENED NOTICE: Any employee holding a credential granting access to a SIDA or Sterile Area may be screened at any time while gaining access to, working in, or leaving a SIDA or Sterile Area.

Type your name for sign

Applicant Signature: Date:

Authorized Signatory Signature: Date:

☐ Authorization has been electronically submitted by the Authorized Signatory.

ABSTRACT USE ONLY



Juneau International Airport Annual Badge Audit

The Juneau International Airport is required by the Transportation Security Administration (TSA) to conduct an **ANNUAL** badge and access media audit. 100% of badge holders with an expiration of greater than one (1) year are required to be audited for verification of possession to the issued badge holder.

Please verify that the all the indicated badge holders are in possession security access media. If for any reason the badge holder does not have their airport issued badge or access media, please notify the Airport Manager's Office immediately at (907) 789-7821.

Tenant / Agency / Company Name: Juneau Police Department

First Name	Last Name	Company	Badge Status	Verified Date
Sean	Ahotapanek	JPD	Active	
Terry	Aiken	JPD	Active	
Benedict	Beck	JPD	Active	
Dominic	Branson	JPD	Active	
Erin	Campbell	JPD	Active	
David	Campbell	JPD	Active	
Kenneth	Cole Jr.	JPD	Active	
John	Cryderman	JPD	Active	
Brian	Dallas	JPD	Active	
Daniel	Derbonne	JPD	Active	
Robert	Drury	JPD	Active	
Frank	Dolan	JPD	Active	
Sarah	Dolan	JPD	Active	
Matthew	DuBois	JPD	Active	
Scott	Erickson	JPD	Active	
James	Esbenshade	JPD	Active	

1

Kevin	Ferrin	JPD	Active	
Nicholas	Serra	JPD	Active	
Erin	Seagle	JPD	Active	
Christopher	Simms	JPD	Active	
Jonah	Hennings-Booth	JPD	Active	
Eric	Woffman	JPD	Active	
Sean	Imhof	JPD	Active	
Arin	Landry	JPD	Active	
Carl	Lundquist	JPD	Active	
Wendy	Moline	JPD	Active	
Thomas	McGinn	JPD	Active	
Edwin	Mercer	JPD	Active	
Paul	Overturn	JPD	Active	
Paul	Overturn	JPD	Active	
Joseph	Phelan	JPD	Active	
Shawn	Phepps	JPD	Active	
Lee	Phepps	JPD	Active	
James	Quinto	JPD	Active	
Tyler	Reid	JPD	Active	
Shirley	Swain	JPD	Active	
Steven	Scherrer	JPD	Active	
Scott	Sell	JPD	Active	
Alisha	Sell	JPD	Active	
Mattie	Shriver	JPD	Active	
Ronald	Shriver III	JPD	Active	
Alexander	Smith	JPD	Active	
Virt	Stage-Harvey	JPD	Active	
Patrick	Taylor	JPD	Active	
Austin	Thomas	JPD	Active	
Kathy	Underwood	JPD	Active	
Patrick	Vanhook	JPD	Active	
Owen	Walsh	JPD	Active	
Donald	Ward	JPD	Active	
Jeremy	Weske	JPD	Active	
Dustin	White	JPD	Active	
Michael	Wise	JPD	Active	

I am an authorized signatory at the JNU Airport and have personally verified that the individuals listed on this form are in possession of their badge as described above.

Printed Name: _____ Date: _____

Signature: _____

2

Audits, Signatory View (confirm/deny)

Home Auditing Badges Users AllBadge (an Authorized Signatory for RLV Airport)

