

**ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

June 6, 2022 12:10 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/91849897300> or 1-253-215-8782 Webinar ID: 918 4989 7300

I. CALL TO ORDER

II. LAND ACKNOWLEDGEMENT

III. ROLL CALL

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

A. 2022-05-02 PWFC Meeting Minutes-Draft

VI. ITEMS FOR ACTION

A. Bartlett Emergency Department (ED) addition exemption request from Leadership in Environmental Energy and Design (LEED)

B. Bartlett ED addition alternative procurement request

C. Mendenhall Wastewater Treatment Plan (MWWTP) Supervisory Control and Data Acquisition (SCADA) alternative procurement request

D. Airport Grant Awards

- Phase 2: Construct South Float Pond Access Road Improvements \$2.4M
- Design Passenger Boarding Bridge for Gate 5 \$187K
- Design Terminal Area Apron Rehab \$1.64M

VII. INFORMATION ITEMS

A. Airport Project Updates: Includes review of sustainable elements North Terminal was able to incorporate

B. Update on Circulator Study

C. Waste Management Quarterly Update

D. Escalation Mitigation Efforts by CBJ Engineering

VIII. UPDATE ON PWFC ACTION ITEMS TO ADVANCE 2021 ASSEMBLY GOALS

A. PWFC Milestones for 2022 Assembly Goals

IX. CONTRACTS DIVISION ACTIVITY REPORT

A. Contracts Division Activity Report April 28-May 31, 2022

X. NEXT MEETING DATE

XI. 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.org

**PUBLIC WORKS & FACILITIES COMMITTEE
DRAFT MINUTES – REGULAR MEETING
Assembly Chambers/Zoom Webinar
May 2, 2022**

I. CALL TO ORDER

The meeting was called to order at 12:10 PM.

II. Roll Call

Members Present: Mr. Bryson, Ms. Woll and Mr. Smith,

Staff Members Present: Katie Koester, Denise Koch, Rorie Watt, Nate Abbott, Caleb Comas, Cristian Crabtree, Deputy Clerk Di Cathcart, George Schaaf, Jeanne Rynne, John Bohan, Lori Sowa, and Beth Weigel

Other Attendees: Beth Weldon, Jeremy Hsieh, Michael Lockett and Steve Behnke

III. APPROVAL OF MINUTES

A. Regular Meeting - April 11, 2022

No objection, minutes passed

IV. ITEMS FOR ACTION

A. Proposed Bartlett Regional Hospital “CT’s and MRI Replacements” Appropriation

Ms. Koester stated that Bartlett Regional Hospital is requesting 2.3 million to install 2 MRI’s and one CT scanner. This funding is for services that the engineering department will be procuring. This includes upgrading the HVAC, electrical and the magnetic shielding required for the MRI. The actual equipment will be purchased by Bartlett Regional Hospital. The appropriation request is from the Bartlett fund balance. Mr. Smith put forward the motion that Public Works and Facilities committee forward to the full assembly for the \$2.3 million from the Bartlett Regional Hospital from a new CIP fund for FY 22 for CT and MRI replacement. No objections were made and motion was moved.

B. LEED Certification Centennial Hall Ballroom Renovation

Ms. Koester stated that CBJ requires any Capital project, renovation or new facility over \$5Million to be LEED Certified. Based on code, points can be obtained by different sustainability elements incorporated into the project. Due to this project being an interior, windowless room, it has been found impossible to meet these LEED requirements, although significant sustainability upgrades have been made as part of the project. The LEED consideration is for the whole facility. JCOS was approached as the first step to request exemption from LEED certification process due to being an interior room and not fitting the process. The work being done under the Ballroom renovation project, would be in support of LEED Certification if and when the City &

Borough of Juneau decides to do a full renovation. A recommendation from JCOS to recommend LEED exemption to the manager and Assembly for the Centennial Hall Ballroom Renovations.

Discussion included the value of LEED certification to encourage sustainability and how the exemption from LEED is a rare occurrence. Ms. Woll made the motion that Public Works and Facilities Committee recommend approval of LEED exemption, along with the JCOS recommendation, by the Assembly and City Manager. No objections were made and the motion was moved.

V. INFORMATION ITEMS

A. Energy Management and Information System Status Update

Building Maintenance Supervisor Nate Abbott presenting. Mr. Abbott stated that Facility Maintenance in collaboration with Engineering and the Finance Department have been working to implement an Energy Management Information System(EMIS) software that is used to track energy usage. Over the last year we have used Energy Star Portfolio Manager to track energy usage in about 30 facilities. This is a free program. Ongoing plans include purchasing an EMIS software package. Reports show that on average communities or organizations that implement an EMI see a 2.4% reduction in energy cost. Included in the Facilities Maintenance budget this year is \$15,000.00 for the purchase of an EMI system. This price is at the bottom of the scale for systems and price can depend on how much is automated.

