

DRAFT

9/21/05

## **JUNEAU INTERNATIONAL AIRPORT BOARD RESOLUTION**

Whereas, The City and Borough of Juneau (CBJ) has chosen an alternative for Wildlife Hazard Management and Runway Safety Area expansion which requires approximately 18 acres of land from the Mendenhall Wetlands State Game Refuge (Refuge), and

Whereas, There is a written requirement, stated in the Refuge Management Plan (Plan) that CBJ mitigate for such impacted lands through restoration or replacement, and

Whereas, Alaska Statute Section 16.20.034 "Mendenhall Wetlands State Game Refuge" and the Plan prohibit activity on or use of Refuge lands that creates a hazard to aircraft, and

Whereas, FAA stated policy/instructions for mitigation prohibit actions which create or increase wildlife hazards to aviation within 5 miles of JNU, and

Whereas, FAA stated policy/instructions propose establishing a baseline of wildlife hazards in areas earmarked for mitigation through preservation within 5 miles of JNU and for taking steps to reduce or remove such hazards should there be any increase in wildlife activity;

**NOW, THEREFORE, THE JUNEAU INTERNATIONAL AIRPORT BOARD RESOLVES** that as long as the FAA-imposed constraints on lands identified for mitigation through preservation within 5 miles of JNU remain in place (specifically, the proposed requirement to establish a bird activity baseline, periodic assessment of bird activity levels, and taking steps to reduce the use by species in instances of increases of activity), the Airport Manager is directed to develop a mitigation plan using the following guidelines:

- 1) Mitigation via preservation of existing wetlands or other existing wildlife habitat within FAA's identified protection zone of 5 miles shall not be considered;
- 2) Mitigation using lands within the 5-mile zone shall only be considered when the proposed project does not create or preserve habitat for wildlife, such as construction of infrastructure for hiking trails, installation of improved culverts, ball fields, dog off-leash areas, etc.
- 3) Mitigation using lands outside the 5-mile protection zone shall not be restricted as to manner of mitigation; that is, it may be preservation, creation of wetlands or wildlife habitat, or some other mutually acceptable project;

**THE AIRPORT BOARD FURTHER RESOLVES** that removal of FAA constraints for mitigation through preservation of existing wetlands or other wildlife habitat within the 5-mile protection zone (specifically, the proposed requirement to establish a bird activity baseline, periodic assessment of bird activity levels, and taking steps to reduce the use by species in instances of increases of activity) would constitute reason for re-evaluation of the above-stated guidelines.

## ATTACHMENT #2

### Agenda Item VI. Unfinished Business A. Wildlife Hazard Advisory Group

During the DEIS public comment period, the Airport Board recommended implementation of JNU's preferred Wildlife Hazard Management option which was detailed in Table 2-12 on page 2-107 of the DEIS. We also said that we would consider the creation of a Wildlife Hazard Advisory Group chaired by a member of the Board which would include local wildlife and habitat experts, airport staff, and interested members of the public. The purpose of the Advisory Group "would be to establish a public advisory process to determine the best methodology for reducing wildlife hazards at JNU, including habitat modification described in Alternative WH-1 of the DEIS, hunting, and the effectiveness of hazing."

You will recall Ken Wallace's presentation to a joint meeting of the Assembly and the Board which described the FAA's preferred EIS alternatives to include the CBJ proposed action and further recommended:

- Increased commitment of staff and resources allocated to the WHM Program for hazard control, wildlife monitoring, program administration, education, and planning.
- Elimination of on-airport waterfowl hunting program.
- Establish a wildlife hazards working group.

In Advisory Circular No: 150/5200-33A (revised July 27, 2004), the FAA recommends: "the establishment of a Wildlife Hazards Working Group to facilitate the communication, cooperation, and coordination of the airport and its surrounding community necessary to ensure the effectiveness of the WHMP. The cooperation of the airport community is also necessary when new projects are considered."

