ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE AGENDA

February 23, 2026 at 12:00 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

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES

1. January 16, 2026 Meeting Minutes

F. AGENDA TOPICS

1. Bear Creek Culvert Transfer - For Action
2. Blackerby Water Tranfer - For Action
3. Downtown Waterfront Improvement - For Action
4. New City Museum - For Action
5. Recycling Center - Verbal Update
6. Solid Waste Presentation - Jacobs

   [The full report is available on the CBJ EPW website.]
7. Transit - Micro Transit

G. CONTRACTS DIVISION ACTIVITY REPORT

1. January 16, 2026 to February 20, 2026

H. NEXT MEETING DATE

1. March 16, 2026 at 12:00 PM, Zoom & Assembly Chambers

I. 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, e-mail: city.clerk@juneau.gov.

ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE AGENDA

DRAFT - January 26, 2026 at 12:00 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 Ella Adkison; Neil Steininger; Nano Brooks

Members Present Online: Alicia Hughes-Skandijs

CBJ Staff Present: EPW Director Denise Koch; EPW Deputy Director Nate Rumsey; Administrative Officer II Rose Evans; Chief Engineer John Bohan; Streets & Fleets Maintenance Superintendent Scott Gray; Utilities Production & Treatment Manager Dr. Chad Gubala; Acting Transit Superintendent Matt Carpenter; Engineering Contract Administrator Greg Smith, RecycleWorks Operations Manager Stuart Ashton; Contract Specialist Cristian Crabtree.

CBJ Staff Online: Chief General Engineer Jenny Smith (Zoom); City Architect Liam Knecht (Zoom); Utilities Engineer II Alan Steffert (Zoom); City Clerk Breckan Hendricks (Zoom); Communications Director Ashley Heimbigner (Zoom)

Others: Assembly Member Paul Kelly (Zoom)

D. APPROVAL OF AGENDA - The agenda was approved.

E. APPROVAL OF MINUTES

1. December 01, 2025 Meeting Minutes – - Approved with no changes

F. AGENDA TOPICS

1. Draft FY2027 Capital Improvement Program (CIP) Projects and Schedule - Informational Only

   Director Koch gave an overview of the Draft FY2027 CIP Projects and Schedule. She said they did several months of work before submitting it into the record publicly and starting this conversation, which included discussions at the Assembly Retreat to get a sense of the Assembly's desires and how to integrate revenue reductions into the Capital budget and talking to the different departments about what projects are important to them. She mentioned they will come back to this committee on March 16th with the 6-Year CIP to give them a concept of the big projects that are on the horizon and it's an opportunity for this committee to discuss or ask questions about particular projects in the FY2027 CIP.

Mr. Rumsey presented the draft FY2027 CIP and schedule. He stated that on December 15th, they had the different departments provide their submissions so they could start incorporating their priorities into the CIP, which was not included in the draft schedule. He talked about a memo they received providing additional revenue forecasts for FY27 and direction regarding the 1% voter approved projects and 3% temporary sales tax funding, which reflected how they captured projects for the FY27 CIP. Also included in the draft resolution is the FY2027 CIP list of projects by funding source proposed, departmental submissions, and the updated version of the table showing the voter approved sales tax. He explained they are not requesting any action today from the committee but are there to answer questions, and they will be back in March to provide more information.

Ms. Evans noted Assembly Member Kelly was online.

Ms. Hughes-Skandijs asked if they were going to continue swapping out their funding source and paying it back every year to stay on schedule with doing street work like they did last year. She stated when they changed the utility rates she was concerned they were not set high enough to cover the funding to do the maintenance and street work they needed to do, even though it was a huge imposition on affordability for the population.

Director Koch responded this is actually the third year they are doing this. She stated they also talked about that amount of increased revenue not being enough to keep pace with their capital needs for the utility. She expressed the Assembly will ultimately make the final decisions on what they want to see in the capital budget, but unless directed otherwise, she would continue using some of the sales tax money for the utility portion of the road projects to keep pace and have the efficiency of having utilities and streets work together to complete a street.

Mr. Bohan commented this is the third year in recent times they have utilized street sales tax to get to a complete street and keep work going, and is a pattern they have done over the past 20 plus years when utility rates are lacking and they need to balance projects. He pointed out the Assembly made the decision during the utility rate setting process to earmark an amount of standalone street sales tax for the FY28 CIP, so they will probably see more next year.

2. Streets - Berm Info and Priority for Plowing - Informational Only

Director Koch thanked Mr. Gray and his staff for their tremendous work through the record-breaking amount of snow they received. She noted they call in contractors when exceeding their capacity, and contractors were called in pretty early, who mostly did the snow hauling sort of work. She mentioned even though the recent snow emergency piece was put at the front of the memo, they had planned on talking about berms anyway. She said it has been evaluated multiple times in the past, and there does not seem to be any piece of equipment to make clearing berms fast or easy, and if the community and Assembly wanted more time spent on berms, it would be a substantial amount of time that would come at the expense of doing some of the road clearing they do. She understood that sometimes it can be confusing to know who maintains which streets, but there are maps on the website showing which roads are CBJ roads and a link to maps showing DOT roads.

Mr. Brooks thanked Mr. Gray for everything their department does in keeping the community accessible. He asked if there were looking at any permanent solutions ideas for the next time there is a major inundation of too much snow instead of putting it in a parking lot or dumping it in the channel.

Mr. Gray answered their solution is the multiple dumping sites they go to. He noted when there is a historical event, they get permission from DEC to dump in Gastineau Channel.

Director Koch added that dumping snow in Gastineau Channel is allowable under extraordinary circumstances, and they have to obtain authority from DEC to do that.

Mr. Steininger thanked Mr. Gray and his team for their work. He stated that he lives downtown and is a pedestrian more than a driver. He asked who has the responsibility for the clearing of sidewalks, particularly in the downtown business district.

Mr. Gray answered for streets in the downtown area, it is normally done by the laborers, who basically take care of clearing all the sidewalks in the downtown area, and anything up above 5th is done by residents. He said they also go out farther into Willoughby, 9th, Harbor View, and high school areas. He added that in the Valley they try to get most of the main road sidewalks, but it depends on how much snow they get and how much they can move back.

Mr. Steininger inquired if it was CBJ’s responsibility to keep sidewalks clear within the core district, 4th street and below and the main business district, or if there was any shared responsibility with the building owners.

Mr. Gray responded some of the property owners take care of their own, but they try to get in there and do that.

Chair Adkison asked if they ever think about putting shovels on Parks and Rec trucks and using them as backup cleanup when they have large snow events like this and staff is strained and working overtime and equipment is a big issue. She said it seemed like they could take some workload off of the streets crew in unprecedented events like this.

Mr. Gray voiced that for snow removal purposes, a lot of the plowing has to be done with larger equipment, and Parks and Rec does not have the capabilities of doing that.

Director Koch added one of the challenges during these events are all the people wanting to help, but they would need a CDL to drive those pieces of equipment, which can be challenging and time consuming to obtain. She added they also have responsibilities of building maintenance, working on parking lots, and doing work for other CBJ facilities.

Mr. Brooks commented that a lot of people recognized that because there was so much going on, that the sidewalks in the residential areas were the last to get it, and people do not necessarily need a CDL to drive a regular truck with a plow on it, so that may be something Parks and Rec could justifiably do. He added there were about 6 to 10 trucks buried at one of the Parks and Rec facilities through the snow event they may could use to help. He asked if that was something that could be entertained if needed in the future.

Mr. Gray answered that pickup trucks are not big enough to move the amount of snow on the sidewalks. He explained they are trained to push back as if there is going to be another storm, so they push back as far as they can and a pickup truck cannot do that.

Director Koch added the Parks and Rec team, especially in building maintenance, had the critical job during the EOC of managing the work of removing snow from the roofs of buildings and moving snow away from the sides of the building after being removed from the roof. She noted they are also pretty maxed out during this event with things like that.

Chair Adkison asked how coordination went with DOT during this event, as she understood DOT can be challenging to work with on a day to day basis.

Director Koch expressed one of the values of an EOC is they wind up having that coordination, and they had a daily 4 p.m. standing meeting that included CBJ, Streets, DOT, school district, and Barlett Hospital, which was really helpful.

Mr. Gray stated they have a pretty good working relationship with the maintenance and operations crew, and if there was a situation where they could help each other, they did.

3. Utility - Drinking Water Production and Distribution issues in Dec and Jan - Informational Only

Director Koch explained she does not want to just come to them every 4 or 5 years and say they have a lot of capital needs and not hear from them in the interim if they are not talking about rates. She stated the long list for December and January was a combination of the continuing aging infrastructure and capital needs they have been hearing about. She noted the really cold weather was tough on the utility, and there is a lot that goes on to keep the seamless and invisible services of the utility working correctly. She shared this really hit the drinking water side of the utility more harshly than the wastewater side, and their drinking water crew worked really hard and worked weekends, nights, and holidays to keep up. She added the drinking water treatment staff was also working overtime, as they told the community during this time to run a small trickle of water through their tap, but it lasted longer than anticipated, and they started to see a real decline in the reservoir water levels. Director Koch felt it was important for this committee to have a fuller understanding of the utility in between talking about rates.

Ms. Hughes-Skandijs thanked Director Koch for the information, as it is very useful and highlights how precarious and important the utility is to have seamless service.

Chair Adkison agreed it is helpful to be aware of all the things going on over there and how the system is old and needs help.

Mr. Steininger tied the list of issues back to the comment Ms. Hughes-Skandijs made earlier in the meeting related to concerns about the financial health of the utility and ensuring they have the money to address these needs. He wanted to make sure members of this committee and the Assembly were thinking about that.

Mr. Brooks asked what the description of instrumentation is in potable water distribution instrumentation.

Mr. Gabala responded that terminology means all of their potable distribution system and production system is controlled by devices known as PLCs, which are separate computers designed to have very specific timing phases so they can turn pumps on and off, coordinate activity to move water around, and program in feedback between reservoir levels and supply. Their water system stretches across the entirety of the CBJ and is a very large system, and they cannot move water around and produce it without having automation to assist them. He added that along with the ductile pipe and a variety of physical aging infrastructure, the devices that control all the automation and bring water are antiquated and no longer produced. They are working hard to replace them as quickly as possible.

Chair Adkison thanked Director Koch, Mr. Gabala, and crew for keeping water coming.

4. Transit - Ridership Stats for Suspended Routes and Microtransit - Informational Only

Director Koch expressed this was a continuation of a conversation and specific questions from the Committee about transit. She said there was a question about the ridership on the North Douglas Route before it was suspended, which was about three passengers per run with two runs per day. She stated the mayor also had a question about microtransit and on-demand transit, so they researched that and found microtransit is an on-demand service, whereas the majority of capital transit service is a fixed route service. She added there is also paratransit that is branded as capital access and a requirement of any bus system receiving federal dollars. She noted patrons have to qualify for paratransit and have to have a short or long term disability, and the service has to be reserved in advance. Microtransit is much more similar to an Uber or taxi. They were not aware of any system in Alaska right now that has a fixed route, paratransit, and microtransit system all together, but Anchorage is looking at doing pilots on that. Director Koch expressed they put the cost per ride in the memo to help inform policy making and budgetary decisions the Assembly will eventually make, as there will be difficult tradeoffs the community, as funneled through the Assembly, is going to have to make on budget particularly this year. She pointed out that the fixed route system is generally the lowest cost per ride, but that changes depending on geography. She mentioned the survey done in 2024 with the community and riders was something they wanted to revisit periodically, which they may do in 2026, and they could ask the tradeoff questions about geography versus more frequent service in areas they have the densest usership.

Ms. Hughes-Skandijs asked if there was a way where they could say their fixed route service costs this much and microtransit costs this much, and the tradeoff is that they are paying a bit more for transit and if they want it, they could pay more for a ride.

Director Koch responded that she has not seen a model where a microtransit system also has a different fare structure, such as if someone wanted to use microtransit the fare might be higher than the fare for the fixed route system, but she would look into that. She felt that would be allowable, but they would have to do some research to make sure there was not some sort of requirement prohibiting it.

Chair Adkison inquired if there was any federal funding available for something like microtransit or only for paratransit and the fixed route system.

Director Koch understood the funding to be for the fixed route and paratransit system, but it might be different for places that do not have a fixed route system where microtransit is acting in lieu of their fixed route. She was not sure if they could receive federal dollars for both, but said she would get back to them on that.

Chair Adkison asked if in the event they are cutting more fixed routes, would it be possible to do microtransit for multiple areas of town.

Director Koch answered if the Assembly was interested in microtransit, there would need to be more planning and evaluation. She said if they as a community went into microtransit as a service, her recommendation would be to come up with criteria for which areas would get microtransit and which would not. She added they would need to have a lot more planning and discussing on where it would go.

G. CONTRACTS DIVISION ACTIVITY REPORT

1. November 22, 2025 to January 15, 2026

Director Koch acknowledged their Tlingit & Haida colleagues at the meeting who work with them on solid waste issues. She reminded the committee there is an MOU with Tlingit & Haida to work on solid waste issues and they are formally partners on waste and are always working hand in hand.

