

AIRPORT BOARD COMMITTEE OF THE WHOLE
AGENDA
2:00 P.M., TUESDAY, JULY 28, 2015
ALASKA ROOM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. UNFINISHED BUSINESS

A. Capital Improvement Plan (CIP) Review (Attachments #1 and #2 note: 2015 projects shadowed in gray were submitted for grant applications): The Airport CIP was last reviewed by the Airport Board at their February 11, 2015, meeting. This is a ‘fluid’ document in that Federal funding and local match sources are constantly reviewed and prioritized. The Airport had several large projects (Snow Removal Equipment Facility (SREF), North End Terminal and Alex Holden Way long-term) that required additional local match totaling \$10.15 million. This unusually high local match was mostly due to ineligible (Federal) portions of the projects. On June 22, the Airport went before the City & Borough of Juneau (CBJ) Assembly Committee of the Whole to request a fall ballot measure for a \$10.15 million General Obligation (GO) Bond before the voters. The Assembly denied the request (at this time).

The GO bond would have been needed for federal fiscal year (FFY) projects in 2016 and 2017. The SREF and Terminal projects have other grant and local match funds already in place. Without the bond funds, the projects will need to be re-evaluated for remaining funding needs and priorities in the CIP schedule. The CIP is carefully crafted in a way that balances the entitlement dollars, discretionary dollars and priorities, so as not to ‘bump’ other project funds.

Two versions (see Attachments #1 and #2) of the updated CIP, labeled NORTHWEST (NW) and NORTHEAST (NE) (SREF highlight in yellow), are based on the location of the SREF. As last approved by the Airport Board, and by approval of the FAA, the Northwest (re)-location would require an additional \$4.2 million (\$1.9 million to repay the FAA/State plus geo-thermal ground loop field), plus \$300,000 redesign. The Northeast location of the SREF was the area approved in the Record of Decision (for the Runway Safety Area project) and only requires an additional \$1.5 million in funding to proceed. The decision to relocate the proposed SREF to the NW area was based on the long-term financial sustainability of the Airport and the best use of land. Last week, the FAA informed the Airport that Federal funding has been programmed (not a guarantee of grant award) for the SREF in 2016. This would mean that the SREF is closer to moving forward and matching funds, whether \$1.5MK or \$4.25M would need to be identified by next Spring. This is important to decide now as the NE and NW apron designs are out for bid and the repayment to FAA would be needed by next Spring if the NW SREF goes forward.

A few other projects (Runway Magnetic Variance to RWY 9/27 and RSA shoulder work) have been updated on the CIP schedule, as well as adjusting funding years to meet expected project needs. Further discussion of CIP and direction of SREF project will occur at the meeting.

The updated CIP as well as specific State and Federal funding requests must be submitted to the City by August 7, 2015.

V. ADJOURN