

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, OCTOBER 8, 2019
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 September 10, 2019
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. UNFINISHED BUSINESS
- VII. NEW BUSINESS
 - A. **Taxiway A, E and D-1 Contract Administration & Inspection Service Contract Award.** DOWL has been selected through a Request for Proposals (RFP) process for the contract administration and inspection services for the taxiway project. Staff is negotiating for the services and fee proposal at this time. This is a professional services contract through public solicitation and does not require award approval as long as funding is in place. This is for informational purposes only.
 - B. **Passenger Facility Charge (PFC) Appropriation.** The CBJ Finance Director has asked staff to do our annual PFC appropriation early (instead of May/June 2020); this appropriation has \$412,277 for Taxiway matching funds, and \$587,723 for Terminal Reconstruction, for a total of \$1M, as is estimated annually. This would mean that the Taxiway match won't need to be forward-funded from the Airport Capital Improvement Program (CIP) Revolving Account—the PFC is the permanent funding. This would then be forwarded on to the Assembly for appropriation. The PFC9 application will also still need to be amended by the Federal Aviation Administration (FAA), to increase the approved Taxiway amount. Staff has a high degree of confidence that FAA will approve the amendment.
 - Board Motion:** *“Approve the appropriation of PFC9 anticipated collections in the amount \$1 million for the Taxiway Construction CIP in the amount of \$412,277, and the Terminal Reconstruction CIP in the amount of \$587,723.”*
 - C. **Airport Manager's Report:**
 - 1. FAA Annual Certification Inspection. FAA Airports Inspector Randy Kuehler will be in Juneau for our annual airport certification inspection October 8-11, 2019. Staff requested an extra day to the inspection schedule. There is always a lot to cover in the inspection and this will give us more time for questions and answers.

2. 2018 Annual Passenger Enplanements. The final passenger enplanement numbers have been released for 2018. Once again, JNU had its highest enplanement numbers at 440,277. This is 18,011 over the 2017 enplanements of 422,266, a 4% increase.

3. Guardian Flight Open House. Guardian Flight will be hosting an open house with a BBQ and aircraft static displays at their hangar on Livingston Way. The open house will be held on Saturday, October 12, 2019, from 12 p.m. – 4 p.m.

4. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balance (Attachment #1). Attached are the monthly AFB and CIP balances. At the September 10, 2019 Airport Board meeting, the Board approved the return transfer of \$350,000 (of the \$675,000 forwarded funds) from Terminal Reconstruction, and then approved a new transfer of \$350,000 plus \$62,277 (\$412,277 total) of CIP Revolving Account funds to forward fund the additional local match for the Taxiway project until the amendment, collection and appropriation of additional PFC9 funds.

After meeting with City and Borough of Juneau Finance Department, a cleaner way to appropriate the additional \$412,277 local match (for the taxiway project) would be to appropriate the annual PFC9 funds now. This avoids temporary transfers and forward funding. The appropriation will take two Assembly meetings (November appropriation). Until then, the CIP Revolving Account spreadsheet will show this as pending. Once the PFC funds are appropriated, the \$412,277 pending transfer will be deleted and the \$350,000 will remain in the terminal project as originally approved. See New Business, PFC Appropriation, above.

5. DC Lobbyist in Juneau. Katie Kachel, our Washington DC Lobbyist was in Juneau the week of September 30, 2019, for port conference. Staff was able to meet with Katie to address continued concerns on PFC increases, AIP funding and current JNU projects.

6. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Architect and Engineering Project Reports:

- FAA Compliance Land Use/Financial Letter (January 2019). The Airport heard back from the FAA and they would like some follow-up reports and update by October 11, 2019. The Airport and Fire Department just finalized their Letter of Agreement (LOA) for services in-lieu of rent. This item will show 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 Passenger Facility Charge (PFC) caps. No further updates are available.
- Transportation Security Administration (TSA) will be replacing their bag screening equipment. It will be a two phase replacement, with the first one this Fall, and the second piece in February. No disruption to screening is anticipated at

this time. Equipment in the passenger screening checkpoint will also be replaced in the near future.

