

ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE MINUTES

June 2, 2025 at 12:10 PM

Assembly Chambers/Zoom Webinar



<https://juneau.zoom.us/j/91849897300> or 1-669-900-6833 Webinar ID: 918 4989 7300

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and 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

Members Present In-Person: Chair Hughes-Skandijs; Ms. Hall, Mr. Kelly, Mayor Beth Weldon

Members Present Via Zoom: Mr. Smith

CBJ Staff Present: EPW Director Denise Koch, EPW Deputy Director Nate Rumsey, Grant Manager Ashley Heimbigner, Airport Manager Dave Palmer, Airport Architect Ke Mell, John Bohan Chief CIKP Engineer John Bohan, Utilities Superintendent Brian McGuire, Administrative Officer Breckan Hendricks, Meeting Clerk Kevin Allen, Tourism Manager "Alix" Alexandra Pierce.

Others: Planning Commissioner David Epstein (Zoom)

D. APPROVAL OF AGENDA - Agenda was approved.

E. APPROVAL OF MINUTES

1. April 21, 2025 - Regular Meeting - Approved with no changes.

F. ITEMS FOR ACTION

1. Funds Transfer Request to the Marine Park CIP (P41-105) from the Waterfront Seawalk CIP (H51-113) - Action Requested

Director Koch explained that this is a request for \$3.5 million from the Waterfront Seawalk CIP to the Marine Park CIP, and the total project is anticipated to cost a little over \$10 million. She expressed that with this transfer request they would have enough funds to go out to RFP this summer.

Mayor Weldon asked what they are doing for \$10 million.

Ms. Pierce responded that marine construction tends to be expensive. She said they are still moving forward with the design that went through public process and was viewed by the Assembly. She noted that this should have been taken care of in the Marine Passenger Fee budget, but a miscommunication between staff on the line item amount for Marine Park was the reason it was not. She added it is also a complete renovation of the park, and they got a lot of public feedback about a new performance space. She stated that the park will be reconfigured to allow for more gathering and seating.

Mayor Weldon asked if this would delay or cause any problems with Seawalk.

Ms. Pierce answered no, it would not cause any delays, as they are still in design with that project and they have a lot of permitting and coordination to get through before making any construction decisions.

Chair Hughes-Skandijs voiced that she was on the project page today to review the design documents and amount of public process that occurred. She inquired if they have funds pulled and will be talking about going out to bid this summer if they would be going out to bid for construction.

Ms. Pierce responded yes, the next step is bidding for construction, but did not know if the current design documents on the project page are updated.

Chair Hughes-Skandijs asked if they start going to bid at 30%, as that is what the project page stated they were at.

Ms. Pierce answered that she believes they are further along than 30% and they are ready for bid.

Chair Hughes-Skandijs understood there was a miscommunication with staff going through the budget process, but guessed this was not the first time they have transferred money out of the Seawalk, because they continuously put Marine Passenger Fees in there, as that is a long term and community goal to work on those future alignments. She voiced concern about the policy choice to continuously move money out of the Seawalk, because over time it will not be building up, which would make them more reliant on a large revenue bond or another funding mechanism in the future.

Ms. Pierce responded that in the Marine Passenger Fee budget they have a big chunk of money for Shore Power and that CIP has a lot of money in it and they have the Seawalk. She stated that Seawalk is a living, breathing project, as they have been moving money in and out of it as they have been doing work, and Marine Park is part of the Seawalk. She voiced that they probably would have reconfigured the Passenger Fee budget a little differently if the miscommunication did not happen by allocating less money to Shore Power and more money to the Seawalk, and that is a conversation they need to have as a group. She expressed that this project is a Seawalk Project, and they need to make long term decisions on Shore Power and how far they want to push on the Seawalk, and what is their highest priority.

Chair Hughes-Skandijs stated that for this committee, it really comes down to their priorities with the source of funding. She knows this is being characterized as a Seawalk project, but she feels like highest priority being adding additional alignment and redoing Marine Park does not rise to the top of her priority list, but she understood that good work has been happening on that. She added that she resides across the street from Marine Park, and the idea of removing covered space to make less covered space to discourage camping is a consequential decision, as her unhoused neighbors sleep under there pretty peacefully every night.

Mr. Smith moved that the Public Works and Facilities Committee request a transfer of \$3.5 million to the Marine Park CIP from the Waterfront Seawalk CIP and forward that to the Full Assembly for approval. He asked for unanimous consent.

The motion passed.

2. Michael Baker International (MBI) Juneau International Airport (JIA) Master Plan Update Presentation - Information only

Mark Lukin, with Michael Baker International, stated that they are helping Juneau International Airport with their master planning process. He explained that the master planning process is a plan mandated by the FAA that is done every 10 years, that looks at what kind of projects the airport should consider, an implementation plan, and puts together cost estimates for the projects and positions for the airport to compete for FAA funding. He noted that most of the projects, including this one, is funded through Airport Improvement Federal Funds. He went over the major objectives, which include make the airport as operationally efficient as possible and maximize the facilities they have and where else there could be development, enhance the economic and social value, meet long-range aviation needs, ensure current and future airport plans are environmentally compatible, provide planning options consistent with project goals, and comply with FAA planning guidance and current Advisory Circulars. Mr. Lukin

explained that they are at step 3 of 5 in the master planning process, which consists of refining the alternatives that they are going to look at and the implementation and feasibility plan.