Auditing

Step 1 Completed Step 2 Completed Step 3 Begin Now

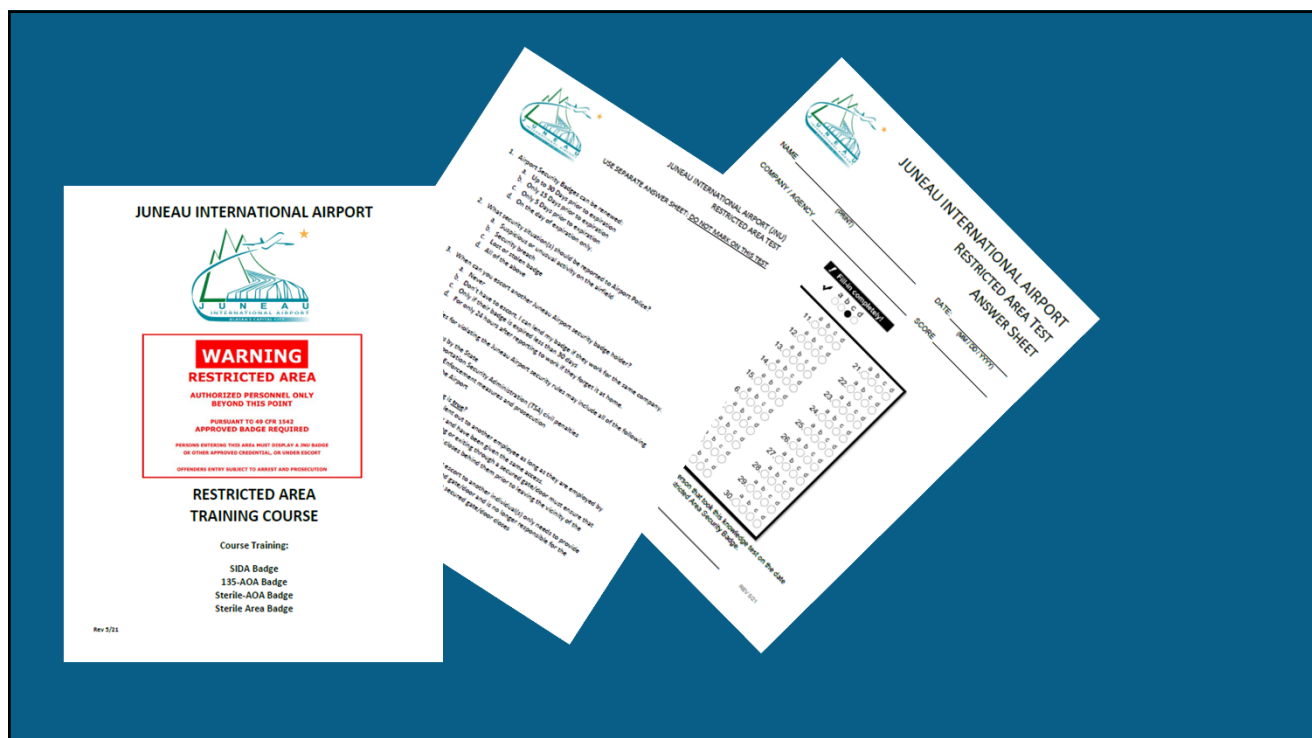
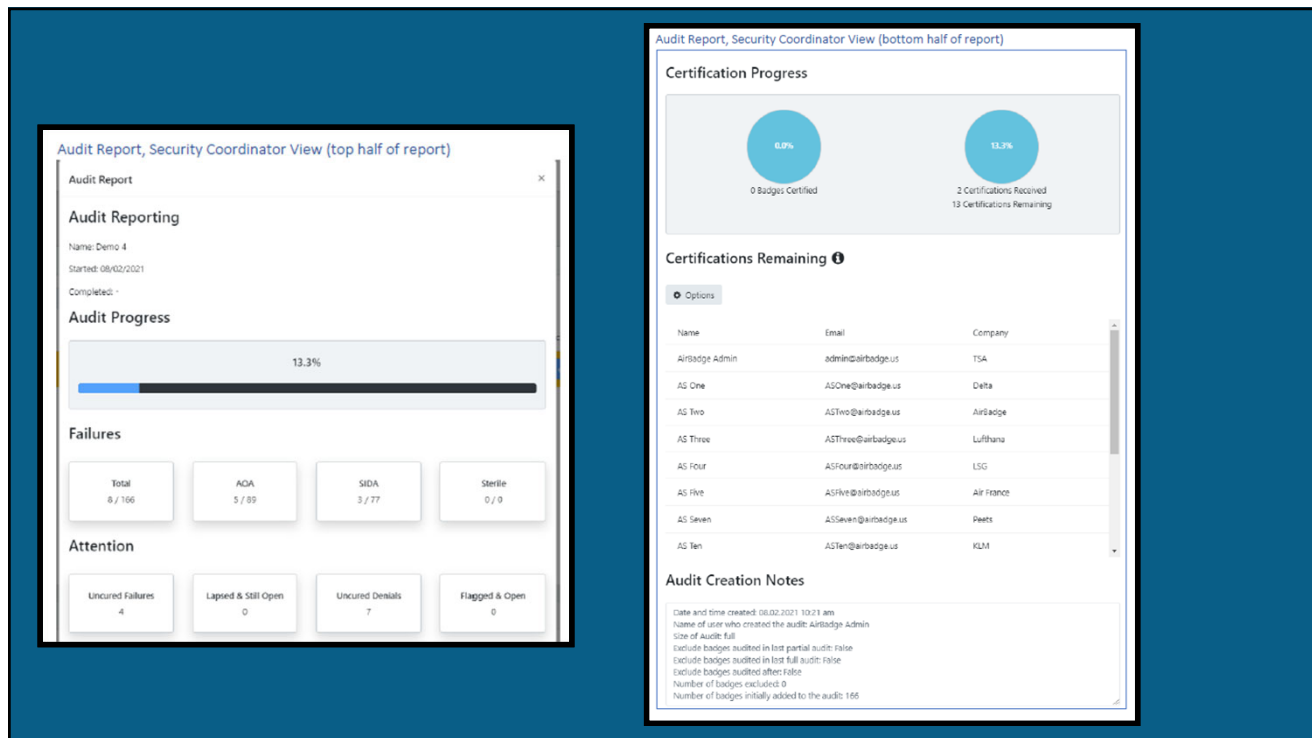
Step 2: Please confirm or deny your authorization for each badge below.