- State of Alaska Department of Environmental Conservation (ADEC) has responded to JNU'S letter regarding Aqueous Film Forming Foam (AFFF) contamination. The contract has been executed with Cox Environmental and Department of Environmental Conservation (DEC) has approved the submitted plan for testing. Some existing monitoring wells will be used for some of the tests (upstream parameters), and some new wells will be drilled for testing will begin after October 20 when contractors are back in town. Staff will provide updates to the Board when the first test results are received.
- As updated, Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties were approved by AKOSH. Staff has purchased two of the emergency stair evacuation devices that AKOSH has approved. The final acquisition will be next month and close out this citation shortly thereafter.
- Exit Lane System will be procured/installed later this winter. Staff is looking at the possibility of riding another government contract for procurement of this system or other procurement methods (such as paralleling the terminal reconstruction project) which will give the best cost option. As a reminder, the \$380,000 cost for this system was already appropriated using Airport Fund Balance.
- Badging and Security system upgrades: Due to the delays in implementation of Millennium System, the Airport has met with other access control service providers to see if there is an alternate solution. Staff is also looking into its camera/surveillance system due to recent federal restrictions.
- Honsinger Pond/Access (work in progress) with State Department of Transportation, Bicknell, and the CBJ. The City has received a request for preliminary plat approval for a 15-lot subdivision. Comments to CBJ are due by October 7, 2019 or due directly to the Commissioners by October 25, 2019. Public hearing is set for 7pm on October 29, 2019 in Assembly Chambers. Staff intends to comment on covenants to the property for Land Use Compliance near Airports.
- Terminal Reconstruction:
 - o Funding sources are in place for the project and awaiting final construction estimates, bids and FAA AIP grant application for FFY20. Bond sales are up for public hearing at 1 p.m. October 11, 2019, room 224 City Hall.
 - o Staff continues to work 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. Funding is in place and relocation of equipment should start soon.
 - o Gift Shop relocation. A lease amendment with the gift shop has been executed to temporarily relocate during construction to 582 square feet of space across from the Delta Air Lines counter. This lease will be 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.
- o FAA grant application for four years of AIP Entitlement dollars. Staff is working on the grant application now.
- 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 award should be concurrent with the grant appropriation expected at the October 14, 2019 Assembly meeting.
- An FAA Safety Risk Management (SRM) Review took place on August 28, 2019, for the Taxiway A construction. A final report should be issued within the next few weeks. While risks were identified, many were low probability that could be worked through with safety officers, NOTAMS and good communication. 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. Staff hopes to see the adopted changes by the end of the year.
- Tenant insurance reminders continue to be sent out. Several certificates have lapsed in our records.
- 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.
- Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) approach lighting discussions with FAA. Staff submitted permit continuance requests to State and Corps of Engineers to keep current.
- Elevator contingency protocol.
- Maintenance programs refinement (roofs, heat pump equipment, etc.) Staff met to discuss a tracking system for all building component preventative maintenance programs.

7. Airport Project Manager Report (Attachment #2)

8. Airport Architect Report (Attachment #3)

VIII. CORRESPONDENCE:

IX. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:** Operations Committee met September 26, 2019 to discuss Airport (hangar) tenant lease and tie down non-aviation use. The Airport will look at drafting language for outlining primary (aviation) use versus incidental (non-aviation) use while complying with FAA Policy.

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., November 12, 2019, Glacier Fire Department Training Room

XV. EXECUTIVE SESSION

XVI. ADJOURN

ATTACHMENT #1
AIRPORT FUND BALANCE

Date	Fund Balance	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/ <u>no</u> reimbursement	Operating Budget +/- (to balance or residual budget-end)	Description
	\$2,804,325					
Aug-18		\$1,801,875				PBB Gate 2 FAA grant rec'd - fwr'd fund project
Aug-18		\$131,938				TWY A Design match, deappropriate - used Sales Tax
Jul-18		\$500,000				RWY Rehab Construct Unused contingency portion
		\$10,922				RWY Rehab Construct Unused portion
	\$5,249,060					
Aug-18		\$43,750				PFC9 reimburse TWY A/E Design match
Aug-18		\$37,789				PFC9 reimburse Master Plan match (portion)
Aug-18		\$64,610				PC9 reimburse Alex Holden/cargo road rehab
Aug-18		\$228,251				PFC9 reimburse RSA NE/NW Apron Des/construct match
Aug-18		\$50,000				PFC9 reimburse ARFF Bldg match (portion)
	\$5,623,460					
		\$13,501	(\$13,501)			RWY Rehab match (portion) anticipate 2019 reimbur
		\$17,573	(\$17,573)			RWY Rehab match (portion) anticipate 2019 reimbur
				(\$380,000)		Replace Exit Lane System CIP funding (No Reimb)
FY18end					\$274,672	FY 18 year close out/ increase to fund balance
	\$5,487,058					
Jul-19				(\$800,000)		Terminal Reconstruct local match
					(\$136,000)	*FY19 contribution to balance proposed budget
					(\$234,500)	*FY20 contribution to balance proposed budget
					(\$1,906,000)	*3-mo Operating Reserve (based on budget) FY20
	\$2,441,632					<i>represents usable amount/available fund cash</i>

