

MINUTES of
AIRPORT BOARD MEETING
January 11, 2024
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER:** Chair Al Clough called the meeting to order at 6:01 p.m.

B. **ROLL CALL:**

Members Present:

Al Clough
Dennis Bedford

Jason Custer
Chris Peloso

Eve Soutiere
Dan Spencer

Member Absent

Jodi Garza

Staff/CBJ Present:

Patty Wahto, Airport Manager
Andres Delgado, Airport Sup't
Angelica Lopez-Campos, Bus. Mgr.
Ke Mell, Airport Architect
Mike Greene, Airport Project Mgr.
Nathan Reddekopp, Equipment Op.
Donny Chapman, Equipment Op.

Christopher O'Brien, Sr. Equip. Op.
'Wáahlaal Gídaag, CBJ Assembly
Michelle Hale, CBJ Assembly
Sherri Layne, CBJ Law
Mark Fuelle, CBJ Fire
Bridgette LaPenter, CBJ Engineering

Public:

Benjamin Mello, DOWL
Steve Noble, DOWL
Laurie Craig, Public
Ron Sommerville, MWSG
Dave Hanna, AAC
Barbara Mecum, Public
Nicole Lynch, Public

Greg Lockwood, DOT&PF
Mike Stanley, NDNA
Mark Sabbatini, Public
Matt Robus, MWSG
Frank Rue, MWSG
Chris Goins, DOT&PF

C. **APPROVAL OF MINUTES:**

1. *Dan Spencer moved approval of the December 14, 2023, minutes. The motion passed by unanimous consent.*

D. **APPROVAL OF AGENDA:** *Dan Spencer moved approval of the agenda. The motion passed by unanimous consent.*

E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

F. **PRESENTATION:** North Douglas Channel Crossing – Airport Manager Patty Wahto stated that Steve Noble and Ben Mello from DOWL were both in attendance to give an

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updated presentation and answer questions the Board may have on the Juneau-Douglas North Crossing. Steve Noble said he had been with DOWL for 28 years as a Project Manager and working for DOT (Department of Transportation) on the Juneau-Douglas North Crossing Project. He said additional people in attendance included Greg Lockwood, DOT Project Manager; Chris Goins, DOT Regional Director; and Bridget LaPenter, CBJ (City & Borough of Juneau) Project Manager. He said there has been a lot of interaction with the Airport and looks forward to having more.

The first 14 slides (see Attachment #A) were to get everyone on the same playing field. They are currently in the Level 2 screening process, which will be submitted to the public for review. The final report is expected in June 2024.

He said that everything that is being done on this project was because the DOT and CBJ recognized that this project had the potential for maybe more public interest than they would typically see. The PEL (Planning and Environmental Linkages) process is new and not frequently used on projects, but it is used on projects where there is a recognized need for up-front focus on the planning and environmental effort before the NEPA (National Environmental Policy Act) phase starts. Normally everything done so far would be done during the NEPA phase, but the PEL process allows them to put a stronger emphasis on the public and stakeholder engagement process and alternatives, evaluation and screening process before they start down the path of the NEPA document. The goal is that they are actually able to streamline the process because they flush out all of the difficult and nasty issues early in the process and they try to avoid them so that during the NEPA phase, they don't have to go through iteration after iteration on the NEPA document trying to find an alternative that has consensus. This is intended to make more efficient use of public resources by having a more intensive public involvement process early in the project.

Mr. Noble said that out of his 28 years as a Project Manager, this is probably one of two or three projects that has had the most extensive public outreach effort of any he had done for DOT. There have been two Technical and Stakeholder Advisory Groups on this project, both with 40 people each. There have been two public open house meetings, with another one planned. There have been online surveys with over 1,000 people responding. There have also been many more meetings that have been held. It has been an extensive process, as well as one-on-one meetings with a lot of stakeholders. He wanted the Board to know that it has been an extensive process to try to get a broad cross section of opinion and use on a project. When the PEL process starts, it begins with a blank slate so that the people can tell you what the issues are and what are the things that the project ought to be looking at.

Level 1 screening focuses on the purpose and needs, and Level 2 focuses on the goals. The Level 1 screening looked at the alternatives to see if it was consistent with those transportation resiliency, decreasing traffic pressure on the Douglas Island bridge and its intersections based on the Level 1 screening which talks about the purpose and need

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criteria that was built in to evaluate the quantitative, but mostly qualitative for the Level 1. The Level 1 screening ruled out the north and west options that were headed on the west side of the airport, the existing bridge, and the Eagle Creek alignments.

This left the project with five preliminary primary alignment locations. Initially, the Mendenhall Peninsula did not meet the Level 1 screening, but after additional interaction with the Technical and Stakeholder Advisory Groups, that alternative was added back in for Level 2 screening for greater analysis.

When they started digging into the Level 2 screening, the Groups told them they did not have enough data and had old information. DOT agreed and chose to fund some additional field studies. DOWL will actually try to add some specific evaluation criteria relative to the impacts on the Airport that can be included in the criteria. He discussed the screening details. They have tried to avoid impacts to private property. There is still a lot of flexibility in the alignments. Clearly there are environmental resources in the Refuge and on Mendenhall Peninsula and on the shorelines. They are trying to minimize the impacts. There is still a lot of flexibility in that. Additional field surveys were discussed. If any of the alternatives move towards construction, much more of that type of work will need to be done. Mr. Noble said that he hoped that got everyone on a level playing field as far as the project background and history and how they got to where they are standing today.

He said the Airport staff has been part of the Technical Advisory Committee from the beginning. There have been several meetings with the Airport staff. The Airport staff made some comments that somehow did not make it into their documentation. They have tried to work with staff to make sure that the comments that were made get added to the effort. From an overall project development perspective, it is certainly not too late to make comments on the project and there is still time to let them know if there is anything they haven't identified yet. They are trying to document everything. It is definitely in their best interest to include all comments in their record and forward on to the environmental process.