H. NEXT MEETING DATE

1. February 23, 2026 at 12:00 PM, Zoom & Assembly Chambers

I. 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, e-mail: city.clerk@juneau.gov.

CITY AND BOROUGH OF JUNEAU

Engineering and Public Works Department
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-0800

DATE: February 23, 2026

TO: Ella Adkison, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Bear Creek Culvert Replacement - CIP Fund Transfer - Action Requested

Staff requested an initial transfer of $350,000 in August to partially fund the replacement of the failing Bear Creek Culvert crossing 1st Street in Douglas. Upon completing the research for the design and understanding the needs of the culvert replacement, including moving and replacing the water and sewer mains that are constructed directly on top of the old culvert pipe, an additional $180,000 is necessary to complete the $530k (estimate) construction project. With the approval of this transfer request, construction could be completed during the 2026 construction season.

This is a high priority to Public Works due to recent sink holes caused by corrosion and failure of the old metal culvert conveying Bear Creek under 1st Street in Douglas. The sink holes have been uncovered and patched. The large culvert pipe is extremely corroded and in need of replacement before a serious incident occurs or the roadway has to be temporarily closed because of culvert failure.

The $180,000 is requested to come from R72-165 - Dudley Street (Loop Rd to End). Bids for Tongass Phase 2 Reconstruction, from Tongass Boulevard to the east end of Dudley, near Jordan Creek were recently opened and were about $700k below the engineer's estimate. This transfer will leave approximately $820k funds available to cover any unforeseen work items or additional work needed to complete the project.

Action Requested

Staff requests that the Public Works and Facilities Committee forward the transfer of $180,000 from R72-165- Dudley Street to R72-186 – Bear Creek Culvert – 1st St Douglas, to the full Assembly for approval.

Engineering and Public Works Department
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-0800

DATE: February 23, 2026

TO: Ella Adkison, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Blackerby Subdivision Waterline Breaks - CIP Fund Transfer - Action Requested

Staff requested an initial transfer of $2.36 million in November 2025 to fund the replacement of the failing waterline and reconstruction of Ridge Way in Blackerby Subdivision. Upon completing the details of the design and identifying the necessary work to be completed, an additional $370,000 is necessary to complete the $2.55 Million (estimate) construction project. This is a high priority to Public Works due to the extremely poor condition of the water main and the potential for catastrophic failure. With the approval of this transfer request, construction could begin early next spring.

The $370,000 is requested to come from R72-165 - Dudley Street (Loop Rd to End).
Bids for Phase 2 of work, from Tongass Boulevard to the east end of Dudley, near Jordan Creek were recently opened and were about $700k below estimate. The transfer will leave approximately $1.0 M funds available to cover any unforeseen work items or additional work needed to complete the project.

Action Requested

Staff requests that the Public Works and Facilities Committee forward the transfer of $370,000 from R72-165 Dudley Street CIP to R72-187 Blackerby Subdivision Reconstruction, to the full Assembly for approval.

Attachment:

Blackerby Subdivision Waterline Breaks – CIP Transfers – from November 3, 2025 PWFC meeting

Engineering and Public Works Department
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-0800

DATE: November 3, 2025

TO: Ella Adkison, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Blackerby Subdivision Waterline Breaks - CIP Fund Transfers - Action Requested

Staff requests the transfer of $2.36 million from multiple street reconstruction projects to fund the replacement of the failing waterline and reconstruction of Ridge Way in Blackerby Subdivision. This is a high priority to Public Works due to the extremely poor condition of the water main and the potential for catastrophic failure. If this action is approved, construction could begin early next spring.

The transfer details are tabulated below:

CIP		Transfer Amount	Remaining in CIP after X-fer	Comments
R72-162	Crow Hill Surfc&Utility Reh	$150,000	$98,000	Finishing construction and final quantities for Lawson Ck Road - remaining expenses expected to be under $98k
R72-165	Dudley Street (Loop Rd to End)	$750,000	$4,900,000	Project bids will open in December - estimated project costs @ $4.5 million and $400k contingency
R72-167	Dogwood Ln Columbia to Med Blv	$220,000	$104,000	Finishing construction and final quantities - remaining expenses expected to be under $95k
R72-169	10th, F, W 8th Streets Reconst	$400,000	$220,000	Construction continuing on F Street in 2026 - remaining contingency of $220k expected to be adequate for extra expenses
R72-175	Eyelet Court Improvements	$120,000	$95,000	Finishing construction and final quantities - remaining expenses expected to be under $95k
R72-183	Nowell Ave Sewer Infra.	$720,000	$1,305,000	Project bids will open in December - estimated project costs @ $1.2 million and $100k contingency
	Transfer Amount	**$2,360,000**	**to NEW Blackerby Subdivision Reconstruction CIP**	

Blackerby Subdivision experienced two watermain breaks in mid-October 2025. The pipe was found to be in very bad condition, with golf ball size holes at each of the breaks and severe pitting of the pipe. Both breaks were able to be repaired with repair bands. One repair was directly adjacent to a repair band from 2014. There have been multiple other repairs on this pipe since 2014. The Blackerby Subdivision water system was installed with ductile iron in the 1980's (40+ years old), has exceeded its design life and is in danger of additional breaks or catastrophic failure, as illustrated by the extreme corrosion in the photo below. This transfer will make it possible to efficiently replace the water main in Blackerby Subdivision, at least around Ridge Way, where the water breaks have occurred and allow evaluation of the remaining waterline from Glacier Highway to Ridge Way to determine if it requires replacement as well. The waterline from Glacier Highway to Ridge Way is believed to have been constructed in the 1980's also, but, has not shown any breaks or needed any repairs. There is not adequate funding available to complete the Glacier Highway to Ridge Way portion of waterline at this time, as it would require an additional $1 million. This will be addressed at a future date when funding is available, likely as an upcoming priority during the CIP process.

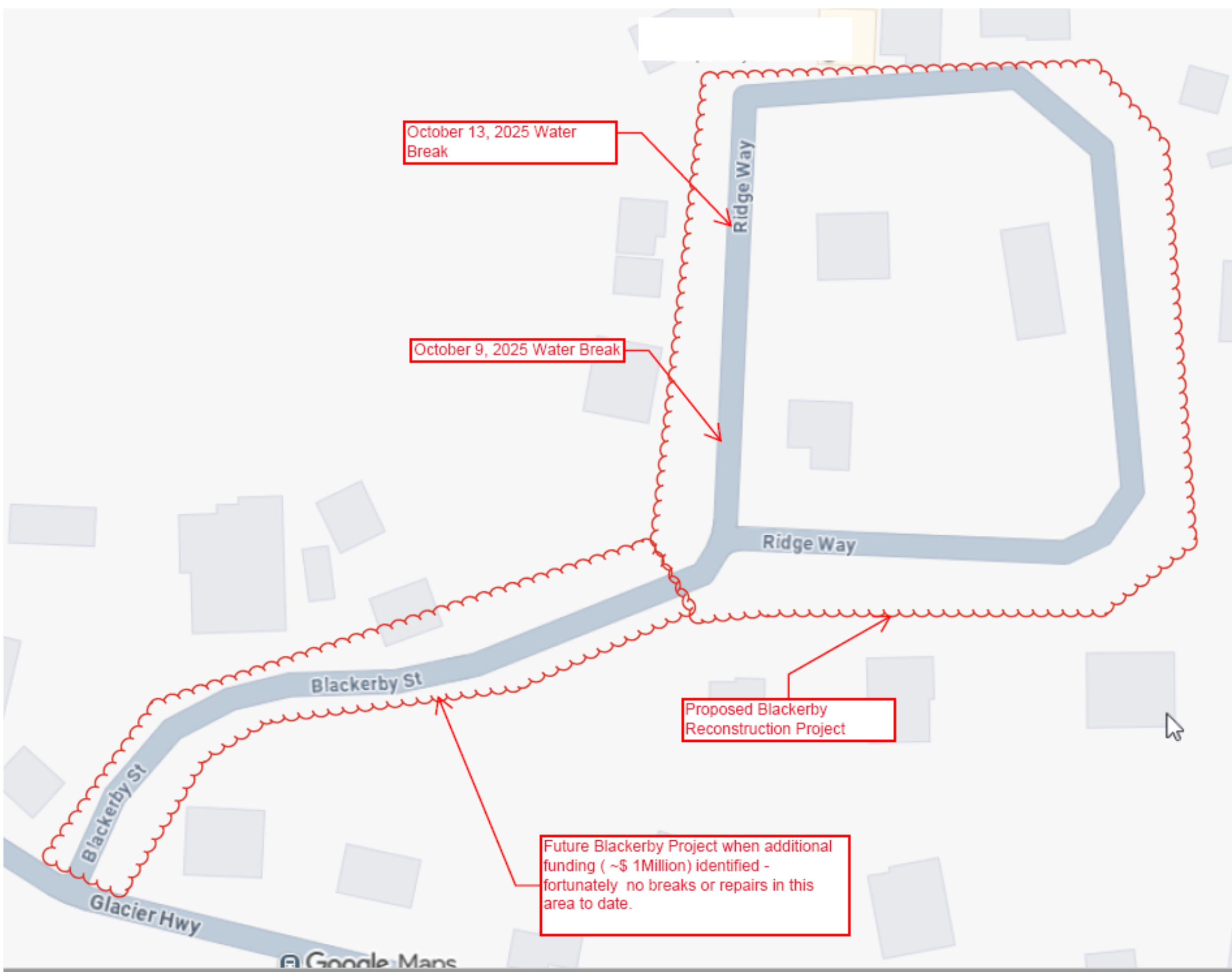
Action Requested

Staff requests that the Public Works and Facilities Committee forward the transfers as noted in the attached table for a total of $2,360,000 to the full Assembly for approval.

Extreme Pitting and Corrosion of Waterline and Leak

October 2025 Repairs – Blackerby Subdivision – Ridge Way



Location Map – Adjacent to Twin Lakes along Glacier Highway

Port of Juneau

155 Heritage Way• Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Carl Uchytil, P.E.
Port Director

To: Public Works & Facilities Committee

Via: (1) Docks & Harbors Operations Committee
(2) Director, Public Works & Engineering
(3) City Manager

Date: February 13, 2026

Re: WATERFRONT RESTROOMS

---

1. In 2017, following the successful completion of the CBJ new cruise ship berths project, Docks & Harbors led an effort to synchronize the waterfront from Marine Park to Taku Dock. This planning process was completed in 2018 - Urban Design Plan – Marine Park to Taku Dock and directly contributed to a CIP aptly named Downtown Waterfront Improvement (DWI).

2. The early execution of this plan required land negotiations and appraisals with the adjoining property owner Morris Communications (dba Archipelago Properties, LLC). Ordinance 2019-2 approved a negotiated agreement with Archipelago Properties with CBJ paying $922,175 for the parcel alignment in use today. The agreement was intended for Docks & Harbors to construct DWI Phase I ahead of proposed retail development by the Archipelago Group. This would enable Docks & Harbor to complete Phase I without being impeded with retail buildings on the Archipelago owned lot.

3. In July 2019, a DWI Phase I contract was awarded to Trucano Construction for $12,367,699 which included:

- 390 foot long concrete retaining wall, steel piles and pile caps, concrete and timber decking creating a pedestrian plaza area with seating/landscaping and connection between the Seawalk, the Archipelago lot and South Franklin Street
- Construction of a new vehicle staging area with a canopy, foundation and utilities for a waiting shelter and restrooms building, and pile supported deck over.

At the December 9, 2019 COW meeting, the Manager proposed descoping portions of the Phase I awarded project which would enable CBJ time and opportunity to evaluate the feasibility of relocating the Juneau-Douglas City Museum to the waterfront. This direction led to deducting $619,255 from the Trucano Construction contract Phase I project and an indefinite hold on 65% design for Phase II. The covered shelter and restrooms estimate in 2019 was $2.5M.

4. Should the Assembly elect to forego the plans for a waterfront museum, Docks & Harbors is prepared to restart the DWI Phase II project. Docks & Harbors submitted a FY27 $3.5M Marine Passenger Fee request should the Assembly wish to invest in new waterfront amenities as visualized in the Urban Design Plan. A covered shelter/waiting room with restrooms concept layout has been developed from the Docks & Harbors design team and is provided as an attachment. If directed to proceed, Docks & Harbors would conduct at least one public meeting/open house to present plans to the Juneau community. Docks & Harbors goal would be advertise in July 2026 for a winter construction project, if so desired by the Assembly.

5. Please contact me should you have questions at 586-0282.

#

Encl: (1) Memo to Assembly COW dated December 6, 2019
(2) Descoped elements of DWI Phase I
(3) FY27 MPF Request for Downtown Restrooms
(4) Plan View – Covered Shelter/Waiting Room Layout

Copy: Tourism Director

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

DATE: December 6, 2019

TO: Deputy Mayor Gladziszewski and Assembly COW

FROM: Rorie Watt, City Manager

RE: Waterfront Museum Concept/Downtown Waterfront Improvements Phase 1 Project Update

Development of infrastructure on the Downtown Waterfront Improvements Phase I project is well under way. This current construction contract of $12.5M is scheduled to be completed by October 2020 and consists of the following scope of work: The construction of a new vehicle staging area with a canopy, foundation and utilities for a waiting shelter and restrooms building, and pile supported deck over. Phase I includes a 390ft long concrete retaining wall, steel piles and pile caps, canopy, concrete and timber decking that will create a pedestrian connection between the Seawalk and the Archipelago Properties, LLC development and to South Franklin Street.

