

AIRPORT BOARD OPERATIONS COMMITTEE
AGENDA
9:00 A.M., THURSDAY, NOVEMBER 19, 2015
ALASKA ROOM

I. CALL TO ORDER

II. NEW BUSINESS

A. **RED Leasing Request to Allow Aircraft Storage in General Aviation Hangar.** RED Leasing (Ward Air) owns a hangar across from the Ward Air lease lot. They have had this private hangar and lease space for a number of years. RED Leasing came forward to formally request storing (Ward Air) leased aircraft in this facility. Staff would like to vet this before the Operations Committee, but this would still require final approval from the Board at their December 9 meeting. This approval would formalize the use.

The Airport Manager has no objection to this request.

Operations Committee Motion: *Approve the use of Block L, Lot 7 hangar for the purpose of commercial aircraft storage, and forward the motion to the Airport Board for final approval.*

B. **Snow Removal Equipment Facility (SREF) Design (Attachment #1).** The Airport has been working with the Federal Aviation Administration (FAA) on the funding and phasing of the SREF. This project has morphed based on funding availability, FAA allowable space, site location work, and most recently, State match termination. Staff has revised the scope of the project to maximize the current funding plan and get the SREF started. This includes phasing the SREF building and separating out the snow removal equipment storage from the non-snow removal equipment (such as a mower). This follows new Advisory Circulars for allowable space while providing a funding plan that the FAA can program in for 2016. The concept looked good to the FAA; however, the final funding is not approved until a grant is received. The attached narrative outlines the SREF revised scope and funding. The Assembly will require a briefing on this project at their December 16 Assembly Finance meeting due to the use of Sales Tax dollars for repayment to the FAA (for the relocation). This plan would get the SREF project underway.

Based on this proposed plan, and if the CBJ Finance Committee agrees to the methodology with the Sales Tax dollars, formal approval for the reimbursement of \$1,844,457 to the Federal Aviation Administration (FAA) and \$48,661 to the State of Alaska Department of Transportation (ADOT) for the relocation of the SREF is required. The total reimbursement of \$1,893,118 to be paid out of Snow Removal Equipment Facility (SREF) Sales Tax dollars when: either the 2016 FAA SREF grant application is submitted or within 60 days of the next Airport Layout Plan (ALP) submission which shows the SREF site in the NW location, whichever comes first. Estimated repayment would be late Spring or early Summer 2016

Airport Operations Committee Motion: *Approve the reimbursement of \$1,844,457 to the Federal Aviation Administration (FAA) and \$48,661 to the State of Alaska Department of Transportation (ADOT) for the relocation costs of the SREF (to the NW site) using CBJ Sales Tax dollars appropriated for the SREF project. Funds to be reimbursed to the FAA when either the 2016 FAA SREF grant application is submitted or within 60 days of the next Airport Layout Plan (ALP) submission which shows the SREF site in the NW location, whichever comes first.*

III. ADJOURN



ATTACHMENT #1

JNU Snow Removal Equipment Facility Project Update to City & Borough of Juneau Assembly Finance Committee (December 16, 2015)

Presented by Patricia deLaBruere, JNU Airport Manager

Prepared November 10, 2015

Background.

JNU has been actively working with the FAA to secure funding for design and construction of a SREF for more than a decade. Design and construction documents for a new Snow Removal Equipment Facility (SREF) were completed (bid-ready) in August 2013. The FAA approved design was a shared-use concept that included spaces that were both AIP grant eligible and spaces that were not fundable under the AIP grant program for SREFs. The basis of the design was a funding ratio of 73% AIP-eligible and 27% AIP-ineligible that was agreed upon by JNU and the FAA in 2010 for the approximately 55,500sf building. Full funding (by both JNU and FAA) for this project has not been secured and the agreed upon funding ratio has changed by FAA Order 5100.38D (issued 9.30.14) so JNU has continued to work with the FAA to modify the scope of the project as described herein. FAA suggested that JNU review all current Advisory Circulars (ACs) to justify the quantity and sizes of equipment appropriate for the SREF as the new project is formulated, and submit required documentation for a new AIP grant application to complete this project. The new application is currently in progress. If approved by FAA, the scope and budget will be reviewed by the JNU Airport Board and its applicable committees.

Effective October 2015 (FFY 2016), the State Department of Transportation (ADOT) will no longer fund the split match (3.125%) for Federal AIP projects. JNU has had to adjust all State match components for CIP projects scheduled in FFY2016 and beyond.

Revised Scope Summary.