At the Airport's request, the alternatives were sent to the Airport users: Alaska Seaplanes, Delta and Alaska, so they could compare the GIS alignments that have been developed for the alternatives for their proprietary navigational approaches. Feedback was received from those entities. They know that the Airport is not in favor of any alternatives that will limit existing or future airport operations or that will conflict with airport surfaces. His team made the commitment that any alternative that conflicts with airport approach surfaces or the ALP (Airport Layout Plan) will be modified to eliminate those conflicts, or the alternative will be removed from consideration.

Mendenhall Peninsula was originally screened out as part of Phase 1 and brought back as a response to the Advisory Committee comments.

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West Sunny Point is a modified version of the Sunny Point option that was largely developed as a way to avoid some of the conservation lands that are in that area. There are SEAL (Southeast Alaska Land) Trust properties in the area that they are obligated to try to avoid. If there is an alternative that avoids them, then it is hard to justify an alternative that doesn't avoid them. This option is closest to the airport and clearly if the airport is going to grow anywhere, it is going to grow toward Sunny Point.

The next slide shows the Threshold 26 and then there is a 200' gap with the existing MALSRs (Medium Intensity Approach Light System with Runway Alignment Indicator Lights), which is only four light standards. The 34:1 non-approach service starts at that 200' line right at the base of the MALSR. In accordance with the ALP, there are 12 additional lights that are anticipated at this location, which would take them out to a total length of 2,400'. The elevation of the runway is at elevation 23.

They do not yet know for sure what the elevation of the road will be, but they know it will be at least the elevation of the runway. The road alternatives that they are evaluating are likely not to be earthen embankment built. If a road is built across the Refuge, it will be built on piles supporting the full length of the crossing. But the elevation doesn't need to be as high as the existing bridge all the way across the Refuge. It would probably be 10' above the vegetation out until the main channel is hit adjacent to the island, then it would ramp up and go over the channel. They are still working with the Coast Guard on how high that needs to be. If the surface of the bridge is roughly the same elevation of the runway, the alignment is at least 3,000' away from Threshold 26. At that horizontal separation, it gives about 90' vertical separation between the 34:1 non precision approach and the surface of the road. However, this project is a major piece of infrastructure. They are looking for a bridge for 75 to 100 years into the future. They do not want to do something that has to be rebuilt in 20 years. The Airport Layout Plan currently shows that in the future there might be a 50:1 precision approach added at this end of the runway. If that was implemented, there would still be about 50' of vertical clearance over the road at this location.

Juneau is unique when it comes to approach surfaces because both Delta and Alaska have proprietary approach surfaces to the Juneau Airport. DOWL doesn't have access to what those surfaces look like, but they did send the GIS information for these alignments. They had no comments on the alignments other than to say during construction, you have cranes operating in that area that extend over a certain height vertically and that could impact operations significantly. It is not known what the crane height might be, but certainly that is a limitation that would need to be built into whatever description they come up with for the Sunny Point alternative that would probably have some restrictions relative to that vertical height and they would work with the airlines to make sure that they were below their RNP surfaces both for existing and for the future.

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In addition to that, the Airport has indicated that at some future time the runway to the east may be lengthened for larger aircraft, so there are discussions being held on what that might look like. If it is envisioned that the runway needs to push another 500' or 1,000' to the east, they will try to build that into the Sunny Point alternatives or they would dismiss them from consideration if that became a measure that they were not able to accommodate. Mr. Noble said they will work with the Airport.

The other Sunny Point location is the same as the West Sunny Point, but it affects SEAL Trust properties. The PEL study will likely have multiple alternatives that carry forward into the NEPA phase and will likely require additional field data to be collected before a preferred alternative can be selected. More meetings and another public open house will be held. The future NEPA document phase will have a very public effort with ample opportunities to comment on the project. DOWL is always available anytime.

Chair Clough appreciated the assurances regarding the approach considerations being paramount as this moves forward from Level 2 to Level 3 screening. Construction is crucial that it does not interfere with operations, as well as what he had heard about mitigation. He was concerned about where the FAA (Federal Aviation Administration) is in this. Obviously, Alaska and Delta RNP are proprietary, and they have certain things that they will not share, but ultimately the FAA has to put its seal of approval on anything that happens. Mr. Noble said they could give the FAA a presentation, as well.

A five-minute break was held.

G. **UNFINISHED BUSINESS:**

2. CARES Funding Update/Finance Committee (Attachment #1). Ms. Wahto said a Finance Committee meeting was held on December 20, 2023, specifically to discuss the CARES fund balance. The numbers are being narrowed as to the true numbers for the projects. Attachment #1 is the most recent and shows the balance. A couple of things have happened: The timing for the TEMSCO water/sewer line is past. Environmental would have to have been done. She let TEMSCO know that due to the timing it would have to be paid back through rent credits. The second item was the backup boiler for the Sand/Chemical Building. The Board originally approved \$175K for the project, as the actual estimates came in, it looked like this project would be about \$461K in addition to what has already been paid. When brought before the Finance Committee, there were three choices: 1) continue to see what the bids came in at; 2) reduce the scope to a portable boiler (an additional \$175K and would need to be moved in and out); and 3) continue to lease a boiler at about \$40K per year to date. Since there is only one available and there were concerns if it went down. The Finance Committee directed staff to go out to bid for the back-up boiler. If it comes before the Board and they do not like it, the Airport will continue leasing something else. The bids are being prepared to be released. Chair Clough said the Board concurred.

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3. Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service - Update. Mark Fuelle, Fire Department, reported that he is one of the three main ARFF guys. He said Chief Quinto and Mechanic Scott Reid went to Palmer to check out an E1 ARFF truck, which was acquired from the military. It has very low miles. It is a 4-wheel drive, short rig, 1500 and should hold about 500 lbs. of dry chemical and approximately 220 lbs. of foam. Ms. Wahto said that an ecological (eco) testing cart (e-cart) that the Airport is unable to put into the current A-2, which is why it was taken out of service. The E1 is still being made, and they can retrofit it with the testing machine. Mr. Fuelle said their plan is to bring it down here and install the eco system, which ARFF currently has. Ms. Wahto said it will be on loan, has to be retrofitted until the new ARFF truck arrives. It is in the capital budget to acquire this year but will take a year to a year and a half to make. The Airport cannot afford to go down in ARFF index. The Airport is required to have two and if one ever goes down, it means Alaska and Delta will not bring in anything over a 737-700. There will be costs associated with shipping it to Juneau. There are also some costs for the truck because it would be retrofitted with the e-cart, as well as putting foam in it, and taking care of any bugs. She wanted the Board to be aware of the costs.

