



JUNEAU INTERNATIONAL AIRPORT MEMORANDUM

TO: AIRPORT BOARD

FROM: Dave Palmer, Airport Manager

DATE: September 5, 2008

RE: Runway Safety Area

Ted Anderson, Paul Wescott and I met with representatives from FAA and DOWL Engineers in two meetings in Anchorage on August 21. This was the formal 60% design review meeting required by FAA. Project management is a balancing act of permits, coordination of agencies, design, construction schedules and funding.

Conclusions from the meeting include:

1. The project scope for bidding the first phase of the RSA project will be determined by the funding available. Roughly \$15,000,000 is available for construction (other costs funded with the grants in hand include design, mitigation, inspection and administration, and reimbursable costs of the FAA).

\$15,000,000 is enough for dredging and fill, so the first phase, which will be bid early in 2009 will be for dredging of the pond and fill of all safety areas on the east portion of the project, including the fill for the snow removal equipment building area. The west runway safety area and relocation of Duck Creek may be an alternate for the first phase, and if there is not enough money, will be included for the following year and grant cycle.

2. The following year, assuming FAA grants come through, will include the paving and electrical, which is no small issue with multiple aids to navigation and the relocation of runway lighting and approach lights.

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3. Because the runway safety area project is consuming so much discretionary funding, the snow removal equipment building funding gets pushed back. We will conclude the design that is underway now, but stop short of completing final construction plans because we would have design plans too far in advance of funding.
4. The relocation of the FAA's RTR facility on the (expired) leased area was proposed to be funded by the AIP grant. The cost will exceed \$1,000,000. Now, due to competition for the funding, it appears reasonable to insist that the FAA fund the relocation through their internal process rather than dilute our grant funding. The FAA's lease provides that they will restore the area upon the expiration of the lease, but FAA simply refuses to comply. To keep the project moving, I agreed to include the relocation in the runway safety area project. But things have changed significantly. First, we learned that sufficient AIP grants are not assured. Second, I am advised by people within the FAA that experience elsewhere is that costs are likely to exceed \$1,000,000. Finally, I learned at the Anchorage meeting that there is some contamination at the site from the FAA's use, and I believe cleanup and relocation should remain their responsibility. The CBJ Law Department is moving to encourage the FAA to comply with the lease restoration requirements.
5. The floatplane pond dredging design was revised and the basin size reduced somewhat.
6. A mitigation of \$500,000 was made on September 5, 2008.