

ATTACHMENT #3

AIRPORT BOARD AGENDA ADDENDUM

6:00 P.M., TUESDAY, FEBRUARY 14, 2017

ALASKA ROOM

OPERATIONS COMMITTEE REPORT AND RECOMMENDATIONS

VI. UNFINISHED BUSINESS.

A. Hangar Lot/Block Signs. The Airport and the Fire Department have been trying to get the various hangars labeled in a standardized location in order to easily locate during an emergency call. At the February 13, 2017, Operations Committee meeting, Captain Keith Walker discussed how the 911 emergency dispatch system works in coordination with their emergency response units. While the 911 call may come in as a street address, there are also 'landmark' notes in the system (as well as their vehicle books) that can give distinctive directions for responders. In the case of the airport hangars, Block/Lot numbers are added to the system. Capt. Walker thought that labeling individual hangars with Block/Lot would work well for emergency response. Airport Superintendent Scott Rinkenberger discussed the type of signs they thought would work (standardized reflective blue/white street signs 6"h x 12"w), the cost of sign materials (\$15 each x 75 signs = \$1125 for materials), a standardized location (above the pedestrian door of each hangar) and that the Airport would install at the corrugation panel and seal to prevent leakage. The simplest sign would give the Block-Lot (such as 'M-4' or 'O-9'). The committee concurred on all points. Additionally, the Committee wanted to make sure a detailed letter went out to all hangar owners to let them know the Airport would be installing these signs. The Committee also stated that hangar identification signs be a requirement of future hangar construction.

Staff sent out notices to hangar owners in December to see if there were any issues regarding identification signage on personally owned hangars. The Airport received three comments of which they thought simple signs were best, and that the Airport should install to ensure it was completed in a standard location. One comment stated they had no issues with installing these signs.

Board Motion: *Approve the Airport-installation of reflective blue/white hangar identification signs depicting Block-Lot number above each hangar pedestrian door. Additionally, require future hangar construction to be similarly identified/signed.*

ATTACHMENT #3

B. Terminal “Juneau International Airport” Sign: At the February 13, 2017, Operations Committee meeting, the Committee discussed the three options for the sign on the front of the terminal:

Option A: Uses 18” tall letters that are mounted at the top of the outer edge of the structural cantilever of the canopy. This concept will require that a structural engineer analyze the loads and the mounting system for the letters.



Option B.1: Uses 8” letters directly mounted to the siding above the entry doors. This concept will require that the siding around the entry be removed to place blocking into which the letters will be fastened.

Option B.2: Uses 8” letters and is similar to Option B.1, but adds lighting to the individual letters. This is done through a back-lit configuration of each letter.

Option B.1 & B.2



ATTACHMENT #3

A summary of estimated project costs are listed in the table, below. Options A and B.2 will require the services of consultant engineers.

JNU Terminal Entry Sign			↓
Preliminary Project Cost Estimate			
	OPTION A (canopy edge)	OPTION B.1 (thru siding)	OPTION B.2 (thru siding, backlit)
Component	Est. Cost	Est. Cost	Est. Cost
Lettering	\$ 5,000	\$ 1,500	\$ 3,500
Fabrication of lettering mounting system	\$ 8,500	\$ -	\$ -
Mount letters & support to canopy	\$ 6,000	\$ 8,500	\$ 10,000
Subtotal Construction	\$ 19,500	\$ 10,000	\$ 13,500
Engineering Design	\$ 3,000		\$ 2,000
Procurement, coordination	\$ 3,000	\$ 2,000	\$ 2,500
Construction administration /inspection	\$ 5,000	\$ 5,000	\$ 5,000
Project contingency	\$ 1,950	\$ 1,000	\$ 1,350
Subtotal Indirect Costs	\$ 12,950	\$ 8,00	\$ 10,850
Total Project Cost	\$ 32,450	\$ 18,000	\$ 24,350

The Operations Committee chose Option B.2, the lit sign on the front siding of the terminal above the main entry doors. The Committee also stated that Option B.1 (unlit, same location) would work as secondary choice. The Committee also approved the use of the existing Terminal Renovation Capital Improvement Project (CIP) funds for the sign. Staff was asked to verify existing funds in the Terminal CIP for the Board meeting. There is currently \$7.2M in the terminal renovation CIP fund. \$6.9M is the GO Bond and \$300,000 is Passenger Facility Charge (PFCs). Neither of these funding sources would restrict the purchase and installation of a sign.

Board Motion: *Approve Option B.2, as presented, for the installation of a “Juneau International Airport” backlit sign on the front of the terminal, above the main doors; funding provided by the Terminal Renovation Capital Improvement Project.*

VII. NEW BUSINESS

C. Water/Sewer/Utilities in Northwest Development Area: The Airport Board Operations Committee met on February 13, 2017, to discuss utility development in the Northwest Development Area (NWDA). Water, sewer, and three-phase power are currently being extended to the Snow Removal Equipment Building (SREB) in the NWDA and will be funded by the Federal Aviation Administration (FAA). There will also be an opportunity to provide stub-outs for future hangar sites and some existing hangars that do not currently have water and sewer. These stub-outs are not FAA eligible, so FAA will not participate. They are also not eligible for Passenger Facility Charge (PFC) funding.

ATTACHMENT #3

Staff discussed the use of local funds for the capital investment, which could then be recovered through a hookup fee. The hookup fee could be paid by existing lessees now, and could be recovered later as lots are leased. The Committee discussed the option to extend these services further to the existing south hangars. Staff will send out letters to these hangar owners to determine interest in water/sewer hookup and fine tune costs for the extension. Again, the proposed plan is that this would be an upfront cost for the Airport with the intention of recouping costs from tenants once they hooked up. The Committee asked that staff get the 'pulse' of the tenants and cost estimates before coming back to the Committee (and subsequently the Board) for a recommendation. Due to planning, the Airport would like to have a determination and plan of action by the March Board meeting. This is an update only at this time.