

AIRPORT BOARD
AGENDA
6:00 P.M., TUESDAY, AUGUST 13, 2019
GLACIER FIRE DEPARTMENT TRAINING ROOM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES: Regular Monthly Meeting of July 9, 2019
- IV. APPROVAL OF AGENDA
- V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- VI. BOARD APPOINTMENTS: The Airport welcomes new Board Member Jodi Garza. We also welcome returning Board Members Jerry Godkin and Chris Peloso. We would also like to thank David Epstein for his many years on the Board. He will be missed.
- VII. ELECTION OF OFFICERS: This will occur at the September Board meeting when all members are in attendance.
- VIII. NEW BUSINESS
 - A. **CIP Transfer Snow Removal Equipment Building (SREB) Sand/Chemical Project.** Staff has identified some non-FAA (Federal Aviation Administration) grant-eligible fueling station modifications in the Sand and Chemical Building Construction project: some minor construction items, and a dispensing unit for Diesel Exhaust Fluid (DEF), which is injected into the exhaust stream to turn Nitrogen Oxide into Nitrogen and water to meet emission standards. Staff proposes to transfer a total of \$200,221.47 of previously appropriated Sales Tax budget from the Gate 2 (\$60,221.47) and Snow Removal Equipment Building and Sand/Chemical Design (\$140,000) projects to the Sand/Chemical Construction project for this purpose. Gate 2 is closing out and the \$60,221.47 is the unexpended amount of Sales Tax remaining in the project budget.

Board Motion: *“Approve the transfer of \$60,221.470 of Sales Tax budget from the Gate 2 Passenger Boarding Bridge project, and \$140,000 of Sales Tax budget from the Snow Removal Equipment Building and Sand/Chemical Design project, to the Sand/Chemical Construction project, for non-FAA grant-eligible expenses.”*
 - B. **Airport Manager’s Report:**
 - 1. Runway (RWY) 26 Approach Trees. At the July 9, 2019 Airport Board meeting, the Board approved up to \$10,000 for the removal of trees over 20 feet on the dredged island on the RWY 26 approach. This was discussed at the June Board meeting, after a meeting between Alaska Airlines, USDA Wildlife Biologist (Tyler Adams) and State of Alaska Department of Fish & Game determined the need and the allowance under the Airport permit for this to occur. This was completed the week of

July 29, 2019 by low bidder Last Frontier Forestry and Tree Service at a cost of \$8,900. Below are the before and after photos.

Before



After



2. Airport Fund Balance (AFB) and Capital Revolving Account (CIP) Balances (Attachment #1). Attached are the monthly AFB and CIP balances. This represents the final numbers after Assembly appropriation of the \$800K in Airport Fund Balance for the Terminal Reconstruction Project. As mentioned at the July 9, 2019, Airport Board meeting, CBJ Finance Director Jeff Rogers plans to come before the Airport Board to discuss how the CBJ figures fund balance throughout the City financial system. Fund balance should reflect a balance that includes assets and liabilities, so the fund balance we have been presenting will probably change (a little lower) but still reflect a healthy fund balance.

3. Union Negotiations. Marine Engineers' Beneficial Association (MEBA) union negotiations were officially ratified by the union on August 6, 2019. On July 22, 2019, the Assembly approved the tentative agreement contingent upon final union vote. This agreement gives a 2% general pay increase for MEBA and general unrepresented City & Borough of Juneau (CBJ) employees. The pay increase will be effective with the second full pay period in FY20 (starting on July 22). In addition to the increase to the pay schedule, full-time employees who are employed on July 1, 2019 will also receive a \$500 lump sum payment in the first check. This lump sum payment will be prorated for seasonal employees. Additionally, 1% increases in pay schedule are planned for FY21 and FY22. The employer contribution to health insurance will increase by 5% in FY20 and FY21 and up to 5% in FY22. The impact to FY20 budget for the increases is estimated at \$62,500.

Public Safety Employees Association (PSEA) union negotiations were also ratified by the Assembly on July 22, 2019. This impacts the JPD costs provided at the Airport. This agreement gives a pay increase of 6% for sworn officers, 3% for dispatchers, and 2% for all other non-sworn PSEA members in FY20 (pay period starting on July 8). In addition to the increase to the pay schedule, non-sworn PSEA members who are employed on July 1, 2019 will receive a \$500 lump sum payment in the first check. Additionally, PSEA members will receive pay increases of 1% in FY21 and FY22. The employer contribution to health insurance will increase by 5% in FY20 and FY21 and up to 5% in FY22. The Airport cost of the increase is undetermined at this time.