* varies by budget year

ATTACHMENT #1

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		<i>\$350,000</i>	(\$675,000)	**	<i>Terminal Recon Prep/construct desg in forwar fund reimb 350K not need yet</i>
Oct-19			(\$412,277)	**	<i>Placeholder: TWY A match -pending PFC9 approp. Nov 2019</i>
	\$81,969				AVAILABLE BUDGET

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

** PENDING: Transfer \$350K back to CIP Account, and \$412,277 transfer to TWY A project match/increased bid award/reimb w/PFC9 amdt/collection
This will be reversed upon PFC9 appropriations anticipated in November 2019.

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: October 3, 2019

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

Runway Safety Area (RSA) Expansion Phase IIC: The project has been determined to be Substantially Complete, and both Juneau International Airport (JNU) and DOWL continue to work with the Contractor (SECON) on project close-out documentation. Final payment has not yet been made to SECON.

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

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

Work that remains to be completed is limited to insulating the existing six-inch force main which passes through the valve vault.

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

Taxiway (TW) A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The SECON bid of \$ 21,801,430.00 will be presented to the City Assembly as a whole at their October 14, 2019 meeting.

The project AIP Grant application was revised to reflect this overage and was submitted to the Federal Aviation Administration (FAA) in advance of the August 30 grant application deadline. The FAA grant of \$25,402,902 has been received and fully executed. The Board approved the award and funding at their September meeting. Final funding appropriation will be concurrent with the bid award at the October 14 Assembly meeting.

The construction phasing for all work remains as follows:

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Phase 0 – Initial Project Start-Up – 2019 Construction Season:

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

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

This phase begins on April 1, 2020 and shall be Substantially Complete on or before July 18, 2020. Final Completion shall be achieved on or before September 30, 2020. Work will include the installation of temporary facilities to use Taxiway H as an active Taxiway, the relocation of Taxiway D1, the rehabilitation of the Taxiway H pavements by mill and overlay method, extension of Taxiway H and the completion of the new ALRV addition. Winter shut-down will take place between Phase 1 and Phase 2. Anticipated duration: 108 calendar days or 15.5 weeks.

Phase 2: TEN Work Sub-Phases – 2021 Construction Season:

This project phase begins on April 1, 2021 and shall be Substantially Complete on or before September 29, 2021. Final Completion shall be achieved on or before October 29, 2021. Work will include: the Realignment of Taxiway E, replacement of the Jordan Creek culvert under Taxiway A, rehabilitation of the Taxiway A pavements by mill and overlay method, airfield lighting controls cut-over from the existing ALRV to the new ALRV, airfield lighting improvements and restoration of temporary facilities to final configuration. Anticipated duration: 181 calendar days or approximately 26 weeks.

As the project Engineers of Record, PDC Engineers has been retained to provide limited Construction Administration (CA) services during all construction phases. PDC Engineers will coordinate with JNU and with the Construction Administration & Inspection (CA&I) services consultant to insure that all work completed by the construction Contractor complies with the requirements outlined within the project construction documents. PDC Engineers will review all submittals, including the Contractors Safety Plan Compliance Document (SPCD), will develop all Request for Proposals (RFP) as may be needed to address changes in the scope of work, will conduct periodic inspections at major milestones, will review and compile project as-built documentation and assist with project close-out. The costs associated with this work have been determined by the Federal Aviation Administration (FAA) to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

DOWL submitted the successful proposals to provide limited CA&I services during all project phases. DOWL will fill the role of Project Engineer through all phases of construction and will coordinate directly with SECON, with Air Traffic Control, with the project Airfield Safety Officer and with airfield users in all project related matters. JNU has received an initial fee proposal from DOWL. JNU is currently negotiating with DOWL to better define the scope of work and adjust the associated hours assigned to each work task within their proposal. The costs associated with the CA&I work have been determined by the FAA to be AIP eligible and allowable for AIP participation.

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

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

The ATO and the FAA have released their DRAFT recommendations for Phase 1 of the project. JNU is standing by to implement these recommendations prior to the start of construction.