H. NEW BUSINESS:

4. Airport Manager's Report:

- a. *Deputy Airport Manager Recruitment.* The Airport has been recruiting for a new Deputy Airport Manager since October, with Phil leaving on November 9. Recruitment will continue but will be using a recruiter located in Alaska. Alternately, things may be thought through if this doesn't work out.
- b. *Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas.* Ms. Wahto said there has been a lot of work going on between the attorney on the east coast and the City Law Department. Sherri Layne, Attorney, reported that they have talked about mediation to try to come to some sort of agreement. Comments were provided about getting something in writing that they are not going to keep pushing airports to come into compliance, that there would be a stay in the meantime. Hopefully that will come next to stop pressuring the airports to comply while they are working through this.
- c. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Reports:
 - *Juneau Douglas North Crossing Project.* Regarding the runway extension, Ms. Wahto had a meeting with the FAA Airports Division, which was to discuss this issue. One of the things they suggested was changing the CIP (Capital Improvement Program) to update the Master Plan and ALP. They said that because the Airport is 10 years into the data, it made sense to go into a 10-year update of the plan. The old RFP (Request for Proposals) is being dusted off. This

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will use some BIL (Bipartisan Infrastructure Law) money that is available. This will be provided to DOWL and DOT to have a better understanding of where the future can take that end of the runway and the MALSR.

- *Jordan Creek Variance Request.* This request was declined by the Planning Commission. Former City Manager Rorie Watt put in a request for \$150K for the 2024 Capital Improvement Project, which was approved by the Assembly. This money will add things like lighting, etc., to make this area safer. This has been handed over to our Project Manager to review.

5. Airport Projects Report – Ke Mell. Ke Mell, Airport Architect, reported the last light fixture was finally installed in the *parking lot* and the electrical final inspection is scheduled for tomorrow. This completes work in the field. Only final paperwork remains to be done.

Buried Fuel Tank Removal and Replacement. The schedule was discussed with Alaska Fuel Systems. The tank is expected in Juneau approximately February 17. They anticipate a week to set up a new tank and a week to pull out the old one.

6. Airport Projects Report – Mike Greene. Mike Greene, Project Manager, reported some major progress has been made with three major RFPs associated with the *Terminal Reconstruction Project*. A final version of RFP 188, the glass guardrail revision, has been received from the architects and has been issued to Dawson Construction. He is standing by to receive their proposal. The same thing applies to the ground source loop field glycol replacement, RFP 190. The scope of work was modified so that they didn't replace all of the existing methanol. A system was designed whereby it is filtered, cleaned and reused. Hopefully that will result in a much lower cost. The last one is a lighting control replacement. The electrical engineer reviewed RFP 183 and found some duplicates and unnecessary items. It has been sent back to the contractor for repricing.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Staff continues to work with Secon to develop a Project Phasing Plan and work schedule. The fly in the ointment is Alaska Airlines announcement that they want to do Gate 3 and Gate 4 PBB (passenger boarding bridge) replacement this summer. Integration of the two projects is being reviewed to allow coordination of the two projects that would benefit Alaska Airlines, JNU and get Gates 3 and 4 replaced. A major meeting with Alaska Airlines is scheduled for January 17.

He is moving forward on the analysis of the *Mendenhall River rock repairs* through proHNS, an engineering firm, who will review the documentation of what was installed there before. Because it was lost, it was not good enough. Supporting documentation is needed to take back to the CBJ (City & Borough of Juneau) and the State of Alaska when the final report is written.

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Culvert Condition Survey Jordan Creek at the Runway 8/26. From the pictures provided in his report, it can be seen that the culvert under the runway that was installed in 2014/2015 is getting to be in pretty poor condition, which is an alarming discovery. proHNS is looking into that and will be providing a report shortly. The FAA is aware that this condition has occurred and that it could turn into an emergency situation depending on how bad this is. It also raises the concern that there is stray current coming off of the airfield lighting system that is creating electrolysis, which is eating up the metal culverts. It is a huge issue for this airport and something they are trying to get a handle on.

Ms. Wahto said the FAA was notified, as it could be systemic through a lot of airports because of the type of lighting systems and these culverts. They are getting the word out because this culvert is less than 10 years old. With the type of electrical current that is going through airports, not having closed systems, it is going to happen. The Airport was limited to the type of culverts being installed due to the anadromous streams. The State has now gone back and said you put in what you need to put in, because they don't want failure due to the specification of the type of culvert.

Mr. Greene said that proHNS is currently looking at options, such as placing a lining inside the culverts, which would be the new structural piece; replacing culverts; or replacing with CPP product, which is a plastic product that Fish & Game has said they would allow given our circumstances. The only problem is finding one that big is pretty difficult. It may be a multi-culvert solution in order to get the flow underneath the runway. proHNS will be giving options for replacement or repair. Zinc anodes were put on this culvert and are still there, but they weren't put uniformly, and they didn't go all the way through. The damage is occurring where there are no anodes. Where there are anodes, the damage is significantly less. The decision to install anodes will pay off, but it is not going to prevent it from happening, only slow it down.

Mr. Greene is working with DOWL to finalize the scope of work specification document for the *land acquisition* of the Loken property. That will be given to CBJ Contracting to finalize the formal RFP process. The Airport is also working with the Department of Environmental Conservation to get staff up to speed to make sure they are all looking at the same thing.

Last week there was a roof leak at the *Sand/Chemical Building*. Dawson was notified and believes they know what it is. They need the weather to go in there and fix it. That reminded staff that the final sign-off and roof warranty has not been received from Carlisle, the manufacturer, because Carlisle stopped all of their field inspections during Covid, which meant that no warranty inspection took place. Because there is no warranty inspection, the warranty was not given. In the big scheme of things, the 25-year warranty

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period has not begun yet. Dawson is pursuing both the leak and Carlisle's trip up here to sign off on the project.

