



# SPECIAL ASSEMBLY JOINT MEETING W/ AIRPORT BOARD #2024-07 AGENDA

March 06, 2024 at 5:30 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/93917915176> or 1-253-215-8782 Webinar ID: 939 1791 5176

Immediately followed by Assembly Finance Committee

**A. CALL TO ORDER**

**B. LAND ACKNOWLEDGEMENT**

We would like to acknowledge that the City & Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh!*

**C. ROLL CALL**

**D. AGENDA TOPICS**

**Joint Assembly Meeting with the Juneau International Airport Board**

Introduction of Airport Board Members, Chair Al Clough

- 1. Juneau Douglas North Crossing**
- 2. CIP Current Status and Upcoming Projects**
- 3. CARES Grant Funding Update**
- 4. Airport Rescue Fire Fighting (ARFF) Truck status (both interim and long term)**
- 5. Maintenance Items:**
  - a. RWY Culvert Issue
  - b. Underground Fuel Tank Removal
  - c. Mendenhall River embankment repairs
- 6. Deputy Airport Manager Recruitment**
- 7. General Passenger Traffic and Operations Summary**

**E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**INSTRUCTION FOR PUBLIC PARTICIPATION**

The public may participate in person or via Zoom webinar. Testimony time will be limited by the Mayor based on the number of participants. Members of the public that want to provide oral testimony via remote participation must notify the Municipal Clerk prior to 4pm the day of the meeting by calling 907-586-5278 and indicating the topic(s) upon which they wish to testify. For in-person participation at the meeting, a sign-up sheet will be made available at the back of the Chambers and advance sign-up is not required. Members of the public are encouraged to send their comments in advance of the meeting to [BoroughAssembly@juneau.gov](mailto:BoroughAssembly@juneau.gov).

**F. SUPPLEMENTAL MATERIALS**

**G. ADJOURNMENT**

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: [city.clerk@juneau.gov](mailto:city.clerk@juneau.gov).



City and Borough of Juneau  
City & Borough Manager's Office  
155 Heritage Way  
Juneau, Alaska 99801  
Telephone: 586-5240 | Facsimile: 586-5385

TO: Mayor Weldon and Assembly  
Chair Clough and Juneau Airport Board  
FROM: Katie Koester, City Manager  
DATE: March 1, 2024  
RE: Juneau North Douglas Crossing Project and Potential Impact on the Juneau Airport

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In Spring of 2022 Alaska Department of Transportation (ADOT), in partnership with the City and Borough of Juneau (CBJ) initiated a Planning and Environmental Linkages (PEL) study to investigate a second crossing between Douglas Island and Juneau. Level 1 screening in the PEL process narrowed the alternatives being considered to four: 1) Mendenhall Peninsula; 2) Sunny Point/ West Sunny Point; 3) Vanderbilt; and 4) Salmon Creek.

The Juneau Airport Board expressed concern about the Mendenhall Peninsula and Sunny Point options and their potential impact on navigation at the Juneau Airport, going so far as to draft a letter to the congressional delegation. A letter was not sent, however, it is important that the Assembly understand the context of Airport Board concerns and that the Airport board appreciates the Assembly's position on the importance of the project for the community.

The Project Team presented to the Airport Board on January 11, 2024. An excerpt from the DOWL presentation to the Airport Board with Airport specific analysis is included in your packet. The entire packet, including the presentation and minutes, can be found [here](#). The project team has been adamant that any alternative that conflicts with the approach surfaces at the Juneau Airport or the ALP will be modified to eliminate conflicts or removed from consideration. As the contract lead, DOWL Engineering collected comments from the airlines at the Juneau Airport and the Federal Aviation Administration on the proposed alternatives. The comments received were limited to concern about crane height during construction, which will need to be cared for. An airport engineer who is familiar with the Juneau Airport is part of the PEL team for this project.

**Recommendation:** Discuss project concerns and the role of the Airport Board in the Juneau North Douglas Crossing Project.