A second phase of work valued at approximately $2.5M is scheduled to go to bid in May 2020 and be completed by April 2022. The scope of Phase II includes: The completion of the 40' x 80' waiting shelter and restroom building, as well as landscaping and site features in the deck over pedestrian plaza.

In between the two CBJ phases is the construction of the private activity on the uplands owned by Archipelago Properties, LLC. The construction sequence was negotiated and scheduled as part of the land purchase and sale agreement that was authorized by the Assembly on Jan 28th, 2019. As part of that PSA, CBJ agreed to language partially limiting development of a portion of the CBJ tidelands. That language reads:

"With respect to Future Improvements other than the Approved Structures, Archipelago shall have, and hereby reserves for itself and its successors and assigns, a limited right to object in advance of placement or construction of such improvements on the portion of the subject property designated on Exhibit E hereto, based upon the following considerations: Archipelago may object if the Future Improvement does not provide an identifiable public purpose or benefit, and is reasonably likely to impair, interfere with, or unfairly compete with, the businesses and operations taking place on the adjacent Archipelago premises. If CBJ proposes a Future Improvement it shall notify Archipelago in writing at least 180 days in advance of the intended date of commencement, and Archipelago shall have not more than 60 days to consider and state in writing its objection to the improvement, if any. In the event of objection, the two Parties will work in good faith to attempt to resolve the objectionable issues. Archipelago's approval shall not be unreasonably withheld, provided the above conditions are met. "

I would like to present a new idea for consideration.

JDCM Relocation Concept:

The Juneau Douglas City Museum is housed in the CBJ owned Veteran's Memorial Building at 4th and Main, across from the Capitol. It was the site of the Alaska Statehood Ceremony on July 4, 1959. It receives 24,000 visitors a year and earns $64,000 of revenue and requires $475,000 of general fund support. During the Assembly's recent budget exercise, the JDCM was ranked quite low as a discretionary service. Yet it is unlikely that the Assembly would easily decide to unspool the museum collection and to decide to not provide this public service. The JDCM building currently is around 6,000 sf in size and is at capacity in terms of historical artifact storage space. The location does not generate enough visitor traffic to be self-sustaining and the space is cramped. In terms of cost recovery, it is performing as well as can be expected.

It is now a good time to think of the bigger picture; I have done some preliminary work on the question of whether the construction of a new facility on the waterfront would allow the JDCM to become self-sustaining and could eliminate the need for GF support. The current facility could be incorporated into the Capitol campus and serve to advance other important municipal goals related to our endless goal of improving ourselves as the Capital City. Additionally, the 2018 *Marine Park to Taku Dock Urban Design Plan* acknowledged a future "waterfront attraction" in this space, which was envisioned to be a public museum-like facility.

Conceptually, a move to the waterfront and a facility in the range of 10,000 sf has been estimated to be in the range of $8-9M. While a funding package has not been developed, there are some obvious opportunities. In our MOA with CLIA, the cruise ship industry has *already* agreed to not object to provision of facilities such as restrooms, seawalks and visitor information (signage/wayfinding) and passenger queuing.

Further, the MOA requires early consultation by the parties, and in the spirit of the agreement, I have preliminarily floated the idea with CLIA. In general, CLIA's position is:

a. That they acknowledge that restrooms would be an eligible use of passengers fees.
b. They are interested in discussing new partnership opportunities which would improve the community, but would prefer to follow community direction.
c. They are supportive of requesting funding from the cruise industry charitable foundation to help cover temporary storage.
d. That a museum on the waterfront would be an attractive addition to Juneau's waterfront, particularly for several reasons – it would be new tour opportunity, would be a lower cost opportunity (we do not have many), could be bundled with other tours, could either keep people downtown or allow for delayed dispatching to other tours (both would help on congestion issues).
e. That they are open to and welcome further discussions.
f. That the devil is always in the details.

It also seems likely that an application to the Rasmuson foundation could possibly be successful for partial funding. It may be further possible to achieve corporate support. Between passenger fees, corporate support and grant funding, it does not seem unreasonable that a third or more of project cost could be obtained.

Attached is a rough rendering of a museum concept, sited near the Marine Park Parking Garage and Library structure.

Morris Alaskan Art Collection

Through the course of owning and operating the Juneau Empire for approximately 40 years, Mr. Morris acquired a substantial, valuable and remarkable collection of original Alaskan art work. In acquiring the Archipelago property, one of his purposes was to find a way to share that art in Juneau. As an example of his vision, he helped found the Morris Museum of Art in his hometown of Augusta, Georgia. The museum is dedicated to the art and artists of the American South and was founded in the memory of Mr. Morris' parents. His speech (attached) at the opening of the museum, speaks for itself.

The art collection consists of around 250 pieces, mostly oil paintings by Alaska masters, including Sydney Laurence, Eustace Paul Ziegler, Fred Machetanz, Bill Ray, Jr., Rie Munoz and Theodore Lambert.

I have had a number of conversations about what it would take to keep his private art collection in Juneau. In short, he is enthusiastic about the idea and is willing to try to work with Juneau to achieve a loan agreement with the JDCM. He has a limited number of requests for such an agreement:

1. That the art be properly cared for and displayed.
2. That there be some exterior naming opportunity.
3. That the Morris family be able to borrow and add to the collection.

It is an exciting opportunity.

Summary:
This idea clearly needs further work, but has huge potential. I've advanced understanding as far as I can without getting (too far…) in front of the Assembly. In order to work the idea further, I need consent of the Assembly and some time to fully develop the idea.

In the end, it seems likely that many details can be ironed out, but some municipal funding support would be required. It would likely boil down to a question of shorter term debt versus reduction in long term operating costs. In some ways it is similar to the proposed New City Hall vision – invest now and get a better facility suited to the long term needs of the organization.

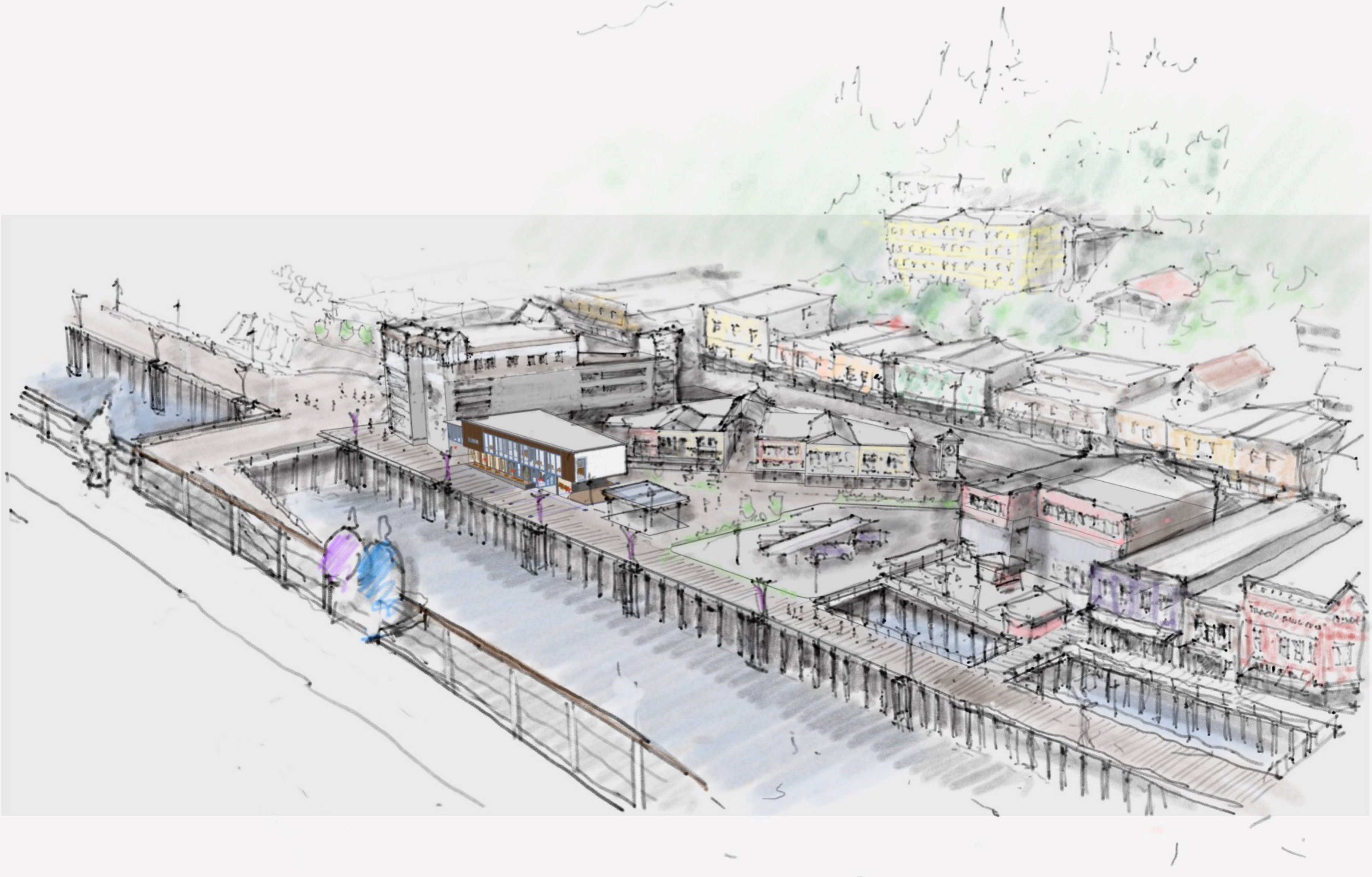
This idea has great potential to "build on our strengths" and support Objectives 13-16 of the Juneau Economic Plan (attached).

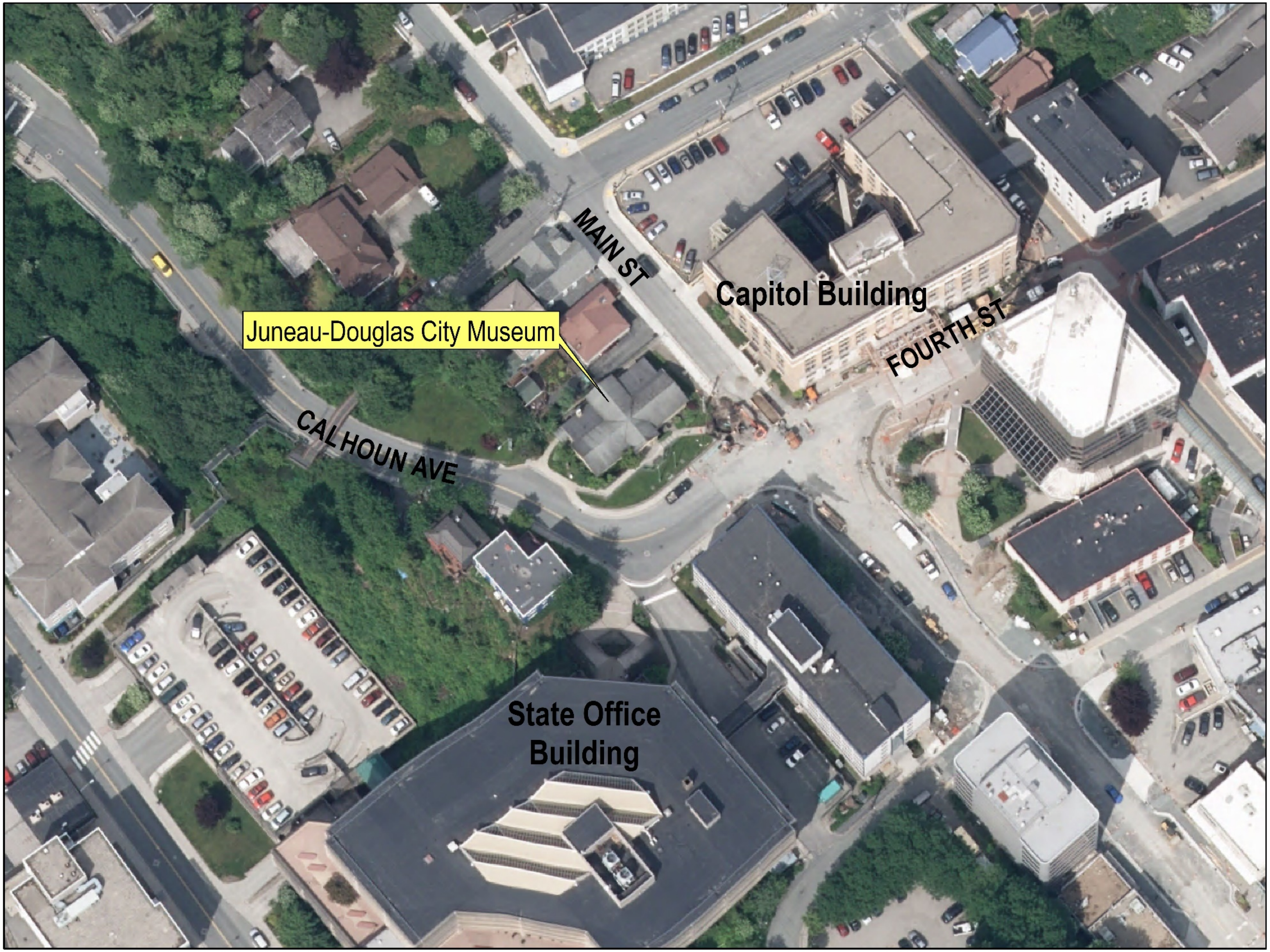
Recommendation:

If the Assembly is agreeable, we will initiate activities that will include:

A. Further development of a budget, submission of non-profit grant applications, further discussions with Cruise Ship industry (CLIA and individual lines) and other potential corporate support.
B. Coordination with Docks & Harbors, including logical adjustments to the DWI project, altering the phasing and reconsidering the waiting shelter/restroom facility.
C. Robust public process.