I have previously discussed with the Board, the formation of such an advisory group to improve communication with the airport community as well as to avail the airport staff with additional scientific expertise concerning wildlife hazards management. The advice from this group would be considered by the Airport Manager, who is responsible for the effectiveness of the WHMP.

I propose that the Board establish a Wildlife Hazard Working Group (WHWG). I recommend that this group be chaired by a Board member and the members appointed by the Chairman of the Airport Board. The group would be composed of the following:

- At least one member of the Board
- Wildlife Coordinator (currently the Field Maintenance and Operations Supervisor)
- Airport Planner
- USDA Wildlife Damage Management Biologist
- 3 members of the public with expertise in wildlife and/or habitat management
- Airport tenant
- Interested public

ATTACHMENT #3

TO: Allan Heese, Airport Manager

FROM: Virginia Harris, Airport Planner

RE: Possible Extension of Airport Utilities to the Float Plane Pond in Conjunction with the CBJ Bayview Sewer Project: Conceptual Cost and Comparisons

DATE: September 21, 2005

Background

The City and Borough of Juneau is planning a pressurized sewer extension between existing residential homes in the Bayview area of north Douglas Island and the Mendenhall Wastewater Treatment Plant, northwest of the Airport. The planned route of the project is across the Gastineau Channel, through the Mendenhall Wetlands State Game Refuge, and along the west end of the Airport to the treatment plant.

The Airport has an opportunity for potential cost savings by extending Airport utilities to the Float Plane Pond in conjunction with the Bayview Project.

Conceptual Estimate of Installation of 10" Waterline and Conduits in Conjunction with the Bayview Project

At the Airport Board Meeting of August 10, 2005, Karen Blue, CBJ Project Manager and Jim Dorn, of Carson Dorn, Inc. presented information about the proposed Bayview sewer extension project.

Mr. Dorn provided a conceptual level estimate of the cost to the Airport for 2,375 linear feet (LF) of a 10 inch waterline and conduit from the Mendenhall Wastewater Treatment Plant to the west end of the Float Plane Pond. The cost of the waterline is estimated to be \$120/LF to which is added 40% for project design, inspection, administration, and contract administration, for a total cost of waterline of \$395,976. The cost of the conduit is estimated to be \$20/LF with 40% project costs, for a total cost of \$65,996.

Mr. Dorn provided additional information in telephone conversations on September 13, 15, and 21, 2005. He clarified that the Airport would need to install two conduits if both power and communications were to be extended and the cost estimate of conduits includes the conductor. He added that if the power is to serve more than lights at the Float Plane Pond (e.g. pumps, heating, motors), then the estimate of the power conduit is \$25/LF. It is assumed that the linear feet costs include the cost of material and installation.

During construction of the Bayview sewerline, "stubs" could be installed at minimal cost, which would allow future sewer connection by the Airport to the Float Plane Pond.

Terry Stone, CBJ Project Engineer, expects that Alaska Department of Conservation (DEC) would grant a permit for a 5' separation between the Airport's waterline and the Bayview pressurized sanitary sewer (personal communication September 16, 2005). A separation of 10' is usually required between water and sewer utilities. DEC approved a 5' separation for the Airport's utility project that extended water and sewer to the Civil Air Patrol. DEC approved the 5' separation because the sanitary sewer extension is pressurized. It is expected that a similar 5' separation would be approved if the Airport proposes the installation of waterline with the Bayview pressurized sewerline.

#### Conceptual Estimate of 10" Waterline and Conduits if Airport Designs and Constructs Independently

Mr. Dorn (personal communication September 15, 2005) estimates that if the Airport were to undertake independent design and construction of a 10" waterline and power and communication conduits, the cost would be two to three times the cost if undertaken in conjunction with the Bayview project.

Terry Stone concurs with the lower end of Mr. Dorn's conceptual cost estimate of an independent Airport project (personal communication September 16, 2005).