A mechanical commissioning meeting was held for the *Snow Removal Equipment Building* (SREB) last week. This one is back on track making sure that everything is operating the way it is supposed to be. A postmortem will be done. One of the things the engineers are looking at is the Ground Source Heat Pump #1 at the Sand/Chem Building and is that really the right piece of equipment for what it was being told to do. Different people have told Mr. Greene that it is not, and he wanted to get that verified. If it isn't the right one, what is?

Board Member Dennis Bedford asked about the new position to work with the heat pumps. Ms. Wahto replied it was down in Human Resources, who is working to establish the position.

I. **CORRESPONDENCE:** None.

J. **COMMITTEE REPORTS:**

7. **Finance Committee:** None. Ms. Wahto said more Finance Committee meetings will be held to work with the budget.

8. **Operations Committee:** None.

K. **ASSEMBLY LIAISON COMMENTS:** 'Wáahlaal Gídaag said the Assembly Finance Committee has approved the calendar for this year. She said the presentations for the most part will take place on Saturday, April 6. The Airport Board is included in the presentations. This is in hopes to alleviate the Assembly from meeting every single week this year. She said the Assembly thanked the Board for reconsideration of the letter about the second crossing. She appreciated the presentation. She said a lot of her concerns about what the second crossing would do to the airport were relieved just by some of the things that were said.

Assembly Member Michelle Hale said she read the minutes and appreciated the nuance and sometimes the difficulty of a relationship between a Board and the Assembly. She thanked the Board very much and thought they hit the nail on the head. Chair Clough said that having the presentation and the people present gives the whole Board plus staff a lot more comfort level on how the process works and that the issues are understood and paramount as this thing moves forward.

L. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:** None.

M. **BOARD MEMBER COMMENTS:** Chair Clough said he liked the new parking lot the more times they use it. He thanked everyone for all their efforts. As fast as it got done, it is a good case study for all public projects in this area.

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- N. **ANNOUNCEMENTS:** Ms. Wahto announced Chris O'Brien, a supervisor from the Airfield, is leaving the Airport next week to work for the FAA. Ms. Wahto thanked him for his work.
- O. **NEXT MEETING DATE:** The next regular Airport Board meeting will be held on February 8, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.
- P. **EXECUTIVE SESSION:** None.
- Q. **ADJOURN:** *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:30 p.m.*



JUNEAU INTERNATIONAL AIRPORT BOARD UPDATE

January 11, 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.



PROJECT TEAM

Greg Lockwood PE
Project Manager
Marie Heidemann
Project Planner
Christy Gentemann
Environmental Analyst

Katie Koester
City Manager
Bridget LaPenter PE
Project Manager
Irene Gallion
Senior Planner

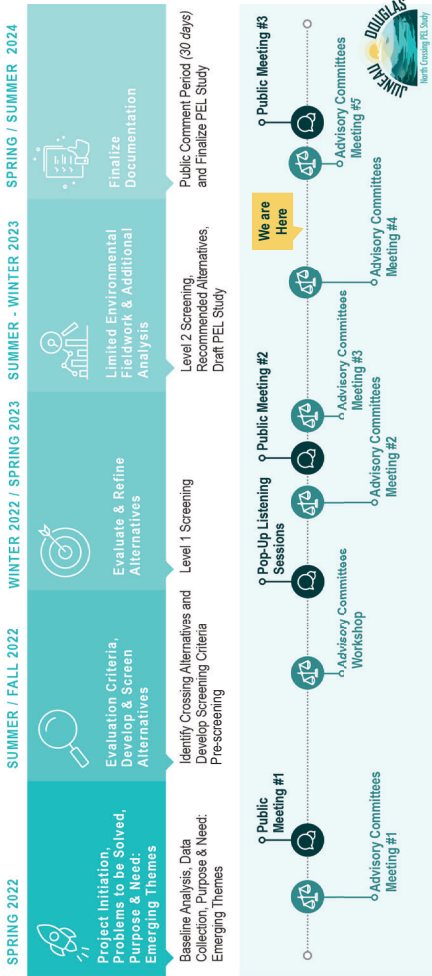
Steve Noble, PE
Project Manager
Renee Whitesell, PTP
PEL Study Lead
Theresa Dutchuk
Environmental

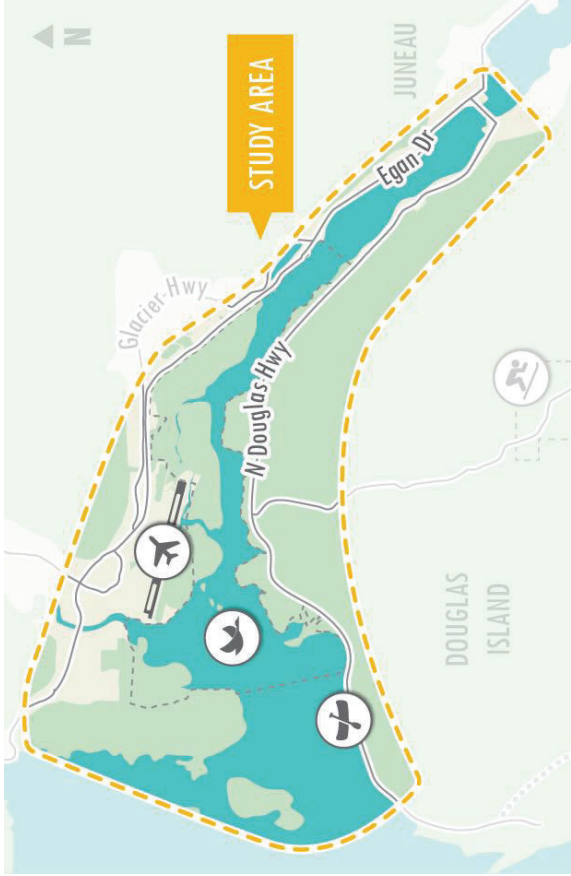
AGENDA

- Welcome and Introductions
- PEL Study Process and Schedule Update
- Alternatives and Screening
- Airport Specific Discussion
- Q&A



SCHEDULE & PUBLIC INVOLVEMENT SUMMARY





PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS

Planning and Environmental Linkages is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process
3. More efficient process that saves time and money