And reporting back to the Assembly early and often (at PWFC, COW or Finance as directed).




MAIN ST
Capitol Building
FOURTH ST
Juneau-Douglas City Museum
CALHOUN AVE
State Office Building


MARINE WAY
Library/
Parking Garage
Archipelago Property
Gastineau Channel
S FRANKLIN ST
Visitor Center
Mt Roberts Tram


PIER 49


SIMPLY NATURAL
PIER 49

Initiative	Goal: What is advanced or transformed?	Why Pursue?	Objective to Accomplish	Milestones or Metrics
Build the Senior Economy	Facilitate development of the services and facilities necessary for residents to comfortably and affordably retire in Juneau.	To allow residents to continue participating in and supporting the economy as they age and retire.	**3. Support development of a range of housing options and support services that meet the needs of Juneau's senior population.**	• # of dwelling units specifically designed/designated for seniors. • # of businesses that specifically serve seniors/tax revenue from these businesses. • # Care-A-Van rides by seniors.
			4. Increase the depth and breadth of local, skilled health care workers and services for seniors.	• # of health care positions in field related to care of seniors. • # home health care workers (and types), # training programs & # trained. • Prepare a needs lists/gap analysis for health care services for seniors by 2016.
Attract and Prepare the Next Generation Workforce	Prepare and attract the professional, technical, skilled, entrepreneurial, and creative labor force that Juneau's diverse employers, businesses, and non-profits need.	Foundational for effective workforce development, to ensure job retention, and prevent capital creep. Critical for attracting millennials and retaining existing young families. CBJ controls public infrastructure that is central to quality of life measures that influence location decisions for millennials and others. Generates wealth and ensures job retention.	**5. Develop a better understanding of the professional, technical, and other workforce needs of Juneau's key employers, especially state government.**	• State worker position profile prepared by year-end 2015. Identify State workforce needs and track/anticipate potential changes in State employment in Juneau. • Juneau "top jobs" list with recruiting and training needs prepared by year-end 2016.
			6. Increase availability of childcare year round, with an emphasis on Kindergarten readiness.	• Ratio of childcare slots in Juneau to population of children under six. • By year-end 2015, complete an ordinance and zoning code review to ensure they allow for appropriate development of child care facilities.
			7. Actively support and maintain quality of life infrastructure that attracts and retains a desired workforce.	• Usage and participation counts. • $ Track trends in cost per participant. • Track age distribution of Juneau population.
			8. Prioritize an education system that prepares youth to participate successfully in the Juneau workforce, in vocational and professional jobs.	• Graduation rates and test scores of Juneau HS students. • # student participants in STEM education programs. • # of HS students eligible for Alaska Performance Scholarship. • Educational attainment of Juneau population.
Recognize & Expand Juneau's Position as a Research Center	Take advantage of Juneau's natural assets and competitive advantages by making tighter connections to basic and applied research, funding, and employment. Strengthen links between Juneau's scientists, researchers, and businesses.	New jobs and wealth creation based on natural assets and advantages. Adds resilience by strengthening the federal jobs base and activity. Adds to diversification, as well as investment in education and future generations.	**9. Locate Alaska fisheries science and management jobs in Juneau.**	• Track AFSC job listings in AK, WA, and OR. • By year-end 2016, identify specific targets and a strategy to promote Juneau as a research/science center for excellence. • # FTE positions and # empty offices at NOAA and PNWRS facilities in Juneau. • # meetings with Congressional delegation and NOAA on jobs.
			10. Better connect Juneau's scientists and researchers with business and industry. Conduct applied research to benefit local business' ability to compete and expand.	• $ Federal, state or private grants or loans to an applied science or supporting business. • # patents to Juneau businesses or researchers.
Build on Our Strengths	Build on our strengths to expand business opportunities where we have natural/competitive advantages.	New jobs and wealth generation, adds to community resilience and CBJ revenue. These jobs are broadly distributed through economy.	**11. Increase Independent visitor travel to Juneau.**	• Track hotel and B&B occupancy, room tax revenues, counts of independent visitors.
			12. Create more value from seafood and other maritime resources and services.	• $ Track value of fish landed, fish taxes paid to CBJ. • Annual communication with Juneau processors on land, infrastructure, or permit needs.
			13. Build Juneau's role as a regional arts and culture hub.	• $ Annual spending by Juneau arts/cultural organizations. • $ Event-related spending by audience. • Progress on Willoughby Arts Complex.
Protect and Enhance Juneau's Role as Capital City	Maintain state government employment and real wages in Juneau and "brand" Juneau as a great Capital City.	New and retained Jobs (support Juneau's most important source of employment and income). Wealth creation and foundational development, attract investors and next generation workforce.	**14. Make Juneau the best possible Capital City.**	• Maintain funding for the Alaska Committee. • Track state employment & payroll. • Initiate a long-range Capital Campus planning effort by July 2016.
			15. Brand and market Juneau as a desirable place to live, work, raise a family, and start a business. Focus brand on Juneau as Alaska's Capital, a Center for Science & Research, a vibrant arts & culture destination, and place with diverse recreational assets and opportunities.	• Identify specific employment needs and locations to target marketing. • Branding and targeted marketing plan in place by mid-year 2016.
Revitalize Downtown	Revitalize Downtown, building the link between economic vitality and livable, mixed-use neighborhoods.	New jobs and businesses, leverages other investment, generate CBJ revenue, existing support by CBJ and business owners.	**16. Develop and implement a CBJ downtown improvement strategy.**	• Immediately begin to identify and apply for grant funding to supplement downtown planning. • Begin downtown neighborhood and business plan process by August 2015. Include a funding commitment, identification of project partners, and project scope. • # businesses in area; # vacant properties in area. • $ property tax revenue from area; $ sales tax revenue from area.
Promote Housing Affordability and Availability	Break down the housing barriers that are dampening economic growth.	Foundational. Lack of "starter" or affordable housing is critical economic barrier holding back progress on other initiatives.	**17. Complete a Housing Action Plan, followed by action. Set goals for "starter" and affordable housing, senior housing, as well as special populations downtown.**	• Set specific and measureable housing goals and implementing programs in 2015. • Annually track: # dwelling units (DU), # new DU starts and remodels, # DU selling below $300,000, # DU for rent in Juneau total and in Downtown/Willoughby.

McDowell Group, Inc. & Sheinberg Associates   January 28, 2015

Morris Museum of Art

An address given
by William S. Morris III
on the occasion
of the dedication ceremonies
of the Morris Museum of Art,
Augusta, Georgia, September 24,1992.

MORRIS MUSEUM of ART

Good evening, ladies and gentlemen. Welcome to the opening of the Morris Museum of Art.

You have honored us with your presence tonight. Sissie, Will, Tyler, Susie, and I are grateful to you for being here on what is truly a very special day in the life of the Morris family.

It is also a special day for Southern art. In a few minutes, we will open the only museum in America dedicated to the art of the South. This is a special undertaking, and one that is long overdue.

The South has given a rich legacy of fine art to the nation. Some of our nation's earliest and best painters lived and painted here. Cities such as Charleston, New Orleans, Savannah, and Richmond come to mind as centers of excellent artistic work from the early days of the Republic. The efforts of these painters rank well with artists from New York, Boston, and Philadelphia.

At the same time, talented, itinerant portrait painters worked throughout the rural South, creating a remarkable social document of people living in and on the land.

The contributions of Southern artists to the national scene were not restricted to provincial painters of limited local interest. Several major American artists during the nineteenth and

twentieth centuries have had either a strong Southern heritage or a productive Southern period.

John James Audubon and George Caleb Bingham found inspiration along the banks of the Mississippi River. William Tylee Ranney created American history, painting from Southern roots. Martin Johnson Heade renewed a brilliant career in the luminist style during his late years in Florida. Winslow Homer, John Singer Sargent, and Edward Hopper were intrigued by the South as well, and painted it.

The achievements of Southern artists are not mere remnants of the past. Southern art has continued to grow and thrive even as it diverged from certain national patterns, gaining momentum along the way. Throughout this century, for example, Southern artists of considerable talent and skill have created a body of work that exemplifies the strong, storytelling power seen in the great Southern literature of the same period.

In addition, the works of the rural, self-taught artists have received national attention as has no other Southern art form in the cultural history of the region. Interest in these artists reflects a genuine appreciation for the folk life and personal visions still intact on their Southern cultural terrain.

It may well be that the greatest days of Southern painting lie before us. Many Southern artists, some of whom are here tonight, are commanding national attention for their powerful images, which often draw upon the sights, scenes, and myths of the South. Fifty years from now, the heirs of the heritage that we set forth may look back upon this time as a truly golden era.

As many of you know, Sissie and I have been collecting art of one kind or another for all of our married lives. We have derived great pleasure from this pursuit, but the greatest pleasure has come from sharing these lovely works with others.

No artist ever intended for his or her work to be in the basement or storage room out of view, where it could not be enjoyed. In the same way that music is composed to be played, pictures are painted to be viewed. So it was with great pleasure that we donated this collection of Southern art to the Morris Museum for the permanent display and enjoyment of all who choose to view it or learn from it.

There is another reason, as well. Augusta has been the home of the Morris family for six generations. We love Augusta and want to give something to this great community that has given so much to us. It has been my longtime dream to establish an art museum in memory of my parents, William Shivers Morris, Jr. and Florence Hill Morris Rickenbacker. I can never repay them for the start they gave me in life, the inspiration they imparted to me, and the legacy they left me. I hope this museum will stand as a continuing tribute to their memory and to their love for this community and its people.

So much of our journey through life is made beautiful by the works of God and our ability to see them. One of God's richest blessings is to allow us to see and enjoy His creation. It is God, the original Artist, who painted the rainbow, the sunrise, the sunset, and the morning mist in such a way as to capture our attention and wonder. It is not surprising, then, that man, inspired by His creations, would try to imitate the works of our Creator.

And so each generation produces its painters, sculptors, and artisans who bring fresh, new imagination to what God created and painted long, long ago.

It is my hope that the Morris Museum of Art, in time, will play a major role in the cultural life of our community, our region, and our nation, that it will become a focal point for the creative energy of Southern art scholarship, and that by preserving and building upon our artistic heritage, we will create a legacy to enrich the lives of generations to come.

At a meeting of the trustees and directors today, our director and curator outlined a program for five years of traveling, changing exhibits that will be displayed in the museum.

I hope the Morris Museum of Art adds to the climate of culture in Augusta and that it will inspire others to undertake endeavors for our mutual good and enjoyment.

Creating a museum is more than laying

bricks and mortar and acquiring interesting paintings. To have life, a museum must look within and without to attract and hold a wide audience of different tastes and backgrounds. This can be accomplished through thoughtful acquisitions of objects of superb connoisseurship and by diverse exhibitions and challenging education programs.

No institution of this nature works, however, without a broad base of community support. It is essential that any cultural institution gain that mandate if it is to succeed and fulfill a promising potential.

That will mean work, sacrifice, and commitment on the part of the citizens of Augusta. I know that will be forthcoming; as a matter of fact, it has already started.

This is not *my* museum. It is *our* museum. Yes, I have been fortunate enough to found it. I am providing the start-up and early funding; but when we cut that ribbon in a few minutes, this will be *your* museum, and without *your* support and participation, it will neither flourish nor grow. I invite you to join with me and my family in making this museum one of the finest and most focused in the country.

We open with an outstanding and varied collection, but an incomplete one. No art collection is ever complete. We will want to add to our collection on a frequent basis. From time to time, paintings will become available that will suit our museum, and we will want to add them to our holdings. Obviously, you and others can help with this.