#### Other Costs to Airport for Utility Extension in Conjunction with the Bayview Project

It is expected that costs of any structures/equipment that would need to be installed along with the conduit and waterline to prepare it for future development would be negligible compared to entire project cost.

#### Timing and Funding Issues of the Proposed CBJ Bayview Sewer Extension Project

Karen Blue, CBJ Project Engineer, confirms (personal communication 9/15/2005) that the project all the necessary permits have been approved and the design is almost finished. What has not been resolved is the issue of possible Local Improvement District (LID) funding for a portion of the project. The Bayview neighborhood does not agree with CBJ's proposal to impose a LID. The Assembly could approve the LID as early as this fall and if approved at this time, construction could begin as early as January 2006. The project has permit approval to construct in the Mendenhall Wetlands State Game Refuge only during January through March of 2006 and 2007. If the LID is not approved this fall, CBJ will have to find other funds. As a result, the project could be delayed until 2007, providing funding issues are resolved.

Potential Funding by Modifying the Existing West/East End Airport Sewer/Water Extension Project

In 2004, the Airport completed the Airport Sewer/Water Extension Project. A citizen-approved \$1.1 million general obligation bond funded this project and approximately \$35,000 remains in this account. Helen Davis, CBJ Accountant, will reconcile this project in September or October 2005 (e-communication from Helen Davis to Virginia Harris 8/8/05). Following reconciliation, this project can be scheduled with the Assembly for a decision about the remaining \$35,000.

Potential Funding with New General Obligation Bond

Mr. Craig Duncan, Finance Director, could serve as a resource to the Airport about whether a general obligation bond might serve as a vehicle for funding a utility extension to the Float Plane Pond.

Potential Contribution to Funding by Float Plane Pond Tenants

Fees for tenants and visitors at the Float Plane Pond could be adjusted to contribute to this project.

FAA Airport Improvement Program (entitlement) Funds Not an Option

A utility extension to the Float Plane Pond is not eligible for FAA Airport Improvement Program (entitlement) Funds (personal communication with Mr. Jim Lomen, FAA Anchorage, 8/8/05).

Attachments

Conceptual Cost

Float Plane Pond Revenue/Tenants

**Conceptual Costs Installation of Water Line and Conduit in Conjunction with the Bayview Sewer Project**

<u>Item</u>	<u>Linear Feet</u>	<u>Cost/Foot</u>	<u>Construction Cost</u>	<u>Total Project Cost Including 40% Design, Inspection, Administration, and Contract</u>
10" waterline	2,357	120	\$282,840	\$395,976
Separate communication and power conduit (power to lights only)	2,357	20	\$47,140	\$65,996
Separate communication and power conduit with power serving more than lights at Float Pond (e.g. pumps, motors, etc.)	2,357	25	\$58,925	\$82,495
Total cost with power serving only lights				\$461,972
Total cost with power serving more than lighting				\$478,471

Note: Linear feet is the estimate of distance from the Mendenhall Wastewater Treatment to the Float Plane Pond. Cost/Linear Foot includes material cost and installation.

**Conceptual Costs Airport West End Utility Extension for Project if Not in Conjunction with Bayview Project**

Note: Mr. Doran estimates an independent Airport utility extension project to be 2 to 3 times the conceptual cost estimate of the project if undertaken in conjunction with the

Cost to design and install separately, assuming power to serve more than lighting and assuming 2 times the cost to install at time of Bayview project. **\$956,942**

Cost to design and install separately, assuming power to serve more than lighting and assuming 3 times the cost to install at time of Bayview project. **\$1,435,413**

**Assumptions and Discussion**

Conceptual cost estimate provided by Jim Dorn of Carson and Doran August 8, 2005 presentation to Airport Board and personal communication with Virginia Harris, Airport Planner, September 13, 15, and 21, 2005. Mr. Doran emphasized that this is a conceptual estimate that does not take into consideration the ultimate plan for development at the Float Plane Pond. It is not a detailed estimate because input variables, such as the location of as-built utilities, have not been researched.