The full snow removal and maintenance project is:

- Phase I-a: SREF funding by FAA-AIP
- Phase I-b: Maintenance portions (connected to SREF) not eligible for FAA-AIP funding
- Geothermal Loop Field: funding by FAA-AIP (as separate CIP project, per FAA)
- Phase II: Sand/chemical/fuel/site amenities funding by FAA-AIP

Phase I-a of the SREF will now consist of a single story building that houses only FAA-approved snow removal equipment and one maintenance bay of approximately 2,100sf. The building will be located at the NW quadrant of the airfield. Its mechanical system will be a ground source heat pump system, constructed in a vertical configuration rather than horizontal as previously designed. The revised SREF for Ph I-a is 37,241 sf.

The geothermal field will be constructed as a separate AIP-eligible project and coordinated with JNU's NW Apron project currently underway.

Connected to the SREF will be an airfield maintenance shop (Phase I-b) that will service the snow removal equipment as well as other critical airport equipment such as the airfield lighting system, airfield signage, vehicle maintenance, ARFF truck maintenance, airfield superintendent office, and crew support spaces. This portion of the building will replace the current maintenance shop that is severely inadequate. The maintenance portion of the facility is not FAA eligible (hence the original 73/27 funding ratio). These spaces were included in the original "shared SREF/Maintenance" facility, but changes in FAA regulations and lack of total project funding has caused SREF to be separated from the maintenance shop.

ATTACHMENT #1

JNU does not have full funding for all airfield maintenance facility needs, so existing funding will be used to prioritize construction of the most essential spaces, and a plan for added remaining spaces over time will be developed. The existing maintenance facility will continue to be used for functions that cannot be immediately provided in the new building until such time that the full maintenance needs can be met at the new building. A sand and chemical storage building, outdoor covered storage areas, and a fueling station are part of SREF Phase II. This building will be connected to the SREF/Airfield Maintenance Shop and is eligible for AIP grant funding. Design for Phase II is currently scheduled in JNU's FFY19 ACIP and construction is scheduled in FFY20.

The attached site plan illustrates the full scope of SREF and Airfield Maintenance on the NW Quadrant site.

AIP Funding Analysis.

JNU's revised Ph I-a SREF will be developed as a 100% AIP grant-eligible project. As noted above, the building will provide storage for snow removal equipment and will have one maintenance bay to service safety and security equipment. JNU will provide funding for the needed 600 sf of additional area to make the maintenance bay functional, and will continue to work to secure funding outside of the AIP to construct future additional features needed for an effective snow operations facility such as a wash bay, snow removal equipment parts storage, snow crew facilities, and expanded maintenance functions. Funding for the SREF that is outside of the AIP grant program will be documented in Section C, Exclusions, of Part III of AIP grant application form 5100-100, or as directed by the FAA.

Phase I-a

SREF Total Building Construction Cost

Building construction (area x\$390/sf)	37,241 sf	\$14,523,990
Design & Bldg construction Admin	LS	\$ 4,000,000
Total Cost		\$18,523,990

Funding

FAA GRANT (93.75%)	(\$17,366,241)
LOCAL MATCH TO AIP GRANT (3.125%) Phase I-a	(\$ 578,875) Sales Tax
OTHER (formerly State) MATCH TO AIP GRANT (3.125%) Phase I-a	(\$ 578,874) AK Leg Grant

Reimbursement for relocation to Northwest quadrant

Funding

FAA reimbursement	(\$ 1,844,457) Sales Tax
State reimbursement	(\$ 48,661) Sales Tax

Phase I-b (portion)

Maintenance bay (600 sf) ineligible portion	600 ft	(\$ 234,000) Sales Tax
*Maintenance shop		(\$ 2,641,800) AK Leg Grant \$2,334,460 Sales Tax \$307,340

*Combination of critical finished areas and unfinished "shell only" TBD

Geothermal Loop Field Phase

Geothermal Construction Cost	Total Cost	\$ 2,773,333
Funding		
FAA GRANT (93.75%)		(\$ 2,600,000)
LOCAL MATCH TO AIP GRANT (3.125%)		(\$ 86,667) Sales Tax
OTHER (formerly State) MATCH TO AIP GRANT (3.125%)		(\$ 86,666) AK Leg Grant

Projects as described, above, utilize \$3.0M of AK Legislative Grant and \$3.1M Sales Tax