In this, the Morris Museum of Art's inaugural exhibition, which presents a survey of unique and remarkable works from our Southern collection, we are illuminating and celebrating an artistic heritage as rich and diverse as the South itself. The museum has 10 main galleries, focusing upon:

1. Antebellum Portraiture
2. Civil War Illustration
3. The Black Presence in Southern Art
4. Still-Life Painting
5. Southern Impressionists
6. Works on Paper
7. Twentieth-Century Art
8. Self-Taught Artists
9. Contemporary Art of the South, and a
10. Landscape Survey Spanning More than 150 Years.

In addition, we have a gallery devoted to the works of Robin Hill. I was attracted to Robin's work soon after I began to appreciate art. He and I have had a great friendship for many years, and I am proud to have him so prominently represented in the permanent collection of the Morris Museum. Robin is here tonight, and I know he will be glad to speak to each of you.

We also have a gallery in memory of Dr. Robert P. Coggins, whose personal quest to discover the art and artists of the South gave us the foundation on which to build a unique and significant collection.

The opening of the Morris Museum of Art is a tribute to the efforts of many people: to my family, who have shared the dream, and who will continue to be trustees of the vision; to many friends and trusted advisers, who have given support and encouragement.

Not the least of those who has given encouragement from the beginning is the eminent Southern artist, Lamar Dodd. Lamar has made the most lasting contribution to art in the South of anyone in this century. It was his visionary combination of artistic excellence and educational opportunity that ensured the careers of so many Southern artists, some of whom are here tonight.

It is a tribute, also, to Estill Curtis Pennington, Southern art historian, whose dedication and scholarship have given the institution both shape and substance; to the museum's first director, Keith Claussen, a true friend, who has shared my vision and enthusiasm for this undertaking; to Robert Kuhar, who has very sensitively translated rough floor plans and basic design ideas into a charmingly intimate and elegant setting for a disparate body of works; and, finally, to my wife, Sissie, whose interest in and eye for things of beauty have always been an inspiration to me.

Before we adjourn to cut the ribbon, let me say two additional things. The museum is designed to be viewed in a certain sequence starting in the Antebellum Gallery on the west side of the lobby on the levee level and proceeding through the Civil War Gallery and the other smaller galleries, ending in the Landscape Gallery, which runs around the outside walls of three sides of the building.

Because of the large number of people with us this evening, it may be difficult for us all to follow that sequence at the same time. If it is too crowded at the beginning, please move about freely through the museum. Each gallery is special, and a docent will be stationed in each to assist you. Don't be rushed. Take your time and enjoy the paintings. Look with an open eye tonight and return often to learn more about the life of each object.

We have some favors for you to pick up as you leave. I especially want each family to have an autographed copy of the opening catalog, so please don't forget it. There will be two desks – one at the front door at the levee, and another one at the ground floor lobby level.

And now, ladies and gentlemen, please join me and my family in opening the Morris Museum of Art.

The blessing will be pronounced by the Reverend Dan McCall, pastor of Reid Memorial Presbyterian Church, after which my family and I will cut the ribbon.

W.S.M.III

Blessing of the Morris Museum of Art

September 24, 1992

"Let the favor of the Lord our God be upon us, and establish Thou the work of our hands upon us, yea the work of our hands establish Thou it" (Psalm 90:17).

So prayed the ancient psalmist, and in that same spirit we pray tonight Divine blessing upon this wonderful museum of art, a marvelous gift to our community, our region, and our country. May the worthy intentions of its founders bear fruit in the blessing of many people as they are pleased and inspired by the beauties they shall see here.

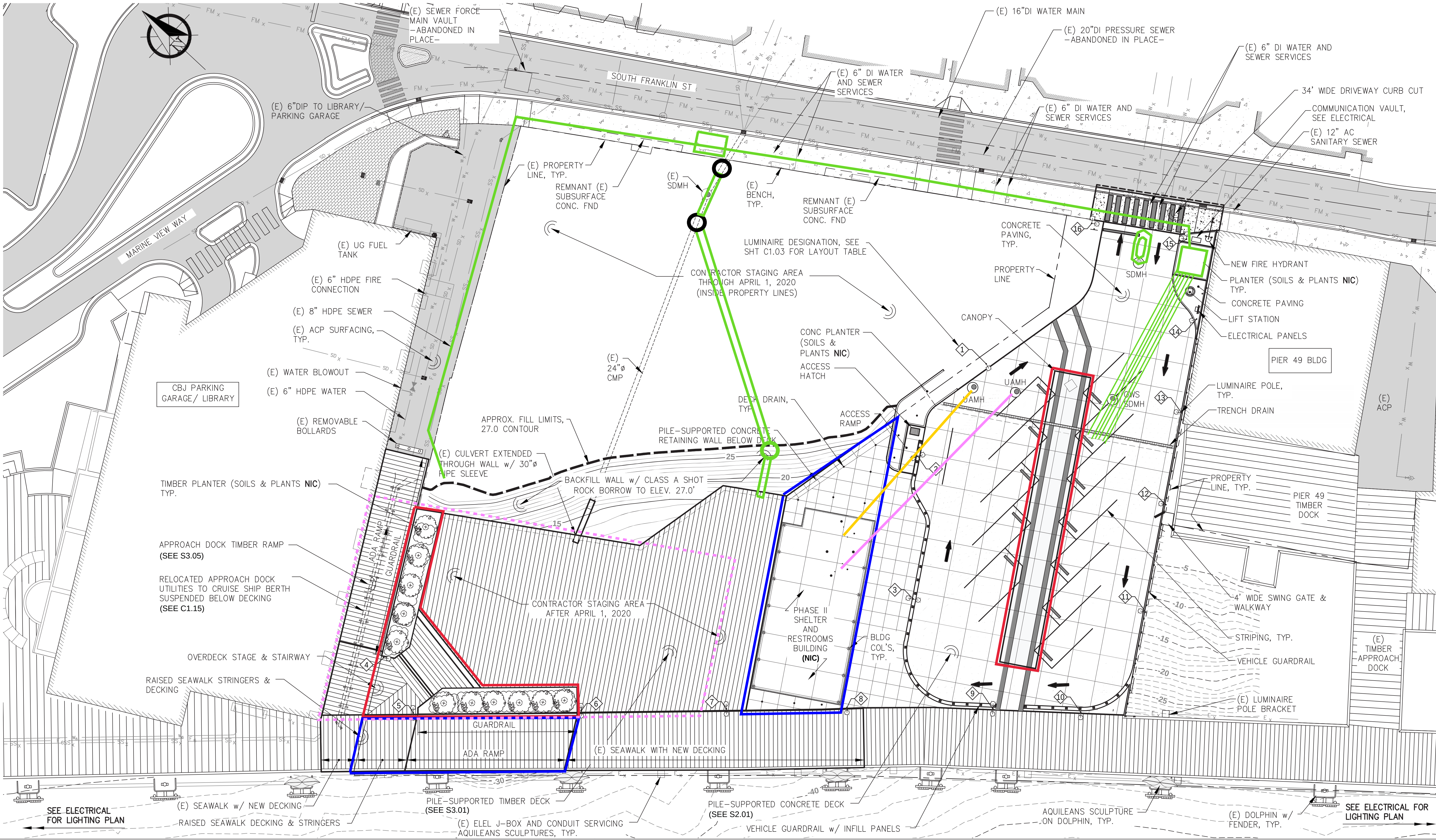
May the memory of William Shivers Morris, Jr. and Florence Hill Morris Rickenbacker be honored as children, young people, and adults from far and wide move through these galleries and savor the beautiful and meaningful art on display here, gaining themselves inspiration to create works of art for still others to enjoy.

"Let the favor of the Lord our God be upon us, and establish Thou the work of our hands upon us, yea the work of our hands establish Thou it"!

As one who prays in the Christian tradition, I offer this prayer on behalf of us all in the name of Jesus Christ.

Amen.

DR. G. DANIEL MCCALL
Pastor
Reid Memorial Presbyterian
Church, U.S.A.



Downtown Waterfront Re-scoping

Red: De-scoped

Blue: Modified Scope

Green: New Scope

Pink Dashed: Museum consideration zone

P N D ENGINEERS, INC.

9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

STATE OF ALASKA
49TH
Charles R. Somerville
CE-8845
REGISTERED PROFESSIONAL ENGINEER

DESIGN: MDS CHECKED: CRS
DRAWN: PJD APPROVED: CRS

SCALE: SCALE IN FEET 0 20 40 FT.

DATE: 5/23/2019

DOWNTOWN WATERFRONT IMPROVEMENTS PHASE I
CBJ CONTRACT NO. DH19-014

SHEET TITLE: **OVERALL SITE PLAN**

PND PROJECT NO.: 182045 C.A.N. NO.: AECC250

G1.10

Waterfront Covered Shelter with Restrooms

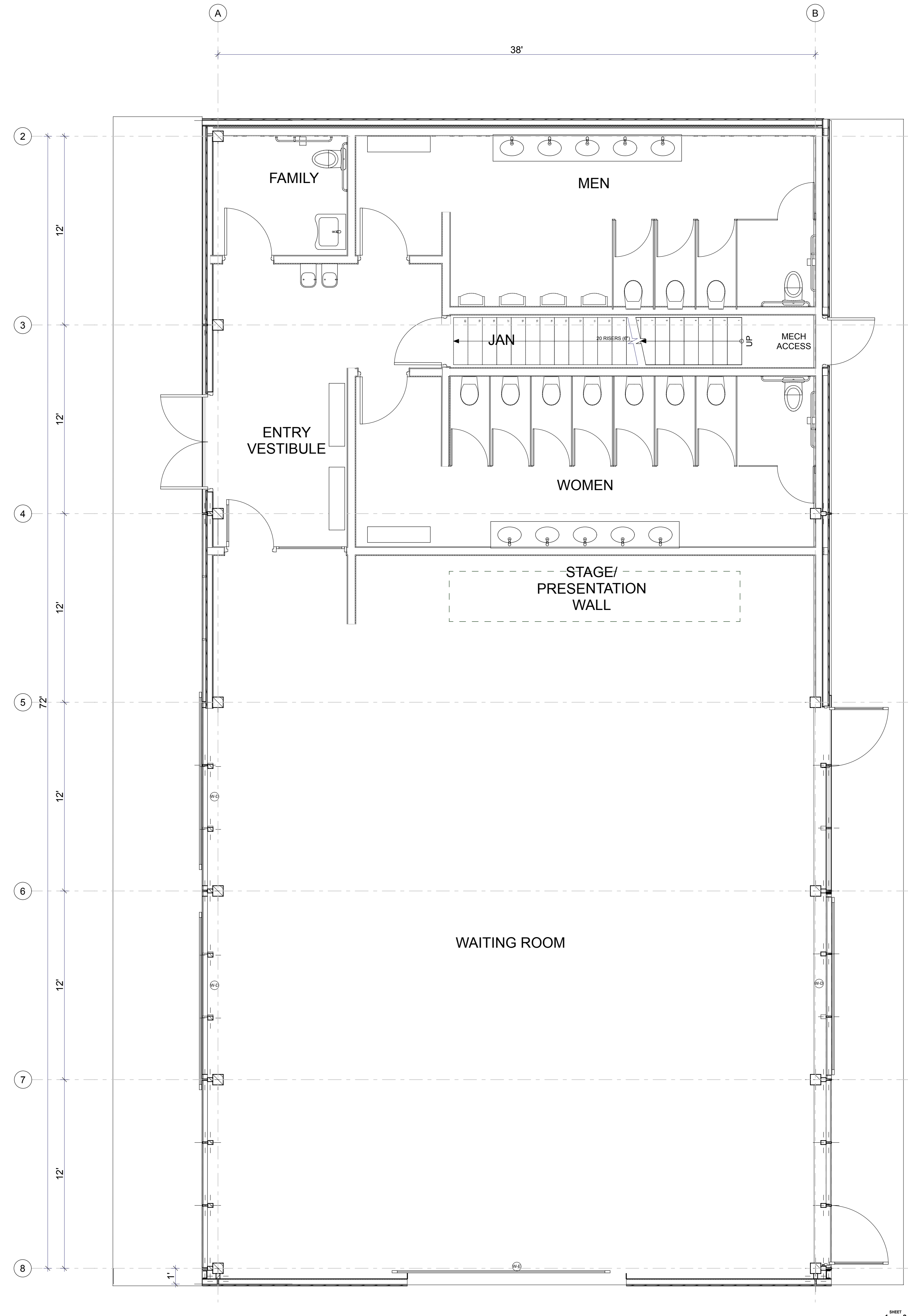
Description: Docks & Harbors completed the Marine Park to Taku Dock Urban Design Plan in 2018 as a guiding document in development of the downtown waterfront. In July 2019, CBJ awarded a contract to Trucano Construction for $12,367,699 for Downtown Waterfront Improvements Phase I which included constructing a retaining wall and small bus parking lot, installation of timber decking to create more waterfront open space and placing mechanical systems (water, sewer, electrical conduits & lift station) to support a follow on phase for a covered shelter with restrooms. The City Manager directed a pause to Phase II until certain alternatives were sorted out. It appears that pursueing a contract to provide a covered shelter with restrooms is appropriate at this time.