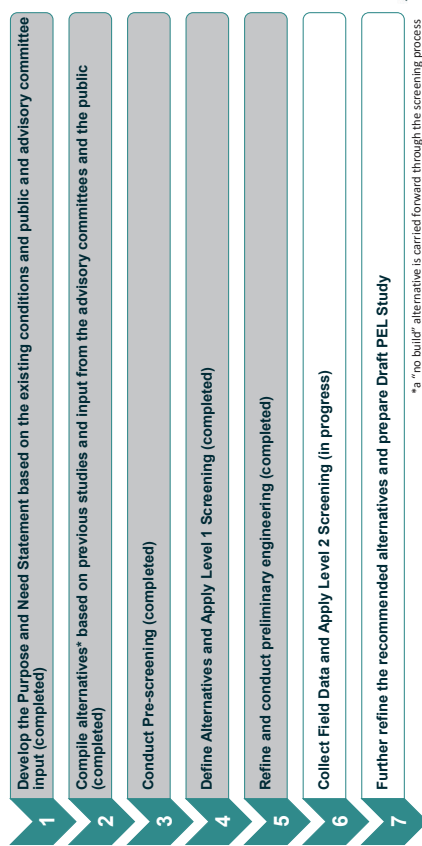
PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes include:

- ✓ Stronger agency and public relationships
- ✓ Improved project delivery timeframes
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information
- ✓ Build projects more efficiently
- ✓ Flexible approach for development of transportation improvement strategies



ALTERNATIVE DEVELOPMENT & SCREENING PROCESS



*a "no build" alternative is carried forward through the screening process



PUBLIC AND STAKEHOLDER OUTREACH COMPLETED TO DATE

- Technical Advisory Group
- Stakeholder Advisory Group
- Public Open House Meetings
- Pop-up Open Houses
- On-line Surveys
- One-on-one Meetings
- Neighborhood Associations
- Small Group Meetings
- CBJ Assembly Presentations



PURPOSE & NEED STATEMENT



PURPOSE

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.



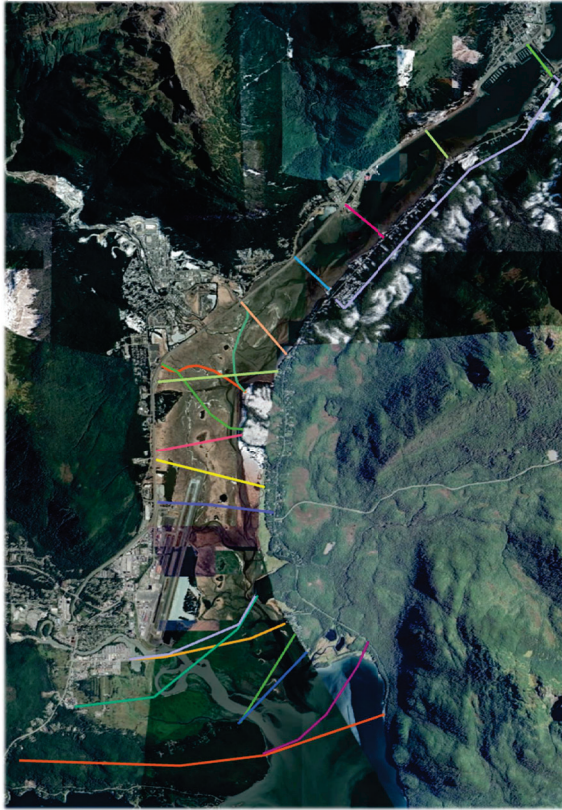
NEED

An improved connection to Douglas Island should address the following needs:

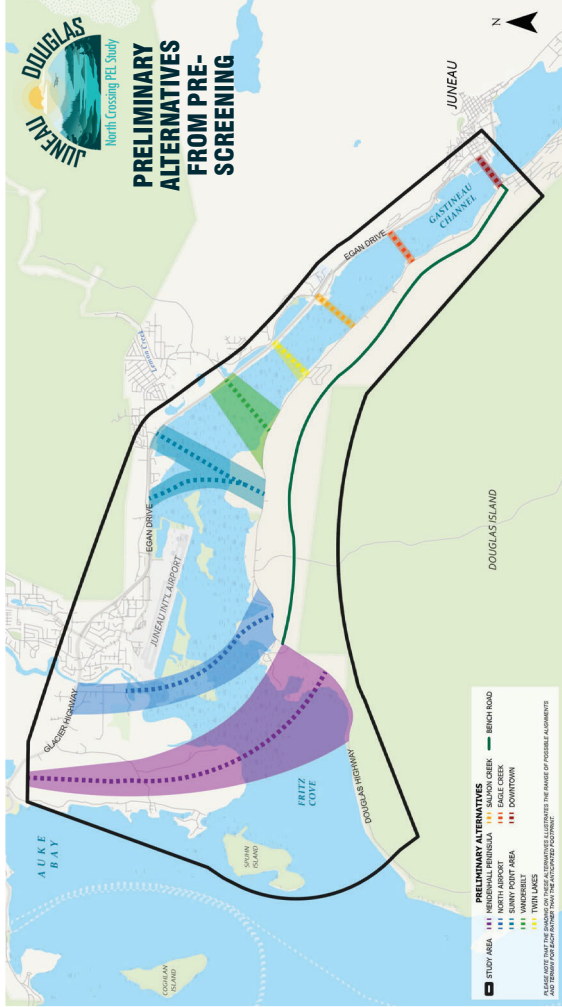
- Alternate access and transportation infrastructure resiliency
- Decrease traffic pressure on Douglas Island Bridge and its intersections