Enc: Excerpt from DOWL 1.11.24 presentation to Airport Board

## 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

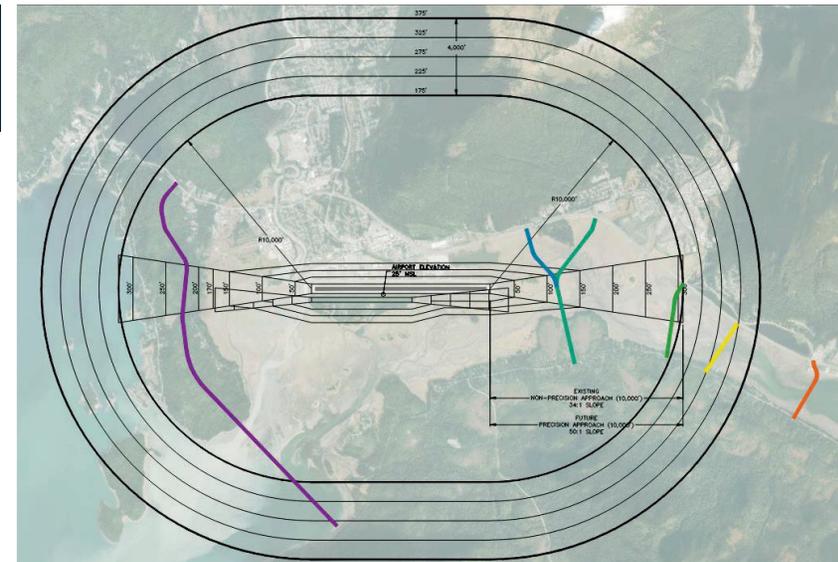
- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

**Key issue:**

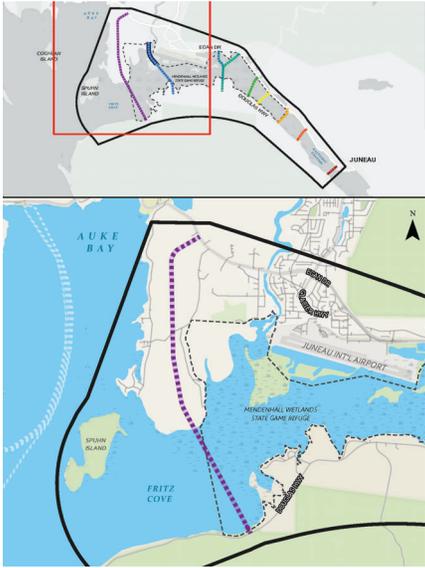
- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

**Project team commitment:**

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

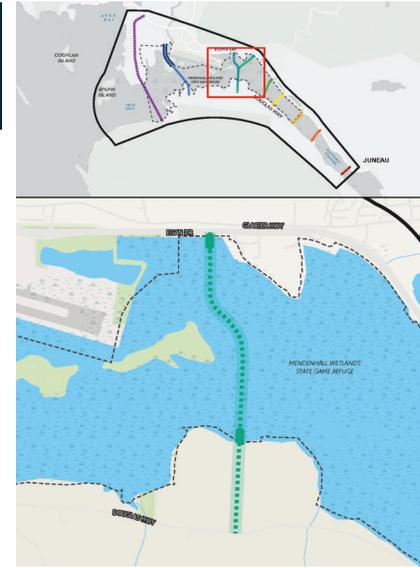


**ALTERNATIVES  
RELATIVE TO  
PART 77  
SURFACES –  
MENDENHALL  
PENINSULA  
AND SUNNY  
POINT**



## 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

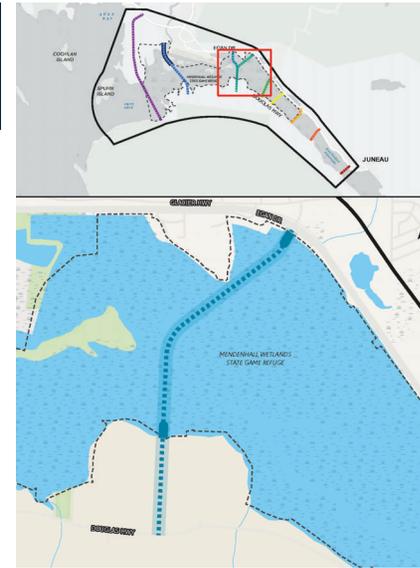
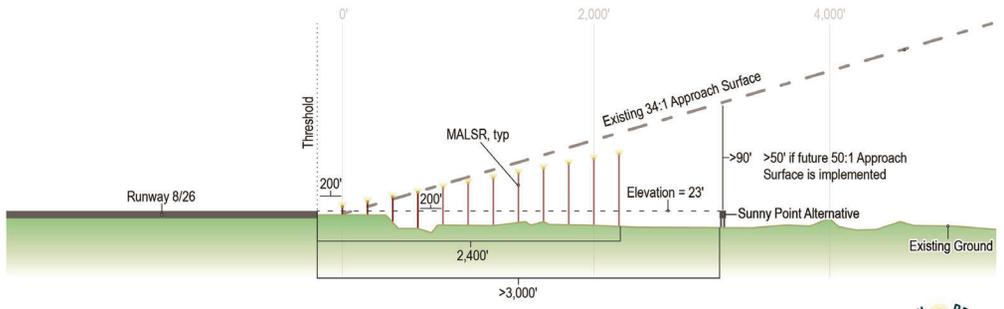


## WEST SUNNY POINT AREA

- 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