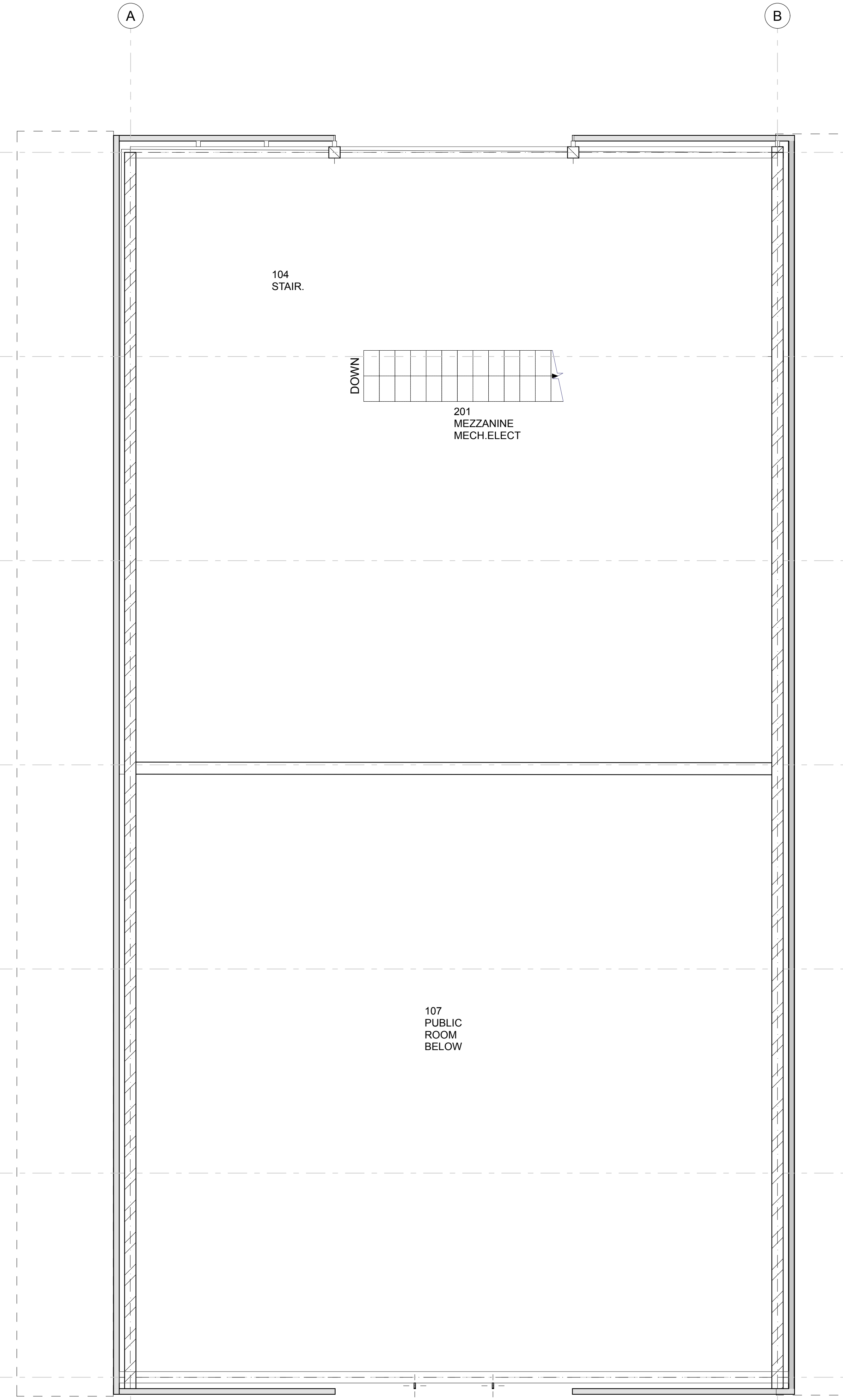
Marine Passenger Fee Funds Requested (FY27): $3.5M

Benefits: This request would provide additional restrooms along the waterfront as well as a covered waiting area for visitors to enjoy. The design of the covered shelter & bathrooms is complete to 65% following the completion of the "deck over project" also known as Downtown Waterfront Improvement (Phase I) in 2021.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses of CBJ owned facilities and will use local Docks Enterprise funds or future Marine Passengers Fees for these expenses.

Project Contact: Carl Uchytil, CBJ Port Director 586-0292.





65%

07/03/2019

NorthWind Architects LLC
126 Seward St
Juneau, AK 99801
Ph. #907.586.6150
www.northwindarch.com

1" ACTUAL

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES.

CBJ UPLANDS COMMUNITY PAVILION

NWA - 1820
JUNEAU, ALASKA

SHEET TITLE:
MAIN FLOOR PLAN

CHECKED JB
DRAWN AD, BK

issue	mark	date	description

SHEET # A1.0

PLOT DATE 1/21/26
ISSUE DATE 7/3/2019

Office of the City Manager
155 Heritage Way
Juneau, Alaska 99801
PHONE: (907) 586-5240
FAX: (907) 586-5385
Katie.Koester@juneau.gov

TO: Ella Adkison, Chair
Public Works and Facilities Committee

FROM: Katie Koester, City Manager

DATE: February 23, 2026

RE: Future of Waterfront Museum

The Waterfront Museum concept was originally presented by City Manager Watt at a December 6, 2019, Committee of the Whole as part of waterfront improvements. The project vision was a museum located at the current Elizabeth Peratrovich Plaza that, because of its location, could capture significant visitor revenue to make our museum self-sustaining, provide an attraction for a large number of visitors thereby reducing congestion, and house the Morris Art Collection, currently stored by CBJ at the Docks & Harbors Auke Bay Marine Station – Specimen Building, per an agreement between CBJ and the Morris family. The agreement requires CBJ to pursue an eventual permanent home for the collection, and relocation of the collection would be the responsibility of the Morris family should a permanent location not be secured.
An additional benefit of moving the museum would be the potential to repurpose the current facility as part of the Capitol Complex.

Why are we talking about the Museum?

At the 11.5.25 Assembly Finance Committee meeting the Assembly voted to pause the waterfront museum. At the 2.23.26 PWFC meeting Port Director Uchytil will propose an alternative use for the Elizabeth Peratrovich Plaza that would likely rule out a museum at that location, which prompted this update.

Current Juneau Douglas City Museum

The current Juneau Douglas City Museum is housed in the CBJ owned Veteran's Memorial Building at 4th and Main, across from the Capitol. It was the site of the Alaska Statehood Ceremony in 1959 and is significant to the history of Juneau and the State. The current building has challenges with moisture, storage, and exhibit capacity. It is not ideally constructed or climate controlled for the long-term preservation of art and artifacts. The museum welcomed over 36,000 visitors in FY25 and projects earnings of $128,800 from entrance fees, sales, donations and grants in FY26. Expense to the general fund is $528,100.

The vision of a new waterfront museum was to expand to approximately twice the square footage, purpose-built to preserve and protect the valuable objects in its care. The original idea was to use most of the Elizabeth Peratrovich Plaza in addition to acquiring uplands from what is known as the "Archipelago lot," a lot that until recently was available for purchase directly behind the plaza. Plans to develop an indoor experiential theater on the Archipelago lot have been submitted to the Planning Commission for approval at their next meeting. The museum concept would need to be reimagined to allow for the collocation of these two symbiotic visitor experiences. No CBJ funds have been spent on designing a project; however, a local architecture firm has done some preliminary drawings that help envision how the space could be used.

Funding

Per the settlement agreement, it is unlikely that passenger fees could be used for construction of the entire museum facility. However, the MOA with CLIA includes provisions for facilities such as restrooms, visitor information, and passenger queuing which would be incorporated into a museum concept and allow passenger fees to offset that portion of the project. To that end, $500,000 of passenger fees have been appropriated for the waterfront museum. The project was also included in the 1% schedule: $300K in FY24 and $1M in FY27. The FY24 funds were reappropriated to help fund renovations to the Municipal Building. The draft CIP addresses the reduction in sales tax revenue by not funding the scheduled FY27 dollars of $1M. This leaves only $500,000 of Passenger Fees in the account.

Recommendation: Discuss desired use for Elizabeth Peratrovich Plaza. If supportive of restroom and queuing concept from Docks & Harbors, direct staff to include the project in the Manager's FY27passenger fee request.

Flood Preparedness | Home | Assembly | Departments | Services | Visitors | Contact

https://juneau.org/engineering-public-works/solid-waste

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Engineering | Public Works | JCOS | Contact Us

SOLID WASTE PLANNING | JUNEAU WASTE HISTORY

SOLID WASTE PLANNING

WE NEED TO TALK ABOUT OUR TRASH

If you live in Juneau, you've seen the landfill. Built in the 1960's, the Capitol Disposal Landfill (formally the Channel Landfill) has been a growing presence in Juneau ever since. It's difficult to know when the landfill will close, but the best estimate within the next 10 years.

What will th https://juneau.org/engineering-public-works/solid-waste

JUNEAU SOLID WASTE 101

NEWS & EVENTS

- Feb 2026 – Solid Waste Disposal Operating Costs and Feasibility Report
- Juneau Co[illegible] Sustainability Invisible Infrastructure Series: CBJ RecycleWorks & HHW Facility Tour
- CBJ and the Central Council of Tlingit & Haida Indian Tribes of Alaska Supplemental MOA Re: Solid Waste 2024
- DOE National Renewable Energy Lab (NREL) Report: Resource and Energy Recovery Opportunities from Waste in Juneau Alaska
- March 2025 – Final Draft of the Juneau Feasibility and Capital Costs Technical Memorandum
- March 17th – Presentation to PWFC on the Solid Waste Disposal Facility Feasibility and Capital Costs Technical Memorandum
- January 27th Solid Waste Presentation to the Public Works and Facilities

Jacobs

Challenging today.
Reinventing tomorrow.

Solid Waste Study:

Disposal Scenario Feasibility, Capital, and Operating Costs

Fall 2024 – Winter 2026

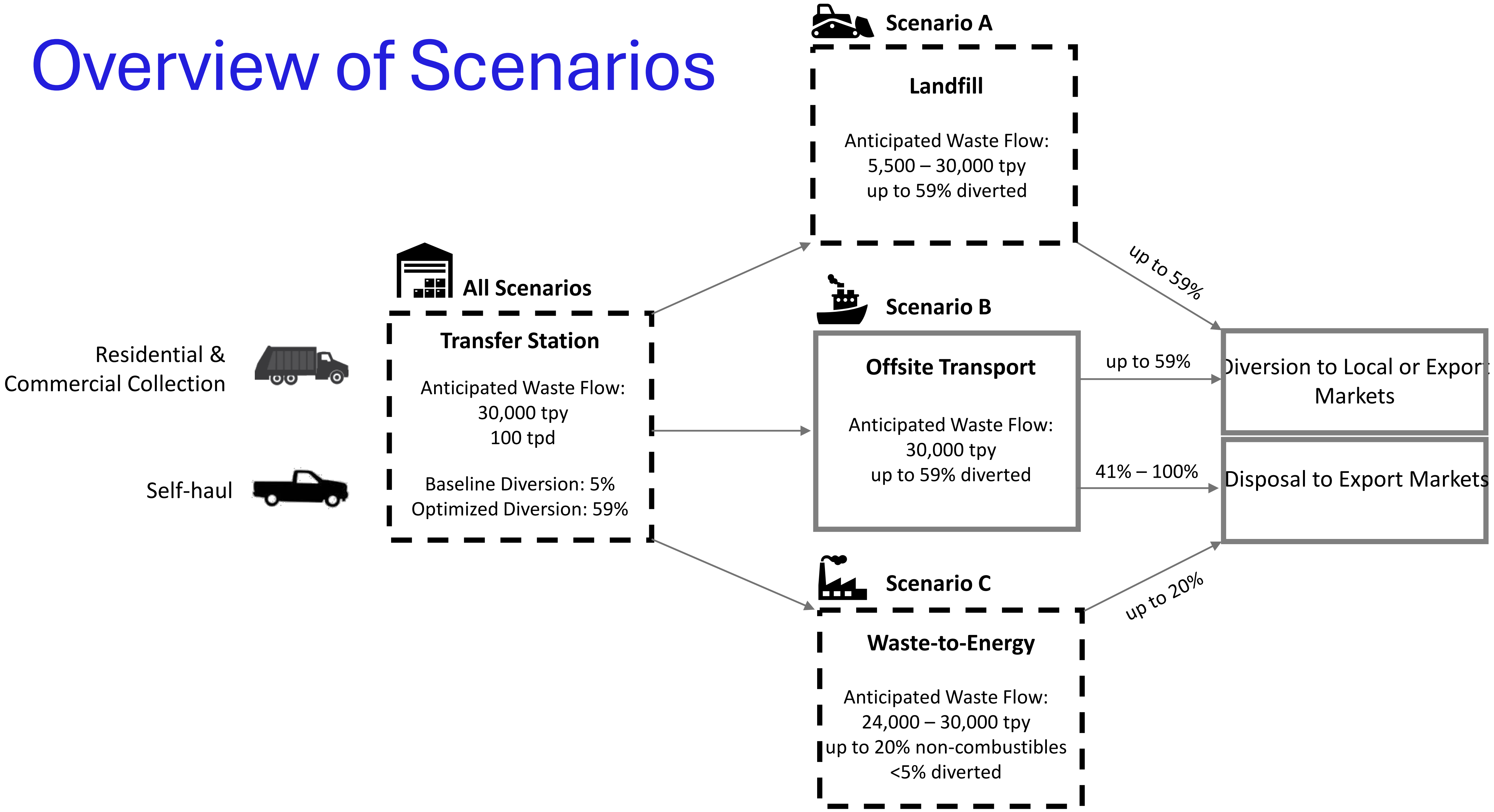
CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

Key Takeaways of the Solid Waste Study

- The **Capitol Disposal Landfill is estimated to close within 10 to 20 years.**[1] Unless the CBJ prepares now, Juneau may be left with no solution for solid waste disposal.
- The **CBJ lacks control over the solid waste system** in Juneau. This is unusual among jurisdictions in Alaska and the lower 48.
- Once the Capitol Disposal Landfill closes, the **cost of private waste disposal is expected to increase** significantly.
- The CBJ is evaluating three scenarios for future solid waste management. A **transfer station is an important element** of all three scenarios
- The recommended next steps for CBJ are[2]:
  - Determine the desired level of control in solid waste management through Assembly-level decisions
  - Continue with design/development of a transfer station
  - Pursue funding (beginning with transfer station)
  - Communicate study findings with Juneau community
  - Develop a comprehensive long-term solid waste system road map
  - Begin implementation of the desired scenario(s)

1. Capitol Disposal, Inc. 2015. Closure, post-closure, and financial assurance plan: Capitol Disposal Landfill, Juneau, Alaska (Rev. Dec. 3, 2015; Project No. 04215040.00). Prepared by SCS Engineers for Capitol Disposal, Inc.
2. The order and timeline of the recommended next steps should be reassessed periodically based on findings and key decisions throughout the process.