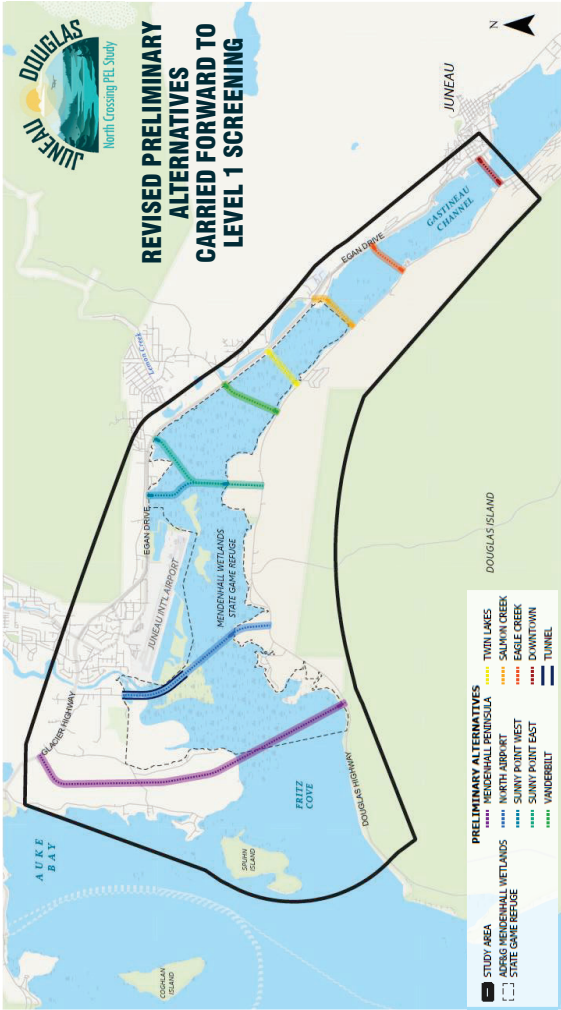
The identified alternative(s) should also strive to meet these **additional goals**:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.



PRE-SCREENING ALTERNATIVES OBTAINED FROM PUBLIC INPUT

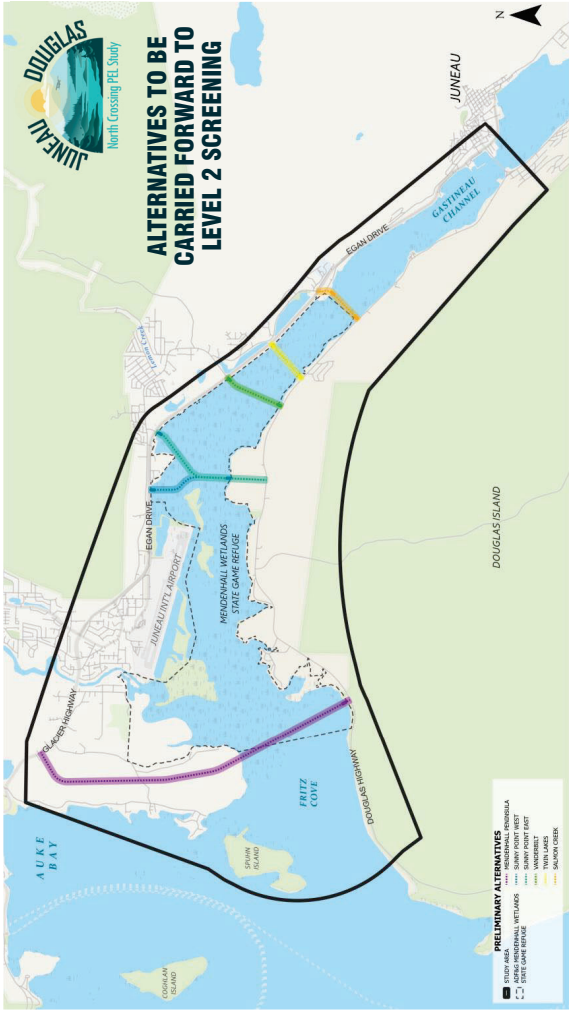




LEVEL 1 - BASELINE PURPOSE AND NEED CRITERIA

ALTERNATIVE MUST SCORE POSITIVE IN ALL CRITERIA TO ADVANCE TO LEVEL 2

Need	Criteria
Redundancy & Emergency Response Time	1) Crash delay 2) Emergency response time 3) Risk due to road/bridge closures
Roadway Capacity and Utility Infrastructure	1) Infrastructure consistent with CBJs planning framework 2) Reduced Travel Time
Network Connectivity	1) Reduced transportation barriers 2) Improved motorized access to North Douglas Island 3) Improved non-motorized access to North Douglas Island



LEVEL 2 – QUALITATIVE CRITERIA

BROAD RANGE OF CRITERIA BASED ON ADDITIONAL GOALS

Goal	Criteria
Active Transportation	1) Safety
Access to Recreational, Cultural, and Subsistence Resources	1) Access
Economic Impacts	1) Follows adopted planning documents 2) Business access
Environmental	1) Use of 4(f)/6(f) properties 2) ROW and property impacts 3) Wetland impacts 4) Habitat/Wildlife impacts
Cost	1) Cost range



LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

- 1

Estimate the constraints placed on the alternatives by various resources

 - *Example: acres of commercial land uses; airport approach surface elevations*
- 2

Identify if resources, and to what extent, will be potentially affected by an alternative

 - *Example: acres of wetlands impacted, or separation from MALSRs/Part 77 Surfaces*
 - *Additional details gathered from the field studies; revise alternatives if possible*
- 3

Evaluate the costs of each alternative, logistical considerations, and technical feasibility

 - *Including maintaining/avoiding impacts to JNU operations*
- 4

Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits



ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public have suggested Level 2 Screening would benefit from additional environmental analyses.

Completed (or In-Progress) Fieldwork Includes:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys (in progress)
- Visual analysis (in progress)



JNU INVOLVEMENT AND COMMENTS

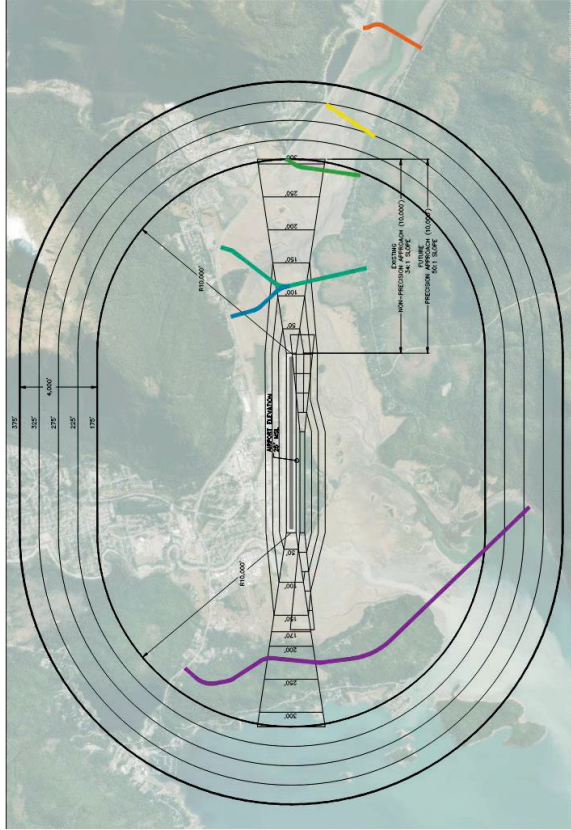
- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