He gave an overview of the airport facility and airfield development recommendations, including bringing the runway up to FAA standards that consists of adjusting the west end runway safety area from 400 feet to 1000 feet and extending the runway from 8,857 to 9,200 feet to give the critical aircraft the capacity to operate fully. He also talked about the analysis they did to see if there were any conflicts between expanding the runway and the bridge, as an aircraft has to be able to climb out at a 62.5 foot to 1 foot climb ratio. Their analysis showed that it would clear the bridge by 27 feet. He noted that this would be a major project and would probably be toward the end of the 20-year planning timeframe.

He went over the terminal area development that included quite a bit of recommended projects and things that could be done to improve the capacity, like expanding the terminal to the east, creating a four-story parking facility, adding another gate for additional airport parking, adding additional hangar space to the north of the terminal, and FAA potentially moving their control tower to the east of the expanded terminal.

He discussed the Northwest Development Area recommendations, which include replacing aging box hangar facilities and adding additional box hangars and T-hangars, consolidating all maintenance operations into one facility, and adding a road from the secure area into the fuel dump. Mr. Lukin talked about public involvement that consisted of the Technical Advisory Committee, Public Open House Meeting, and project status briefings, and they feel like they have had a thorough public process. The remaining work to be done is the refinement of the alternatives, environmental overview, implementation plan, and a final technical report; however, before they provide the final plan, they need to complete the Aeronautical Survey and Mapping.

Mr. Kelly asked if they would still be able to compete and receive grants since federal grants have become a lot less stable since the beginning of the year in a lot of different sectors.

Mr. Lukin had the understanding that the Airport Improvement Plan Grants come from the FAA Reauthorization and that federal funding should continue.

Mr. Smith asked if the airport master planning process and public engagement piece covered helicopter tourism related noise.

Mr. Lukin answered that there is an option to do that, and the airport also does noise studies. He believed there was an agreement between the helicopter operators and the Tourism Board for the maximum number of operations that they could fly.

Mr. Kelly inquired if they would be extending or shifting the runway.

Mr. Lukin responded the biggest need is to shift it east 600 feet to meet the 1,000 feet, but they also recommended extending that runway slightly to bring it up to 9,200 feet.

Mr. Kelly inquired if they took potential traffic into account when clearing the bridge crossing by 27 feet or if they only accounted for the structure of the bridge.

Mr. Lukin believed they only measured for the structure of the bridge.

Ms. Hall asked if there was a concern with the increase in heli-tours in regard to airspace compatibility.

Mr. Lukin stated that they have a maximum number of aircraft in operation that they would potentially fly in a season that is agreed to with the Tourism Board, but because of weather, they are not achieving those operations. He said they also have an agreement with the airport, FAA, and the other carriers as far as how they operate that keeps them from being in conflict.

Mayor Weldon understood moving the coastal helicopters away, as it is not a safe place to have them back out into the airport road, but she was concerned with them being right next to each other, because if they both are leaving with six helicopters a piece at the same time, that seems like a lot of congestion.

Mr. Lukin admitted that he is not the person to comment on helicopters operations except for how many operations, which is what they are trying to assess right now by making sure they are reporting accurate operational numbers.

Ms. Hall expressed that knowing that their population projections are coming down, this seems like a pretty big increase to their airport. She asked if population projections were taken into consideration.

Mr. Lukin answered yes, but they also look at national trends, as does the FAA, and there is a growth projection they use to build what could happen at that airport based on those trends. He added that they also talk to the carriers to get input on their activity and what they are planning.

Mr. Kelly voiced that it shows the parking garage as an area of terminal area development in our current parking lot, which was recently improved, and it looks like some of the areas slated for new buildings is where they put overflow parking. He inquired if that space would still be available to handle overflow parking when the garage is being built or if the new buildings would be going in there before that.

Mr. Lukin responded that they will be conferring with the airport on that, as the implementation plan will list the projects as far as what would be early in development. He stated that it is possible that the airport has the vision to put those facilities there sooner than the parking garage, which will probably be many years down the road, so it is likely that would be one of the first projects pursued.

Mr. Kelly asked if any of the work being done would displace the airport trail people use for hiking that goes around the airport that is also meant for emergency vehicle access.

Mr. Lukin answered not that he is aware of.

Mayor Weldon expressed that the current design of the parking garage was horrible, with a lot of wasted space, but stated the cost of one space right now is about \$50,000, so 992 would be about \$49.6 million. She asked how that was going to happen since it is not eligible for FAA funding.

Mr. Lukin responded that they are going to put it in the plan, and it will be up to the airport and the community to determine whether that is appropriate.

3. Juneau Douglas North Crossing (JDNC) Project Update - Information Only

Director Koch gave an update on the JDNC Project, stating that the Planning and Environmental Linkages (PEL) Study is open for public comment and closes on June 9, and if anyone is interested in learning more about the study, the website is <https://www.jdnorthcrossing.com/> It is anticipated that it will take about four weeks for them to wrap up the final PEL, and the next step for the project would be a NEPA process. She voiced that by the time contractor is selected and the process starts, they will have the draft publicly available and they will have a final Airport (JIA) Master Plan from Michael Baker that would be integrated into the consideration for the JDNC NEPA process. She added that whoever the selected contractor is would not design a bridge that would conflict with the plans for the airport. She commented that they had an open house on the PEL on May 15th with over 150 people there, with a lot of good conversation and public comments received.

G. PWFC 2025 ASSEMBLY GOALS

1. PWFC Milestones for 2025 Assembly Goals - 6.02.2025

Chair Hughes-Skandijs noted that the milestones were included in the packet and it shows their progress.

H. CONTRACTS DIVISION ACTIVITY REPORT

1. April 11, 2025 to May 20, 2025

Chair Hughes-Skandijs commented that the Contracts Division Activity Report was also in the packet.

I. NEXT MEETING DATE

1. July 14, 2025 @ 12:10 PM

J. 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.