Overview of Scenarios



Overview of Scenarios

Residential & Commercial Collection

Self-haul

All Scenarios

Transfer Station

Anticipated Waste Flow:
30,000 tpy
100 tpd

Baseline Diversion: 5%
Optimized Diversion: 59%

Scenario A

Landfill

Anticipated Waste Flow:
5,500 – 30,000 tpy
up to 59% diverted

Scenario B

Offsite Transport

Anticipated Waste Flow:
30,000 tpy
up to 59% diverted

Scenario C

Waste-to-Energy

Anticipated Waste Flow:
24,000 – 30,000 tpy
up to 20% non-combustibles
<5% diverted

up to 59%

up to 59%

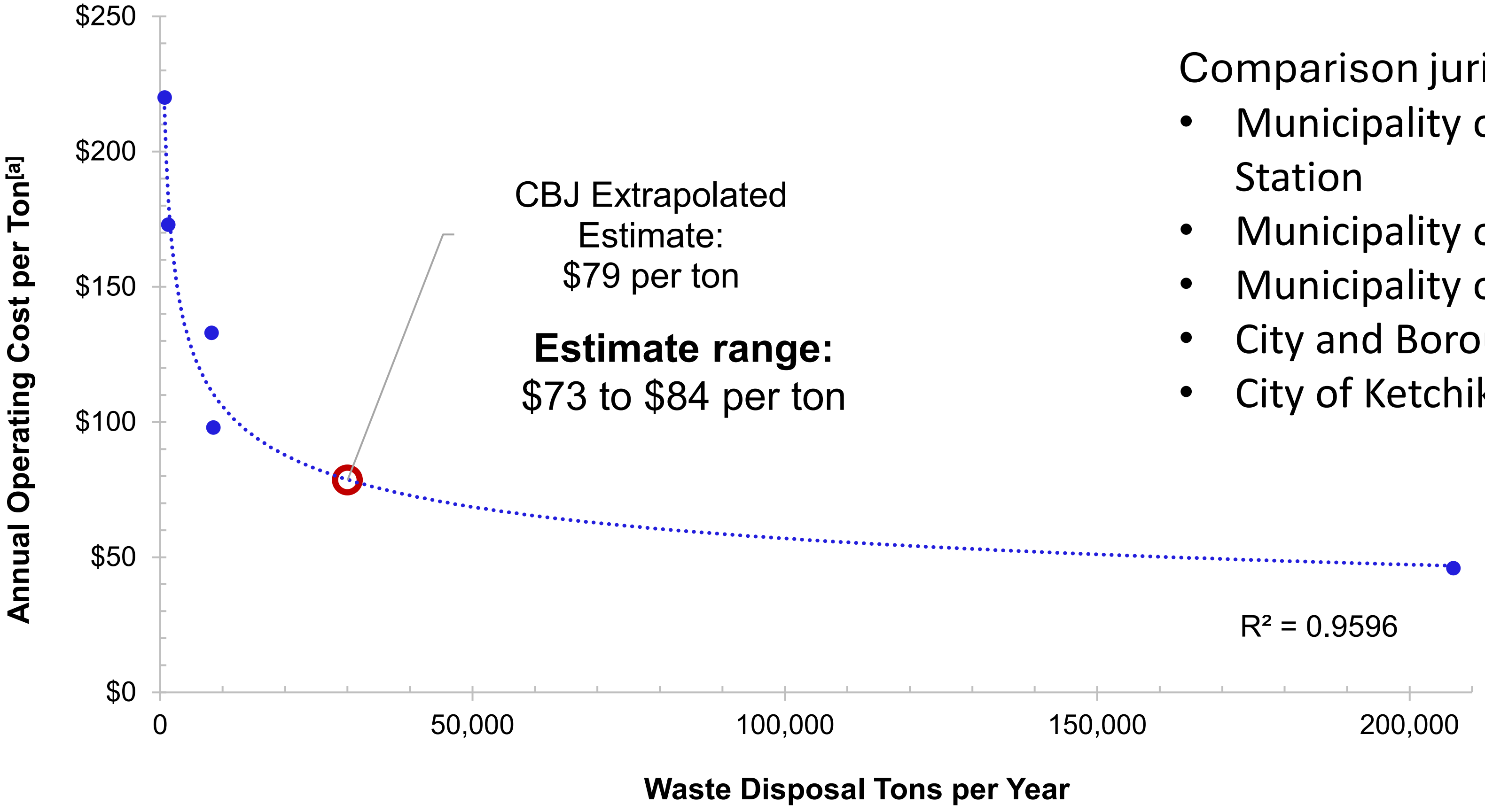
41% – 100%

up to 20%

Diversion to Local or Export Markets

Disposal to Export Markets

Transfer Station Operating Costs* (all scenarios)



Comparison jurisdictions:

- Municipality of Anchorage Girdwood Transfer Station
- Municipality of Anchorage Central Transfer Station
- Municipality of Skagway Transfer Station
- City and Borough of Sitka Transfer Station
- City of Ketchikan Transfer Station

**The costs shown are preliminary, order-of-magnitude estimates for comparison only. More detailed engineering, cost estimating, and risk analysis will be required before CBJ makes financial commitments or sets project budgets.*

[a] Annual Operating Costs determined from 2025 municipal operating budgets, less debt service for development and construction costs.

Landfill Operating Costs* (Scenario A)

Name	Location	Annual Tons Received (tpy)	Cost per Ton	Adjusted Cost per Ton[b]
Kodiak Island Borough Landfill[e]	Alaska	11,700	$270	$270
Laramie Landfill	Wyoming	45,500	$53	$107
Canyonlands Solid Waste Authority Klondike Landfill	Utah	16,800	$39	$79
Fairbanks North Star Borough Solid Waste Facility	Alaska	107,700	$95	$95
Madera County Solid Waste Management Fairmead Landfill	California	164,700	$53	$110
Anchorage Regional Landfill	Alaska	301,000	$61	$61

Estimated range for Juneau (30,000 tpy):

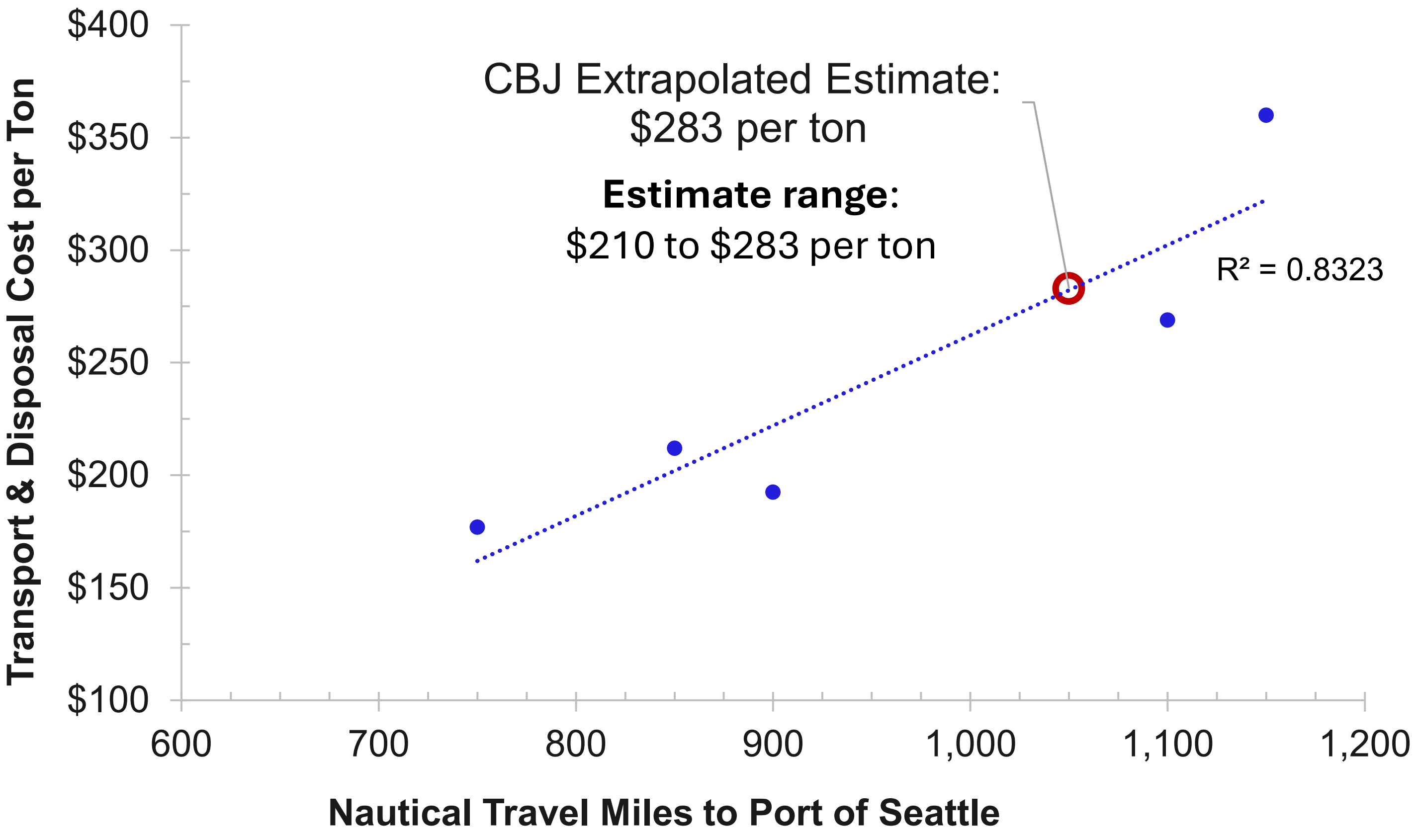
$155 to $270 per ton

**The costs shown are preliminary, order-of-magnitude estimates for comparison only. More detailed engineering, cost estimating, and risk analysis will be required before CBJ makes financial commitments or sets project budgets.*

[a] Annual Operating Costs determined from municipal operating budgets, less debt service for development and construction costs and any funds set aside for closure or post-closure costs.

[b] The adjusted costs per ton were geographically adjusted using Consumer Price Index data from U.S Bureau and Statistics.

Offsite Transport Operating Costs* (Scenario B)



Comparison jurisdictions:

- Municipality of Skagway
- City and Borough of Sitka
- City of Ketchikan
- City and Borough of Wrangell
- Petersburg Borough

**The costs shown are preliminary, order-of-magnitude estimates for comparison only. More detailed engineering, cost estimating, and risk analysis will be required before CBJ makes financial commitments or sets project budgets.*

Projected Disposal Cost*

Category	Scenario A[c] Transfer Station + Landfill	Scenario B Transfer Station + Offsite Transport
New MSW Disposal Management Cost per Ton under each CBJ scenario[a] [b]	$300 – $544	$316 – $439

**Disposal costs are preliminary estimates for comparison purposes only, and a formal rate study would be required to evaluate long-term impacts on customers.*

[a] The current disposal management cost per ton paid by Alaska Waste at Capitol Disposal Landfill is $194.24. Costs are expected to increase once the Capitol Disposal Landfill closes, regardless of whether CBJ chooses to proceed with any scenario; however, the exact increase is unknown and was not factored into this analysis.