Contract negotiations are continuing with the International Association of Fire Fighters (IAFF) Local 4303, which represents the CBJ Fire Fighters; hence the Airport's Aircraft Rescue and Fire Fighting (ARFF). Staff will update the Board with any budget impacts that result from final union negotiations.

4. 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:

- The live drill held on July 20, 2019, had over 120 public volunteers as well as staff from many agencies and departments. The Airport sincerely appreciates all the assistance in making this a successful learning experience. The drill debrief (lessons-learned) was held August 6, 2019. Thank you to all.
- FAA Compliance Land Use/Financial Letter (January 2019). The Airport heard back from the FAA and they would like some follow-up reports and updates. Staff will continue to work on the compliance items and bring items back to the Board for updates or 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 in late August, 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 they have forwarded a plan to Department of Environmental Conservation (DEC). We are hoping to use some existing monitoring wells for some of the tests (upstream parameters), other wells site testing will begin once the plan is approved by DEC.
- As updated, Alaska Occupational Safety & Health (AKOSH) citation mitigation and safety purchases of \$34,000 in-lieu of penalties were approved by AKOSH. Staff is working on the final acquisition of emergency stair evacuation devices that AKOSH has approved.
- Exit Lane System will be procured/installed later this winter.
- Badging system upgrades are further delayed due to technical infrastructure delays with Millennium Corporation. The Airport will postpone the upgrades until after the busy summer season.
- Honsinger Pond/Access (work in progress) with State Department of Transportation, Bicknell, and the CBJ.
- Terminal Reconstruction:
 - o The Assembly approved the Airport bond sales (General Obligation and Revenue) for the terminal on June 24, 2019. Additional local match (\$800,000 in Airport Fund Balance and \$300,000 in local sales tax) was approved by the Assembly on July 22, 2019. Funding sources are in place and awaiting final design, bids and FAA Airport Improvement Program (AIP) grant application.
 - o The One Percent for Art recommendations were approved at the Public Works and Facilities Committee on July 1, 2019, and by the Assembly on July 22, 2019.
 - o Terminal Design Development (DD) is complete and construction estimates are getting fine-tuned.
 - 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. Staff has offered a lease amendment with the gift shop to temporarily relocate during construction to part of the space across from the Delta Air Lines. Staff will continue to review the gift shop concept for the new section of the terminal.
 - o U.S. Customs and Border Protection (USCBP) space requirements: USCBP has requested changes to their space.
 - o FAA office space requirements.
 - o The temporary relocation and phasing plan is in process. Some pre-construction for temporary space has started. The Alaska Room will be used for Airport Administration offices and FAA Air Traffic Control offices during the construction, so no meeting room will be available at the Airport. **REMINDER: Airport Board meeting locations are**

scheduled in the Glacier Fire Station Training Room starting with the August 2019 meeting.

- 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
- 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. The project is out for bid with bids due by August 22, 2019.
- An FAA Safety Risk Management Review will take on August 28-29, 2019, for the Taxiway A 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.
- 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.)
- Terminal clocks have finally been updated and displays turned back on.

5. Airport Project Manager Report (Attachment #2)

6. Airport Architect Report (Attachment #3)

IX. CORRESPONDENCE:

X. COMMITTEE REPORTS

A. **Finance Committee:**

B. **Operations Committee:**

XI. ASSEMBLY LIAISON

XII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XIII. BOARD MEMBER COMMENTS

XIV. ANNOUNCEMENTS

XV. TIME AND PLACE OF NEXT MEETING:

A. Airport Board, 6:00 p.m., September 10, 2019, Glacier Fire Department Training Room

XVI. EXECUTIVE SESSION

XVII. 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)		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			(\$675,000)		Terminal Reconstruction Prep/construct desgin forwar fund
	\$141,246				AVAILABLE BUDGET

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

ATTACHMENT #2



MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

RE: Engineering Projects Monthly Report

DATE: August 8, 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 JNU and DOWL continue to work with the Contractor (SECON) on the correction of a few outstanding work (punch-list) items and 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 includes insulating the existing six-inch force main which passes through the valve vault and the testing of the 36-inch valve actuator and remote actuator control. The delivery of the actuator control has been delayed, and is now scheduled to arrive in Juneau in mid-August. These electrical components will be tested as soon as the components have been installed.

