

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Juneau****Federal Tax ID: 92-0038816****Project Title:****Project Type: New Construction and Land Acquisition**

Juneau - Airport Snow Removal Equipment Facility

State Funding Requested: \$1,000,000**House District: Juneau Areawide (3-4)**

Future Funding May Be Requested

Brief Project Description:

Phase I construction of a new snow removal equipment building at the Juneau International Airport.

Funding Plan:

Total Project Cost:	\$23,700,000
Funding Already Secured:	(\$20,200,000)
FY2012 State Funding Request:	<u>(\$1,000,000)</u>
Project Deficit:	\$2,500,000

Funding Details:

FAA	\$19,200,000
State DOT	\$ 500,000
Airport Reserves	\$ 500,000

Detailed Project Description and Justification:

Snow Removal Equipment Facility – provide partial funding for construction of phase I (snow removal equipment building and airport lighting controls) of a new maintenance/storage building. Supplemental funding in the amount of \$3.6 million is needed to complete phase I. The City & Borough of Juneau has requested federal funding in the amount of \$3.5 million.

The Assembly determined this project is one of its top ten priority capital improvement projects.

Project Timeline:

FY12

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City and Borough of Juneau

Grant Recipient Contact Information:

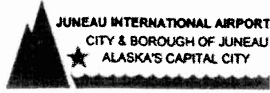
Name: Rod Swope
 Title: City Manager
 Address: 155 S. Seward
 Juneau, Alaska 99801
 Phone Number: (907)586-5240
 Email: Rod_Swope@ci.juneau.ak.us

Total Project Snapshot Report

2011 Legislature

TPS Report 55834v1

Has this project been through a public review process at the local level and is it a community priority? Yes No



Snow Removal Equipment Building

Juneau International Airport

Project Summary:

Jeannie Johnson, JNU Airport Manager (907) 789-7821

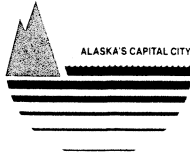
Jeannie_johnson@ci.juneau.ak.us

1. Summary of Current Facilities:

- a. Building was originally constructed in 1950's to house Airfield Rescue & Fire Fighting vehicles. Glacier Fire station was constructed in 1970's; airfield equipment maintenance then moved into the vacant space. A modest addition for staff offices and essential support spaces was made in 2000.
- b. Existing 5,200 s.f. building does not provide sufficient indoor storage and service areas for the airfield equipment fleet. The lack of indoor space requires that only the most essential first response equipment be readied indoors, and that safety clearances be ignored. Brooms, blades, sweepers, and many pieces of heavy equipment are left unprotected outdoors on a regular basis.
- c. Facility does not meet OSHA requirements or meet operational needs for tasks that must be performed (eg. welding, painting, parts replacement, and equipment repairs). Repeated OSHA violations due to facility inadequacy have been documented.
- d. Facility does not meet Americans with Disabilities Act (ADA) and does not meet code requirements for ventilation, mixed genders, etc.
- e. Sand and urea are stored in a dilapidated building that is located remotely from the maintenance facility and the urea mixing facility.
- f. Existing building is severely under-sized for needs and has structural limitations for potential additions.
- g. Current building site is restricted for potential addition and problematic for safe airfield ground operations, especially access to the runway and taxiways.
- h. Inadequate facilities for collecting waste after cleaning equipment violate the airport's Storm Water Pollution Prevention Plan.

2. Operational impacts from lack of adequate facility:

- a. Greater wear and tear on equipment due to number of hours engines run without being actively used on the airfield.
- b. Higher fuel costs on equipment that must have engines running to avoid freeze-up and be available for use at short notice.
- c. Higher costs of parts and lubricants due to foul weather exposure.
- d. Increased staffing cost to de-ice and shovel snow away from equipment that is stored outdoors.
- e. Documented safety concerns inside the existing building due to lack of safe work areas, clearances for dangerous equipment, etc.
- f. Documented safety concerns and accidents caused from working on equipment outside in foul weather.
- g. Inability to follow manufacturer's recommendations for caring for equipment electronics due to outdoor exposure.
- h. Safety concerns for equipment access to airfield due to multiple conflicting uses between aircraft and vehicles.
- i. Inefficiencies in staffing due to remote location of sand/urea and difficulties of working in foul weather.



Juneau International Airport

1873 Shell Simmons Drive, Suite 200 • Juneau, Alaska 99801 • (907) 789-7821 • FAX: (907) 789-1227

The following is an excerpt from a Letter of Correction issued to Juneau International Airport on December 22, 2010 by Mr. Maverick Douglas, Lead Airport Certification Safety Inspector, Alaskan FAA Airports Division.

A periodic inspection of Juneau International Airport was conducted on November 29-December 3, 2010. The inspection was conducted to determine compliance with Title 14 Code of Federal Regulation (CFR) Part 139, the Airport Certification Manual, and the Airport Operating Certificate. The inspection revealed that the airport was not in compliance with all of the requirements of 14 CFR Part 139. The following discrepancies to 14 CFR Part 139 were noted during the inspection and should be corrected by the date indicated.

4. 139.313 – Snow and Ice control

*There is insufficient space in the current snow control facility for implementing snow and ice control procedures as required by Part 139 and the airport certification manual. During the inspection, the FAA observed airport personnel having difficulties making adjustments to the snow broom because of a space problem; furthermore, exposing personnel to a limited space while conducting field maintenance operations could lead to personnel injuries or cause delays in snow removal operations; thus impacting airport safety and capacity. **The correction date is May 31, 2011.***