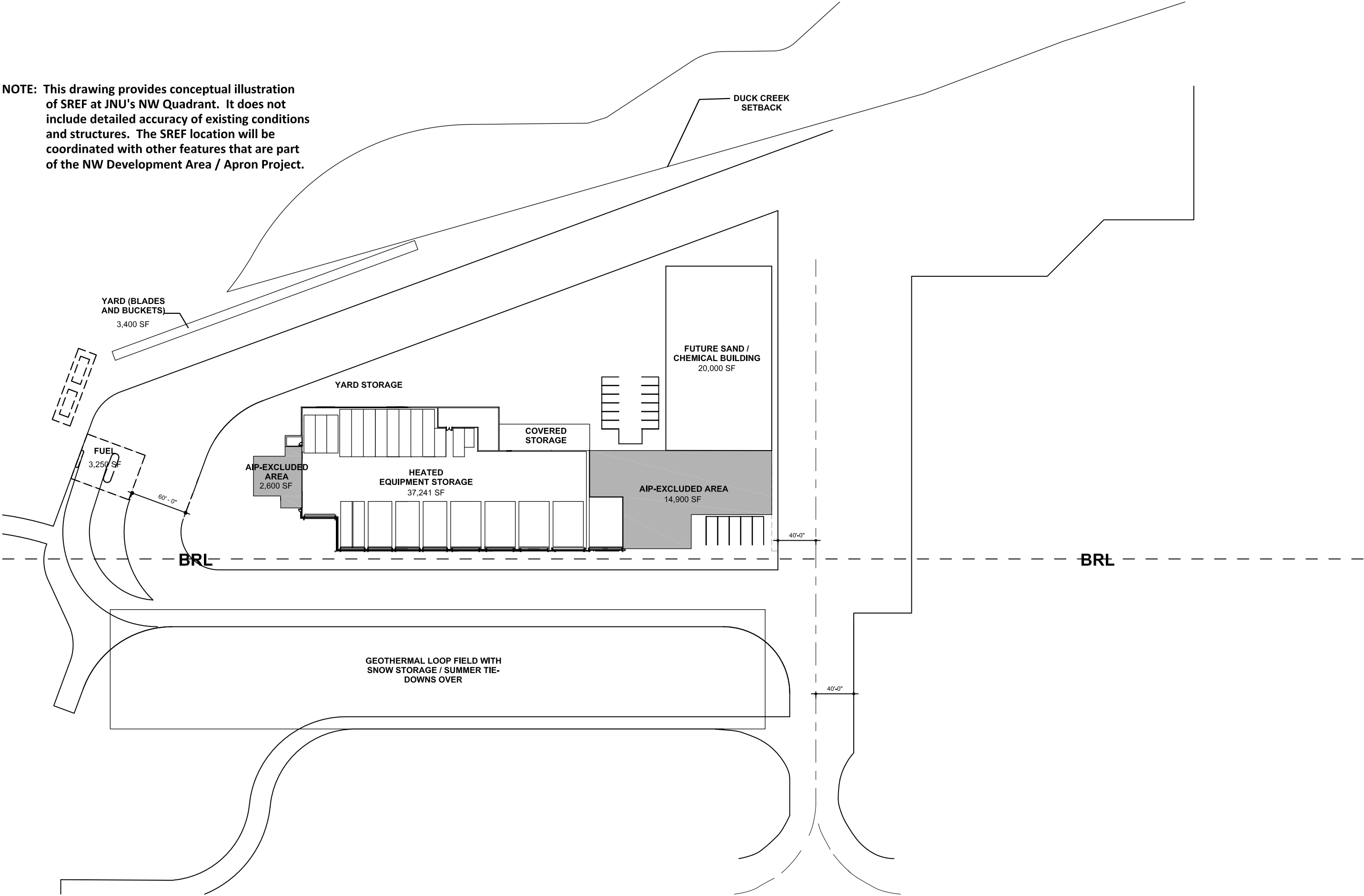
ATTACHMENT #1

Project Schedule.

Environmental review and project design are currently scheduled to be complete by August 1, 2016, pending acceptance of the updated project formulation by the FAA. The project is scheduled for AIP grant funding for FFY2016, which means that JNU anticipates grant award no later than September 1, 2016. JNU will begin the construction bidding process in August, 2016 to be able to have an acceptable construction bid coincide with grant award. Construction is expected to take approximately 18 months to complete.

Attachment: SREF Site Plan

NOTE: This drawing provides conceptual illustration of SREF at JNU's NW Quadrant. It does not include detailed accuracy of existing conditions and structures. The SREF location will be coordinated with other features that are part of the NW Development Area / Apron Project.



SNOW REMOVAL EQUIPMENT FACILITY (SREF) at North West Quadrant

OCT. 16, 2015

NO SCALE