Key issue:

- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

Project team commitment:

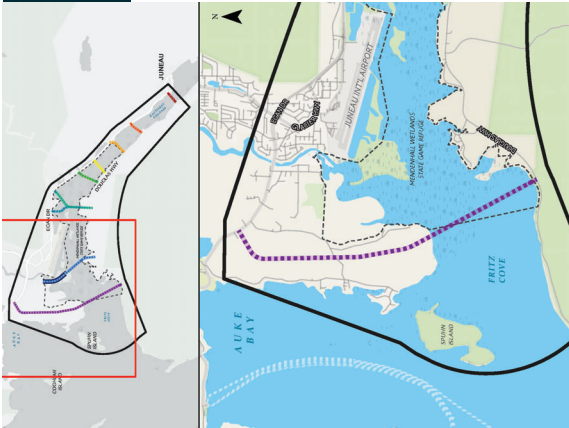
- Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration



ALTERNATIVES
RELATIVE TO
PART 77
SURFACES –
MENDENHALL
PENINSULA
AND SUNNY
POINT

MENDENHALL PENINSULA

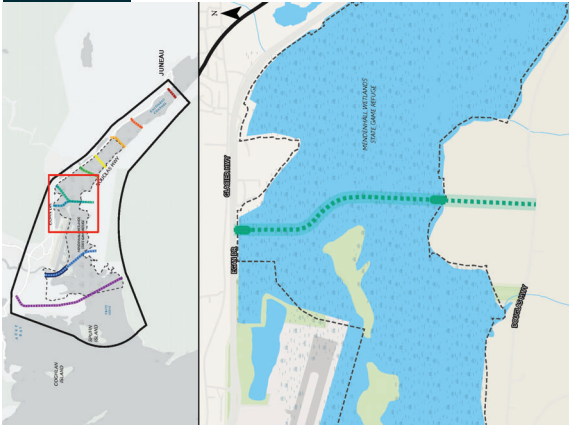
- Originally was screened out as part of phase I but was reconsidered in response to TAC and STAC comments
- Considered feasible but may not be reasonable for the following reasons:
 - Potential for adverse impacts to residential roads and neighborhoods
 - Significant earthworks required (cuts/fills exceeding 60 feet in height)
 - Adverse visual impacts – at least 100 feet high in best case to meet profile grades
 - Costs likely to be highest of the options
 - Structure would be nearly double the length of the next longest structure
 - Potential impact to approach paths to Juneau airport, and potential impact to facilities on land owned by FAA along the ridgeline of Mendenhall Peninsula – if either of these are true then the alternative would be modified or dropped from consideration



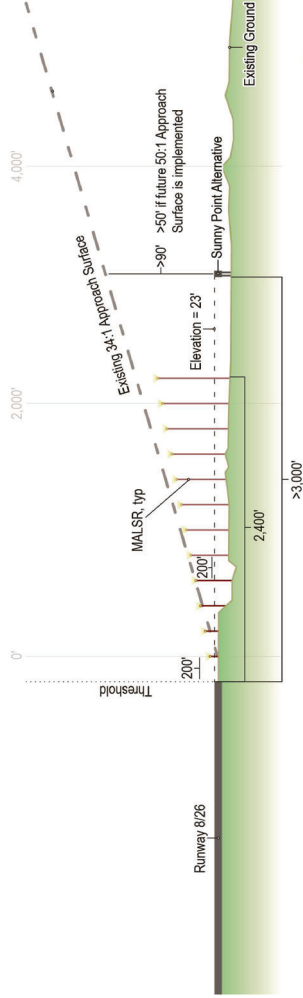
WEST SUNNY POINT AREA

- The potential **advantages** of this alternative include:
- Douglas terminus can be designed to use CBJ property, reducing impact to private property
 - Avoids Southeast Alaska Land Trust conservation property
 - Reduces travel times for the largest number of users
 - High potential to improve the connection to North and West Douglas Island
 - Potential to enhance public health and safety

- The potential **disadvantages** of this alternative include:
- Crosses the Refuge and is adjacent to conservation properties
 - Adds traffic to the Yandukin/Egan intersection
 - Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
 - Construction phasing would need to be completed in a manner that does not conflict with approach surfaces



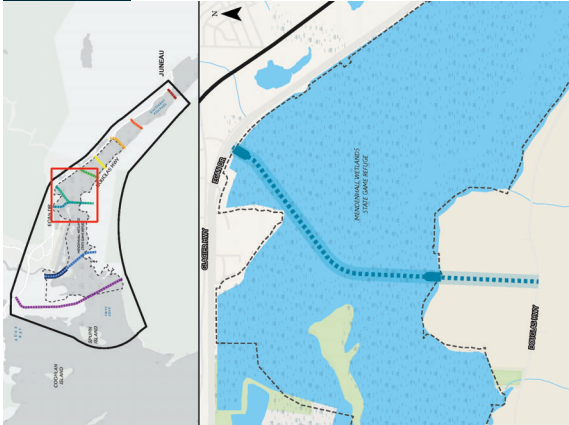
JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE



SUNNY POINT AREA

- The potential **advantages** of this alternative include:
- Douglas terminus can be designed to use CBJ property, reducing impact to private property
 - Terminates at Egan Drive and uses the Sunny Point interchange
 - Location between centers of population in downtown Juneau and the Mendenhall Valley
 - Potential to enhance public health and safety