Confirm

Options

Name	Type	Badge	Actions
AS One	ACA	RLV-20217-1372-95	☒ Confirm ☐ Deny
AS Two	ACA	RLV-20212-2626-27	☒ Confirm ☐ Deny
AS Three	ACA	RLV-20215-2099-44	☒ Confirm ☐ Deny
AS Five	ACA	RLV-20211-2468-09	☐ Confirm ☒ Deny
AS Nine	SIDA	RLV-20213-2317-40	☒ Confirm ☐ Deny
AS Ten	SIDA	RLV-20217-1331-26	☒ Confirm ☐ Deny
AS Eleven	SIDA	RLV-20216-1951-42	☐ Confirm ☒ Deny
AS Twelve	SIDA	RLV-20217-2563-97	☐ Confirm ☒ Deny
AS Thirteen	ACA	RLV-20212-1320-9	☐ Confirm ☒ Deny

Showing 1 to 9 of 9 entries.



SIDA Training – SSI Warning, Student View

Sensitive Security Information

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1553. No part of this record may be disclosed to persons without a "need to know," as defined in 49 CFR parts 15 and 1553, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 USC 552 and 49 CFR parts 15 and 1553.

Welcome to the RLY - SIDA & Sterile badge training. Please watch this video carefully. If you have any questions during your training, please reach out to the Airport Badging Office at flybadging@fly.org or (800) 555-1212.

There is a video and test on the next page and you will have three chances to pass with 100%. If you are unable to pass the test with a score of 100%, please contact the Badging Office for further instruction.

If you require any type of accommodation to complete this training, please contact the Badging Office at flybadging@fly.org or (800) 555-1212.

Please certify that you understand and agree to comply with all measures defined.

Thank you!

☒ Yes, I certify that I understand and agree to comply with all measures.

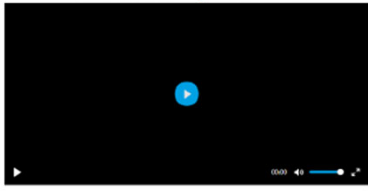
☐ No, I don't

SIDA Training Video and Questions, Student View

Training

SIDA Training Video - Expires 06/15/2021

Sensitive Security Information



SIDA Test

Answer the question below to complete your training.

1. SIDA is an abbreviation for:

- ☐ a. Sensitive Instrument Designated Approach
- ☐ b. Security Identification Designated Area
- ☐ c. Signage Identification Designated Area
- ☐ d. Security Identification Designated Area

2. The SIDA boundary on the apron consists of what markings?

- ☐ a. White markings
- ☐ b. Red markings
- ☐ c. Red/White/Red markings
- ☐ d. Yellow markings

3. What wording is stenciled on the SIDA boundary?

- ☐ a. SIDA Area
- ☐ b. Boundary Area
- ☐ c. Secured Area
- ☐ d. Restricted Area

4. If you see an individual within the SIDA boundary or Sterile Area who does not seem to be displaying an Airport approved badge, what are you required to do first?

Pricing



SAVE TIME & MONEY

- ✓ 45 minutes saved per badge application
- ✓ 1542 audit - automate document production, notification, collection and validation
- ✓ Automated training, testing & grading
- ✓ Integrated appointment setting
- ✓ Mass communication with current population (email & text)
- ✓ Badge holders and staff can access from anywhere
- ✓ Badge holders can renew every 2 years as opposed to annually

IMPROVE AIRPORT SECURITY

- ✓ Systematically identify and cure audit failures with audit dashboard and reporting
- ✓ Activities are logged - inspect and audit records to maintain accountability
- ✓ Centralized, auditable data ensures consistency and accuracy - One version of the truth
- ✓ Standardized training improves information retention
- ✓ Individualized testing prevents cheating and legitimizes testing process
- ✓ Perform Physical Presence audits to verify badge possession

Questions

