

ATTACHMENT #2



MEMO

TO: Patricia deLaBruere
JNU Airport Manager

DATE: February 5, 2015

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Airport Rescue and Fire Fighting (ARFF) Project Start Up

The FAA has scheduled AIP funding in the current year for two projects that affect JNU's Airport Rescue and Fire Fighting operations. One is the purchase of a new ARFF vehicle, and the second is an addition to the building to house the new equipment.

The Fire Department has researched the specifications for the new ARFF truck and recommends the purchase of a vehicle with an Oshkosh engine so as to have compatibility with other existing equipment in the fleet. Airport and Fire Department staff will work directly with CBJ Purchasing on acquiring the truck.

The building addition will require a design and construction project. There are currently two concepts for the building addition. One is to add a complete longer (fifth) bay to the south side of the building. This was envisioned in the original 1978 fire and crash rescue station design as an additive alternate, but was not selected for construction. A second concept is to extend the four existing bays on the west side of the building a sufficient distance to enclose the new equipment. This option will have a smaller site impact and is expected to be less costly than the fifth bay addition. The first step in design is to draft a Request for Proposals (RFP) to hire a design team. Once the designers are under contract, we can confirm the concept and efficiently develop construction documents. Construction will be able to begin in Spring 2016.

Both the ARFF vehicle purchase and the building expansion are expected to be funded by FAA for 93.75% of the total cost. The FAA share, State, and local matches are summarized below:

	Estimated Total Project Cost	FAA AIP Share	State Match	Local Match
ARFF Vehicle Purchase	\$800,000	\$750,000	\$25,000	\$25,000
ARFF Building Expansion	\$992,000	\$930,000	\$31,000	\$31,000

FAA requires that detailed project costs be established prior to executing an AIP grant agreement. Ideally, this means that the price of a new ARFF vehicle and the construction cost of the building

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expansion would be secured through signed contracts. If this is not possible, then at a minimum, the project design must be complete and include an expected cost of construction.

Grant execution also requires that the State and local match funds be available. The source for the local match funds for both projects is currently proposed as CBJ CIP funds. The process of reviewing and prioritizing projects for the CBJ CIP is now underway; we expect to have more information about the request for local match funds soon. The CBJ CIP is typically finalized by June.

We must begin the design process immediately to be able to have adequate information to secure the FAA grant within the current federal fiscal year. Selecting a design consultant may take up to 90 days, and the design process itself will take several months to complete.

The Airport maintains a revolving CIP account for planning and design of AIP-eligible projects. The purpose of this account is to fill funding gaps such as the present gap for design of the ARFF building addition. The account currently has a balance of approximately \$187,000. I estimate that \$100,000 will be needed for design. This includes design team selection and the resulting consultant contract for design of an addition to the building. The funds would be reimbursed to the revolving account once the AIP grant is received.

I recommend that the JNU Airport Board approve the use of \$100,000 from the revolving CIP design account for design of the ARFF building addition.

copy: Chief Rich Etheridge, CBJ Fire Department
Captain Keith Walker, CBJ Fire Department