- The potential **disadvantages** of this alternative include:
- Crosses the Refuge
 - Will likely impact Southeast Alaska Land Trust conservation property
 - Encroaches into a traditional and popular duck hunting area
 - Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
 - Construction phasing would need to be completed in a manner that does not conflict with JNU approach surfaces

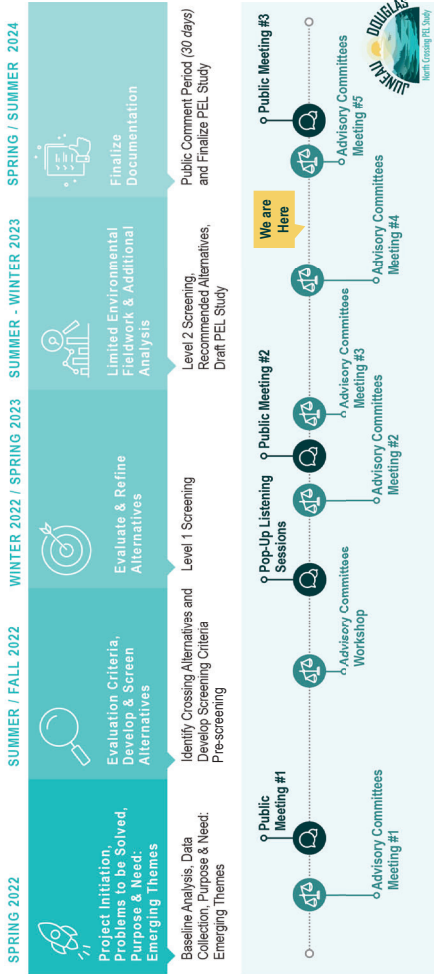


PROJECT FUNDING

- FHWA/State/CBJ Funds to date
- \$7M CDS in 2022
- RAISE Grant (\$16.5M)
- STIP ID: 34146 – Still in draft stage



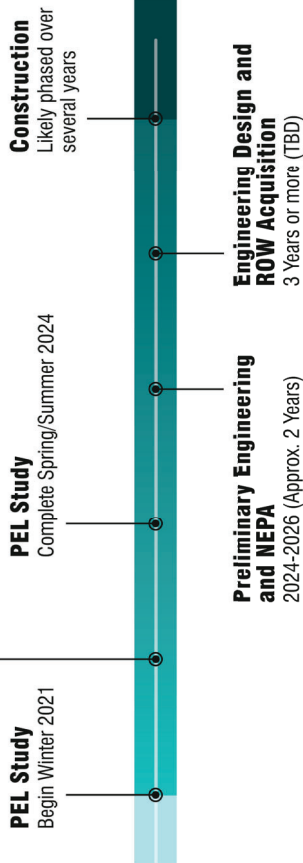
SCHEDULE & PUBLIC INVOLVEMENT SUMMARY



AFTER THE PEL STUDY WRAPS UP

Funding Allocated

Funding now programmed to advance through Preliminary Engineering and NEPA



STAYING INVOLVED

Continued Opportunities for Comment:

- Level 2 Screening will be presented to the Technical and Stakeholder Advisory Committees in February followed by formal review period
- Draft PEL Study and Public Review – April/May 2024
- Public Open House – May 2024
- Future NEPA documentation effort will have an extensive public and agency scoping and involvement effort
- Our team is available anytime to discuss the project



PROJECT CONTACTS:

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Website:
www.JDNorthCrossing.com



THANK YOU

ATTACHMENT # 1

CARES/CRRSAA/ARPA Grant Funding Use/Availability

	<u>Description</u>	<u>Amount Proj</u>	<u>Actuals & Encumb</u>	<u>Status</u>
	CARES grant Award (#82, 94, 95 & 99)	21,736,343	21,736,343	
	CRSSA grant Award (#84)	3,324,451	3,324,451	
	ARPA grant Award (#87)	5,430,992	5,430,992	
Type of Expense	TOTAL GRANTS:	30,491,786	30,491,786	
Ops Deficit	FY20 Operational Expenses	(724,664)	(724,664)	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,693,321)	(3,693,321)	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,456,528)	(2,456,528)	Final
Debt Service	FY21 Airport GO Bond debt service	(602,375)	(602,375)	Final
Debt Service	FY22 Airport GO Bond debt service	(662,600)	(662,600)	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	(660,300)	Final
Project	TWY Regulator Upgrade (appropriated)	(118,814)	(118,814)	Final
Project	Terminal Suspended Ceiling Tile Replac	(350,000)	(213,506)	Final
Project	Terminal Seating portion in FY23	(145,000)	(145,000)	Final
Project	SREB Circulation Pump Upgrade	(165,000)	(183,949)	Final
Project	SREB Wash Bay Protection	(49,925)	(49,925)	Final
Project	Float Pond Electrical Upgrades	(190,000)	(156,348)	Final
Project	Forklift vehicle	(48,715)	(48,715)	Final
Project	Bagwell Gas Detect \$43k desgn, CA+construct 195.4k pend	(238,400)	(217,043)	Final
Ops Deficit	FY23 Tenant Rent Relief	(1,250,000)		Final
Ops Deficit	FY23 Operational Expenses	(950,900)	(3,342,716)	Final
	Exp thru FY23	(12,306,542)	(13,275,804)	
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	(1,600,000)	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	(118,700)	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,125)	(657,125)	In Progress
Project - Match	Ramp Project Match	(312,500)	(312,500)	Final
Project	Terminal Seating portion in FY24	(305,000)	(305,000)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	In Progress
Project	Temsco Sewer hookup	(295,000)	0	NOT eligible
Project	Bag Belt Replace - Est; + \$50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Design & Construction	(10,454,010)	(10,454,010)	Final
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering & remediation	(600,000)	(123,000)	In Progress
Project	Parking Lot Construction - Quantity Amendment	(600,000)	(460,745)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler Design&Trenching	(175,000)	(175,000)	In Progress
	Sand/Chem bldg Portable oil-fired Boiler		0	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	0	Abandoned
Project	Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(254,950)	(254,950)	In Progress
Project	Man Lift	(20,000)	(19,210)	Final
	FY24 Expenses	(17,863,827)	(16,916,782)	

Available CARES: 321,417 299,200

Actuals Lower than expected