[b] Disposal management costs reflect debt issuance interest rates associated with the capital needed for new construction projects, approximated at 4% with a long-term bond of 30 years. This evaluation does not account for future rate changes from inflation or contractor adjustments.

[c] Because landfill construction occurs in phases, this analysis assumes that only about half of the total construction cost would be incurred upfront, with additional phases constructed over time as capacity is needed.

Ownership and Construction Financing

Public Control ⟷ **Risks Shared**

Ownership and Operating Model:	Public Ownership and Operation	Public Ownership, Private Operation		Private Ownership and Operation
Procurement Options:	Design-Bid-Build	Design-Build	Design-Build-Operate	Design-Build-Finance-Operate

Public financing
More common in AK
Public ownership and control

Private financing
Less common in AK
Level of public control through ordinances or contracts

Preliminary Scenario Rankings

SCENARIO	FEASIBILITY RANKING	DISPOSAL MANAGEMENT COST PER TON	OPERATING COST RANGE	CAPITAL COST RANGE[a]	PROS	CONS
B. Construct a transfer station with all waste, as well as recyclables, HHW, and junk vehicles, **transported offsite by barge** for recycling and disposal.	1	**$316 – $439**	**Total = $8.5 million – $11 million**	**Total = $14 million – $40 million** *offsite shipping costs negotiated in transportation contract*	•No capital costs to construct a new solid waste disposal facility. •Minimal regulatory requirements without a landfill or WTE facility.	•Offsite transportation costs, impacts, and availability of markets to accept material are outside of CBJ control; exposure to financial risks. •Operating costs are transferred into higher fees from the hauler and operator. •Likely associated with higher GHG emissions from transportation, based on an initial qualitative analysis.
A. Construct a new landfill and transfer station with recyclables, HHW, and junk vehicles transported offsite by barge for diversion.	2	**$300 – $544** *Separate leachate treatment system may increase cost up to $668 per ton*	**Total = $6.9 million – $14.3 million**	**Total = $59 million – $182 million**	•High level of control over operating costs, rates, and solid waste flow.	•Construction of a new landfill is expensive. •Siting and permitting would be required, adding to the timeline for a new facility to be operational. •Operating costs would be sustained by the CBJ unless the CBJ enters into an operating agreement with a private company. •Leachate treatment and stormwater management are a significant cost factor.
C. Construct a **WTE facility and transfer station** for MSW with noncombustible waste, noncombustible recyclables, HHW, junk vehicles, and ash exported by barge for disposal.	3	Customer rates for a WTE facility were not considered in Phase 2 of this Solid Waste Study	Operating costs for a WTE facility were not considered in Phase 2 of this Solid Waste Study	**Total =** **$99 million – $110 million**	•High level of control over operating costs, rates, and solid waste flow. •Minimizes solid waste volume and land use impacts.	•Diversion would likely be minimized to optimize efficiency of energy recovery. •No potential for revenue from net metering. •Does not improve the renewable energy profile for the CBJ. •WTE requires a high level of expertise and is more expensive to construct and operate than the other

[a] Capital costs are not applied over the same time period across all scenarios. For example, the landfill capital would be applied over a 50-year period, while the transfer station and WTE may require significant replacement capital over the same 50-year period. Assessment of these factors would be completed with a more comprehensive economic analysis.

Preliminary Scenario Rankings

SCENARIO	FEASIBILITY RANKING	DISPOSAL MANAGEMENT COST PER TON	OPERATING COST RANGE	CAPITAL COST RANGE[a]	PROS	CONS
B. Construct a transfer station with all waste, as well as recyclables, HHW, and junk vehicles, **transported offsite by barge** for recycling and disposal.	1	**$316 – $439**	**Total = $8.5 million – $11 million**	**Total = $14 million – $40 million** *offsite shipping costs negotiated in transportation contract*	•No capital costs to construct a new solid waste disposal facility. •Minimal regulatory requirements without a landfill or WTE facility.	•Offsite transportation costs, impacts, and availability of markets to accept material are outside of CBJ control; exposure to financial risks. •Operating costs are transferred into higher fees from the hauler and operator. •Likely associated with higher GHG emissions from transportation, based on an initial qualitative analysis.
A. Construct a new landfill and transfer station with recyclables, HHW, and junk vehicles transported offsite by barge for diversion.	2	**$300 – $544** *Separate leachate treatment system may increase cost up to $668 per ton*	**Total = $6.9 million – $14.3 million**	**Total = $59 million – $182 million**	•High level of control over operating costs, rates, and solid waste flow.	•Construction of a new landfill is expensive. •Siting and permitting would be required, adding to the timeline for a new facility to be operational. •Operating costs would be sustained by the CBJ unless the CBJ enters into an operating agreement with a private company. •Leachate treatment and stormwater management are a significant cost factor.
C. Construct a **WTE facility and transfer station** for MSW with noncombustible waste, noncombustible recyclables, HHW, junk vehicles, and ash exported by barge for disposal.	3	Customer rates for a WTE facility were not considered in Phase 2 of this Solid Waste Study	Operating costs for a WTE facility were not considered in Phase 2 of this Solid Waste Study	**Total =** **$99 million – $110 million**	•High level of control over operating costs, rates, and solid waste flow. •Minimizes solid waste volume and land use impacts.	•Diversion would likely be minimized to optimize efficiency of energy recovery. •No potential for revenue from net metering. •Does not improve the renewable energy profile for the CBJ. •WTE requires a high level of expertise and is more expensive to construct and operate than the other

[a] Capital costs are not applied over the same time period across all scenarios. For example, the landfill capital would be applied over a 50-year period, while the transfer station and WTE may require significant replacement capital over the same 50-year period. Assessment of these factors would be completed with a more comprehensive economic analysis.

Timeline Following Assembly Decisions

Initiate timeline:

1) *Reaffirm decision to establish CBJ control,*
2) *Dedicate funding for transfer station design, and*
3) *Dedicate funding to pursue disposal solution(s)*

Approximate timeline to design transfer station while continuing to pursue long-term disposal solution(s)

Year 1 → Year 2 → Year 3

Engagement

- Assembly discussions and decisions
- Public communication

Planning, Permitting, & Design

- Comprehensive planning, scheduling, and cost estimates
- Budget planning (ongoing)
- Consider complementary solutions

Procurement Phase

- Contract discussions and negotiations
- Pre-construction, and/or contract initiation

Key Recommendations

1. **<u>CBJ assumes control of solid waste system</u>**: Reaffirm CBJ's desire to own and/or operate solid waste system, rather than the"status quo" (no public control).

2. **<u>Continue funding transfer station design</u>**: Proceed with the design of a transfer station.
   - Transfer station size and design may be modified in the future based on CBJ approach.

3. **<u>Do not pursue Scenario C (Waste-to-Energy) at this time</u>**: WTE is not economically viable for Juneau; may be considered as a complimentary solution in the future.

4. **<u>Continue funding necessary to pursue CBJ control over solid waste system, including</u>**:
   - Determine and implement desired ownership/operating and procurement model
   - Pursue local landfill and/or offsite shipping options, such as:
     - ➢ Prepare for future offsite shipping
     - ➢ Landfill siting study

Jacobs

Challenging today.
Reinventing tomorrow.

Thank you

- Terra Miller-Cassman – terra.millercassman@jacobs.com
- Janet Goodrich – janet.goodrich@jacobs.com

Engineering and Public Works Department
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-0800

DATE: February 23, 2026

TO: Ella Adkison, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Director Engineering and Public Works

FROM: Matt Carpenter, Acting Transit Superintendent

SUBJECT: Informational Item from Capital Transit on Microtransit

What Is Microtransit? Microtransit is an on-demand, shared-ride transit service that supplements fixed-route bus service. Riders typically request trips through a mobile app or by phone and are picked up in small vehicles (such as vans) within a defined service area. Microtransit can help address first-mile and last-mile gaps in fixed-route coverage, serve areas with lower demand that cannot support a fixed route, and connect riders to transit hubs.

Service Examples: Many transit agencies now offer microtransit to supplement fixed-route bus service. Two notable examples include:

1. **Metro Flex (King County Metro, Seattle area)** – An on-demand service operating across multiple neighborhoods in King County. Riders book trips via a mobile app and are picked up in minivans. The fare is the same as a regular bus ride. More information: kingcounty.gov/en/dept/metro/travel-options/metro-flex
2. **GoLink (Dallas Area Rapid Transit)** – A curb-to-curb on-demand service operating in over 30 zones across the Dallas metropolitan area. Each zone connects to a rail station or transit center. Riders book through the GoPass app. More information: dart.org/guide/transit-and-use/golink

- An example from a smaller agency is the **DARTT** service offered by Lewis County Transit in Washington State, which provides door-to-door transportation within Lewis County on a reservation basis. More information: lewiscountytransit.org/dartt

Funding Options: Capital Transit receives federal Formula Grants for Rural Areas Program (Section 5311) via ADOT&PF for fixed-route bus and paratransit services. The local match requirement is generally 45% for operating expenses and 20% for capital projects. Historically, Capital Transit's operational costs have exceeded the existing funding cap (i.e. CBJ has received the maximum amount available from the State). Therefore, CBJ thinks it is unlikely that we would receive additional funding to operate microtransit.

Additional funding may be available through nationally competitive discretionary grants administered by the FTA or other federal agencies. However, these programs vary from year to year and are unlikely to sustain a long-term service. They could, however, potentially help launch a microtransit service or fund a pilot program.

Fare Structures: Fare structures for microtransit vary widely. There is no specific cap on allowable fares, but agencies using federal funding must ensure that fare structures do not have a discriminatory impact under Title VI of the Civil Rights Act of 1964. Common approaches include:

- **Same as fixed-route fare:** Some agencies charge the same fare for microtransit as for fixed-route bus service (e.g., King County Metro Flex).
- **Premium fare:** Other agencies charge more for microtransit, such as twice the fixed-route fare.
- **Distance-based fare:** Some agencies use a variable fare based on distance, for example a base price of $3.00 plus $0.30 per mile (as used by Lewis County Transit's DARTT service).

Generally, microtransit fares include a free transfer to fixed-route bus service.

Service areas: Microtransit service areas vary widely between agencies. Most agencies define separate zones within which on-demand rides are available. Riders traveling beyond a zone boundary typically transfer at a transit hub to continue their trip on fixed-route service.

Some services provide door-to-door pickup and drop-off, while others use designated "virtual stops" or corners, which may require a short walk. Depending on the agency, microtransit zones may overlap with fixed-route service to improve first-mile and last-mile access or may only be offered in areas without fixed-route coverage.

MEMORANDUM

TO: Denise Koch
Engineering & Public Works Director

FROM: Greg Smith
Contract Administrator

Date: February 20, 2026

SUBJECT: Contracts Division Activity
January 15, 2026 to February 20, 2026

Current Bids – Construction Projects >$50,000

BE26-208	Taku Boulevard Improvements	Engineer estimate: $1,300,000. 3 bids received. Coogan Construction low bidder, $995,606.00. Award in progress.
BE25-188	Dzantiki Heeni Playground – Base bid for surfacing. Four additive alternates for play equipment.	Engineer estimate $900,000. Bids due March 11, 2026
BE26-217	Salmon Creek Filtration Plant Clearwell Watermain Connection	Engineer estimate: $1,000,000 Bids due February 24, 2026.
MR26-243	North Lemon Creek Material Source Overburden Stripping	Engineer estimate $300,000. Shortened bid period. Bids due February 25, 2026
DH26-105	Little Rock Dump Secure Storage	Engineer estimate: $500,000. Bids due February 24, 2026

Current RFPs – Alternative Procurement

	None	

Current RFPs – Services

RFP E26-214	CA&I for Dudley Street Improvements	Two proposals received, from Hollatz Engineering and RESPEC. Hollatz Engineering selected. Fee negotiations in progress.

Other Projects – Professional Services – Contracts, Amendments & MRs >$20,000

	None	

Construction Change Orders (>$20,000)

	None	

Term Contracts for Small Civil & Utility Construction Services (>$20,000)

	None	

Term Contracts for CBJ Material Sources Construction Services (>$20,000)

	None	

Term Contracts for Downtown Stair Repair Services (>$20,000)

	None	

Term Contracts for General Construction Services (>$20,000)

	None	

Term Contracts for Painting Work (>$20,000)

	None	

Term Contracts for Electrical Work (>$20,000)

	None	

Term contract for Professional Services (>20,000)

	None	

MR E24-021 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals.

Key for Abbreviations and Acronyms

Am	Amendment to PA or Professional Services Contract	**PA**	Project Agreement - to either term contracts or utility agreements
CA&I	Contract Administration & Inspection	**RFP**	Request for Proposals, solicitation for professional services
CO	Change Order to construction contract or RFQ	**RFQ**	Request for Quotes (for construction projects <$50K)
MR	Modification Request – for exceptions to competitive procurement procedures	**RSA**	Reimbursable Services Agreement
NTE	Not-to-exceed	**SA**	Supplemental Agreement
NTP	Notice to Proceed	**UA**	Utility Agreement