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

Taxiway A Rehabilitation, Taxiway D-1 Relocation and Taxiway E Realignment: The project was first advertised for competitive bid on July 25, 2019 and bids are due on August 22, 2019.

Project plan holders as of July 31 include:

Colaska dba SECON – Juneau, Alaska	Prime Contractor
Granite Construction Company – Anchorage, Alaska	Prime Contractor
Knik Construction Company – Anchorage, Alaska	Prime Contractor
Glacier Construction Services, Inc. – Mukilteo, WA	Subcontractor

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A pre-bid meeting was conducted on August 8, 2019. Attendees included; Colaska (SECON), Granite Construction Company, Miller Construction (Terry Miller), Ever Electric, Alcan Electric and PDC Engineers. The meeting agenda included a review of the project schedule, the scope of work, the project management and inspection structure and a brief summary of the Disadvantaged Business Enterprise and Buy American requirements. Several good questions were raised in the meeting which will be addressed within Addendum No.1 that is to be released next week.

JNU has expanded the construction phasing to allow the Contractor the full 2020 and 2021 construction seasons to complete all Phase 1 and Phase 2 work. The phasing schedule for all work will be as follows:

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) Assumed 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 2 and Phase 3. 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.

Other TWY A-D1-E milestones:

The 100% project construction/bidding documents have been furnished to the Federal Aviation Administration (FAA). The construction Reimbursable Agreement with the FAA has been finalized. The 100% Construction Safety and Phasing Plan has been reviewed and approved by the FAA.

As the project Engineers of Record, PDC Engineers has been requested to provide a fee proposal to provide limited Construction Administration services during all construction phases. This proposal will be incorporated into the current design contract by Amendment 4. PDC Engineers will be tasked with coordinating with JNU and with the Construction Administration & Inspection (CA&I) services consultant to insure that all work completed by the construction Contractor complies with

ATTACHMENT #2

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. This work has been determined by the FAA to be Airport Improvement Program (AIP) eligible and allowable for AIP participation.

The RFP to obtain limited CA&I services during all phases of construction was advertised on August 2, 2019. A pre-proposal meeting was conducted on August 6, 2019. Attendees included representatives from PDC Engineers, DOWL, proHNS, and Wilson Engineering. Proposals by qualified consultants are due on August 27, 2019. This work has been determined by the FAA to be AIP eligible and allowable for AIP participation.

Air Traffic Organization (ATO) and the FAA will conduct a project Safety Risk Management (SRM) panel review on August 28 and August 29 in Juneau.

PFAS Site Assessment: Cox Environmental has submitted a draft Sampling & Analysis Plan to JNU for review. When finalized, this plan will be submitted to the Alaska Department of Environmental Conservation for review and approval. 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 take place in mid-to late August 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: In a July 22 meeting, Martin Klein with Republic Parking indicated that they are interested in upgrading a portion of the public pay parking lot facility. Republic Parking is primarily 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.

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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.

ATTACHMENT #3



MEMORANDUM

TO: Patty Wahto,
JNU Airport Manager

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Architect's Report of July 2019 Activity