It is assumed that it might be necessary to install minor devices/structures at the ends of the water line and conduit at the time of installation, but the costs are assumed to be negligible.

The estimates only includes utility connection between the west end and the Float Plane Pond and Mendenhall Wastewater Treatment Plant and not full development at the Float Plane Pond (e.g. construction of wash facilities at the Float Plane Pond).

**Float Plane Pond**  
**Revenue/Tenants**

Total annual revenue at \$280/year (based on 8 months of use at \$35/month) \$14,840.00

Additional annual revenue with an increase of \$5/month \$2,120.00

	<u>Number of Spaces</u>
Current number of rented spaces at Float Plane Pond	53
Number of available spaces	11

Float Pond Plane Tenant Breakdown

Wings	8
Ward Air	6
Alaska Seaplanes	4
Forest Service	1
Fish & Game	1
<u>Fly 'n Fish</u>	<u>1</u>
	21
General Aviation	32

Comparative Information from Airport

Websites

Anchorage float pond tie downs	\$105/month
Fairbanks float pond tie downs without electricity	\$40/month
Fairbanks float pond tie downs with electricity	\$45/month

ATTACHMENT #6

Presented by: Mayor Botelho  
Introduced:  
Drafted by: J.W. Hartle

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**ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA**

**Serial No. 2005-32**

**An Ordinance Relating to the Airport Board, the Hospital Board, the Eaglecrest Board, and the Docks and Harbors Board.**

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

**Section 1. Classification.** This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

**Section 2. Amendment of Section.** CBJ 05.01.050 [Airport Board], Coordination, is amended by adding a new subsection (f):

**05.01.050 Coordination.**

...

*(f) Personnel actions regarding the airport manager, including hiring, evaluation, discipline, and termination, shall be with the written concurrence of the city manager.*

**Section 3. Amendment of Section.** CBJ 40.05.020 [Hospital Board], General powers, is amended by adding a new subsection (d):

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1    **40.05.020 General powers.**

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3            *(d) Personnel actions regarding the hospital manager, including hiring, evaluation,*  
4            *discipline, and termination, shall be with the written concurrence of the city manager.*

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6            **Section 4. Amendment of Section.** CBJ 67.05.080 [Eaglecrest Board], Manager  
7            designated; appointment, is amended to read:

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9    **67.05.080 Manager designated; appointment.**

10           The chief executive officer of the Eaglecrest ski area shall be the ski area manager  
11           appointed by the board of directors of the Eaglecrest ski area only upon the affirmative  
12           vote of a majority of the entire board. For purposes of chapter 44.05, the ski area  
13           manager shall have the status of a department head. *Personnel actions regarding the*  
14           *ski area manager, including hiring, evaluation, discipline, and termination, shall be*  
15           *with the written concurrence of the city manager.*

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17           **Section 5. Amendment of Section.** CBJ 85.02.080 [Docks and Harbors Board],  
18           Port director designated; appointment, is amended to read:

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20    **85.02.080 Port director designated; appointment.**

21           The chief executive officer of the municipal port and harbors shall be the port  
22           director appointed by the City and Borough Docks and Harbors Board only upon the  
23           affirmative vote of a majority of the entire board. The port director serves at the  
24           pleasure of the board. For purposes of Chapter 44.05, the port director shall have the  
25           status of a department director. The board shall establish the compensation and

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1 benefits to be provided to the port director. *Personnel actions regarding the port*  
2 *director, including hiring, evaluation, discipline, and termination, shall be with the*  
3 *written concurrence of the city manager.*

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5 **Section 6. Effective Date.** This ordinance shall be effective 30 days after its  
6 adoption.

7 Adopted this day of 2005.

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Bruce Botelho, Mayor

11 Attest:

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Laurie J. Sica, Clerk

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