PFAS Site Assessment: The final Sampling & Analysis Plan has been approved by the Alaska Department of Environmental Conservation. This Sampling & Analysis Plan outlines the proposed methodology for the installation of six new ground water monitoring wells that will be placed along the west, south and east sides of the airfield. The plan also outlines the procedures for the sampling and analysis of groundwater from the new wells, and from 16 existing wells, for the presence of petroleum contamination and to screen for polyfluoroalkyl substances (PFAS) remaining from the use of airfield firefighting foam (AFFF) in past airfield training operations. Cox Environmental will be drilling the groundwater sampling and monitoring wells in the five areas identified by JNU as known locations where AFFF has been released in the past. The drilling work is currently scheduled to begin on October 20, 2019.

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

Lavatory Waste Dump Site: There has been no advancement on the development of a schematic design of the upgraded lavatory waste dump site.

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

ATTACHMENT #2



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

The Republic Parking proposal is not expected to address other needed repairs in the public pay parking lot. These repairs include: numerous potholes, deteriorated asphalt paving, damaged concrete curbing and settlement of the sub-base and base course materials that are creating areas of ponding.

The cold-patch work placed by JNU Airfield Maintenance in the potholes that had formed in the public parking lots remains in place. This work represents a short-term fix. Many areas within these asphalt paving installations are exhibiting "alligatoring" which is indicative of subbase settlement and a precursor to the failure of the asphalt paving. In addition to asphalt paving repairs, the short-term, long-term and staff areas of the large parking lot are in need of general repairs. These repairs include the removal and replacement of large portions of the concrete curbs and gutters, upgrades to the storm water collection and drainage system, upgrades to the exterior lighting and the installation of new signage and striping. JNU has general parking lot repairs on its Capital Improvement Plan but does not currently have any money to address any of these repairs.

Ramp Lighting Upgrades: A light fixture product has been identified that meets the FAA's Buy American requirements, and JNU is proceeding with the development of this project. The scope of the project is being coordinated with the Terminal Reconstruction project, and revised to eliminate the proposed new light fixtures on the Airfield Maintenance Building and Alaska Air Cargo area, and to introduce site lighting at the aircraft washdown area in the Northwest Development Area (NWDA). The costs associated with this work have been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

DATE: October 2, 2019

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of September 2019 Activity

Sand/Chemical Building & Fueling Station. Construction continued diligently through September, but shipping damage to a key component, along with factory errors of incorrect parts contributed to the Contractor's request for an extension of Substantial Completion. JNU reviewed the request and found that extensions to October 4, 2019 for building occupancy and October 31, 2019 for the chemical mixing system, permanent heat system, and the Fueling Station were justified. The damaged and replacement components are in the process of being received and installed. Start-up, testing, and training on the chemical mixing system will occur in mid-October. Change orders to date have totaled \$220,768.19, bringing the total contract amount to \$9,475,768.19. The contract has been paid to 91% completion.



Sand/Chemical Building interior: Sand side on left; chemical side on right.

Sand Shed Removal. Airport staff met with CBJ attorney, adjacent property owners, and a structural engineer during September. The adjacent building is currently structurally dependent on the Sand Shed's primary structure. The structural engineer is developing details to isolate the adjacent building, while staff continues to evaluate legal and practical aspects of the shared wall. A land survey (that will include the faces and structural elements of the shared wall) will be done in October, along with hazardous materials sampling so the scope of demolition can be confirmed.

Terminal Reconstruction. The final design meeting was held September 19-20, 2019 to review design details and coordinate project components. Construction of temporary spaces for tenants and JNU Airport Administration continued through September, and included transplanting landscaping to the "Welcome to Juneau International Airport" (JNU) sign area. Electrical design work for relocating the trash compactors was completed. This work is expected to be done in October.

ATTACHMENT #3



Landscaping transplant at Airport Welcome Sign underway.



Underground conduits for new electrical utility service.

The Electrical Service project began in September and is proceeding well. AEL&P's utility service work is complete, and Alaska Electric's work has primarily been in the alcove area near Gate 2's jet bridge on the secure side. The work will move into the ceiling of the bag well during October.

Facility Management Program Discussions. JNU Project staff and Administration team have begun discussions to implement a facility management program. The addition of two new facilities (Snow Removal Equipment Building and Sand/Chemical building), as well as the upcoming completion of the terminal reconstruction project have brought substantial new facilities to JNU's inventory that need to be taken care of. There are many types of facility management programs to consider, so the process of understanding the electronic products that are available, along with their cost and specific benefits to JNU is a process that is expected to take several months of review.

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

- Issued annual reporting letters to contractors and consultants for the Disadvantaged Business Enterprise (DBE) program.
- SREF is featured in the October publication of Airport Improvement. The article can be viewed online at <https://airportimprovement.com>.
- Continued working on procurement of exit lane equipment.