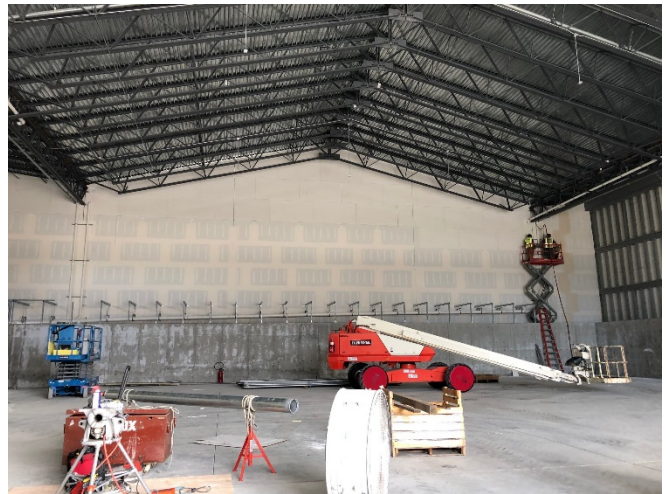
DATE: Aug 7, 2019

Sand/Chemical Building & Fueling Station. Construction is progressing well and is on schedule for Substantial Completion of the sand storage side of the building on September 15, 2019 and the chemical side of the building on September 20, 2019. The Fueling Station has required some change orders to incorporate a Diesel Exhaust Fluid (DEF) system and modifications to the civil work to conform to current spill prevention program requirements. These changes are not eligible for Federal Aviation Administration (FAA) funding due to changes in the FAA grant program, so additional time was needed to identify airport funding sources. The Contractor currently expects the Fueling Station to be complete in October 2019.

Work during July included completion of concrete slabs and paving, and continued work on building systems such as electrical and mechanical. The exterior wall system is now ready for siding, and the roof is awaiting final inspection by the manufacturer. Most of the equipment (tanks, overhead crane, etc.) have arrived on site and will be installed in August. The construction contract has been paid to 76% completion.



Sand/Chemical Building at SW corner.



Sand-side interior.

Terminal Reconstruction. The focus during July was to reconcile the cost estimate against the design documents so the next phase, Construction Documents, could proceed. The project team (design consultants and JNU staff) were able to eliminate some features without compromising the overall project. We were also able to analyze the project funding in greater detail, which resulted in a total funding availability of \$23.4M. The expected construction cost of the main project is \$16.9M, and the pre-construction electrical service construction is \$945,000. The design continues to conform to the 70/30 (eligible/non-eligible) Airport Improvement Program (AIP) funding ratio established earlier in the project.

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The project team has identified two possible Additive Alternates for the construction bid documents. Additive Alternates help manage bid opening budget-risk by setting aside components of work that can be awarded if sufficient funding allows or be done at a later date if additional funding is secured. The construction budget is based on a construction cost estimate that is built to reflect the mid-range of bids that will be offered. If the actual bids offered reflect the mid-range, then accepting the low bid means that there is available funding already budgeted to capture desired Additive Alternates. If the bids are higher than planned, then the low bid can (hopefully) still be awarded without the Additive Alternates. This strategy is recommended in project management best management practices, and endorsed by the FAA and City & Borough of Juneau (CBJ) contracting. The Additive Alternates currently identified for the Terminal Reconstruction project are the second elevator equipment at an approximate cost of \$300,000 (the shaft for the second elevator is not part of the Additive Alternate; it will be included in the base bid) and ceiling finishes at an approximate cost of \$120,000 (basic finishes will be included in the base bid, and improved ceiling finishes would be the Additive Alternate).

Construction bids for the Electrical Service project were opened on July 16, 2019. Five bids were received, and the successful low bid in the amount of \$944,240.00 was from Alaska Electric. The pre-construction conference was held on July 29, 2019, and the contractor is working diligently to prepare submittals, order materials, and organize the work. Alaska Electric Light & Power (AEL&P) will interface with Alaska Electric as they extend service toward the east end of the terminal. Haight & Associates are providing construction administration services for the electrical projects.

The FAA completed design work for equipment relocation during July and have scheduled their work to begin in late August. Relocating their equipment prior to the execution of the main building contract will allow the Air Traffic Control Tower to operate without disruption.

Temporary office construction began in July. Contracts were awarded to Dawson construction for the former second floor Dining Room that will become Projects Office, TSA Break Room, and Tailwind Storage, and to Carver Construction for converting the Alaska Room to JNU Administration and FAA offices. A temporary heating system was installed in the far north end of the terminal to serve the Part 135 operators during Phase I of the building construction project. Construction continued on the temporary restrooms at the far north end, the smoking shelter was relocated, and landscaping relocation plans also began in July. Terminal Maintenance began moving furniture and equipment into storage.

Project Closeouts. The Gate 2 Passenger Boarding Bridge and the Airfield Rescue and Fire Fighting Building Modifications projects are currently in closeout phase.

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

- Punch list on Snow Removal Equipment Facility (SREF) and Wash Bay Addition continued.
- Continued work on the Disadvantaged Business Enterprise (DBE) program.
- Updated JNU's Airport Capital Improvements Plan (ACIP) and identified projects for possible FY19 year-end funding, then met with FAA on July 31, 2019, to review the plan.