Discussion included whether or not these can be reviewed in monthly data versus yearly data, which it can. Some concerns on resources available to look at the information being gathered in order to save money and conserve resources. Due to collaboration with Facilities, Engineering and Finance there will be the capacity to keep up on the data being collected and keep moving forward.

B. Biosolids Solutions Update

Ms. Koester provided information regarding the problem of cost related to transportation of biosolid “cookies” to Oregon for landfill disposal. The shipping cost have increased significantly in the last few years and expected to climb. Current annual cost is approximately \$1.4 million. Committee wants to maximize volume per shipping container to reduce the amount of empty space by crushing the “cookies”. To achieve this the request from the committee is a motion to forward an appropriation to purchase a crusher for \$2.5 Million from the Wastewater Enterprise Fund.

Discussion included operation cost associated with a crusher and an expectation of increase in Water Rate to offset the cost. Anticipated operational cost would be minimal and no current plan to increase water rates for customers. Is there a plan in place if for any reason states are not allowed to accept solids containing PFAS? We have been looking at different incineration technologies, however, there are too many unknowns to provide elaboration at this time. Motion made to forward appropriation request, no objections made to request and motion moved.

C. Update on Potential New City Museum Facility

Mr. Watt asked Beth Weigel, Museum Director to provide an update to the committee on this project that was derailed due to Covid.

Ms. Weigel provided a presentation regarding current conditions of the Juneau-Douglas Museum. Due to the age of the historic building, it is in need of improvements to fix an ongoing and growing water leakage that puts the collection at risk. In addition to the water issues, Collection Storage is at capacity even after doing a space saving project. Accessibility and space being a problem there would be benefits of a new City Museum facility on the waterfront. Based on previous space study, the current 5500sqft. would increase to 12,968 to meet Museum needs.

Discussion with Ms. Koester includes plans of a deferred maintenance project to address the moisture and water concerns. Cost estimates for new facility were provided in 2019, which was pre-inflation. First steps to move forward include putting it on the sales tax list.

VI. UPDATE ON PWFC ACTION ITEMS TO ADVANCE 2021 ASSEMBLY GOALS

A. PWFC Milestones for 2022 Assembly Goals

Ms. Koester will be presenting to JCOS this week on electric vehicles. This will be update on installations that will be done, which includes some planning.

Junk vehicle round up was a success. We had 50 slots that filled in the first 20 minutes of opening.

VII. CONTRACTS DIVISION ACTIVITY REPORT

A. April 6, 2022, to April 27, 2022

VIII. NEXT MEETING DATE

A. Next Regular Meeting will be June 6, 2022, 12:10 PM

IX. ADJOURNMENT

The meeting adjourned at 1:14 PM.



DATE: May 26, 2022

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Engineering & Public Works Director

FROM: Jeanne Rynne, Chief Architect

SUBJECT: LEED Certification
Bartlett Regional Hospital Emergency Department
Addition and Renovation

Executive Summary

In accordance with CBJ Municipal Code 49.35.800 (c), staff presented a request for exemption to the LEED Certification requirement of the Bartlett Regional Hospital (BRH) Emergency Department(ED) Renovation and Addition to the Juneau Commission on Sustainability (JCOS) at their May 4, 2022 meeting. JCOS approved staff's recommendation for an exemption. Code requires that requests for exemption obtain consent from the Manager and the Assembly, upon consideration of the recommendation from JCOS. Staff requests the recommendation for exemption be forwarded to the Assembly through the City Manager.

Background

The CBJ Municipal Code 49.35.800 requires that renovation of existing CBJ buildings over \$5M achieve a minimum level of LEED Certification. The estimated cost of the BRH Emergency Department (ED) Renovation and Addition project is \$10 million. The exception procedure allows for a determination of economic feasibility to exempt a project from LEED Certification. The primary reason that we are requesting the exemption is that the project does not meet LEED eligibility criteria, namely due to the renovation/addition being wholly integrated with the existing ED and relatively small compared to the whole hospital building that is not LEED certified. LEED Certification for additions is achievable when the addition is a distinctly separate space, otherwise the entire facility is required to be LEED certified. Moreover, the USGBC has notified the design team that this project is not eligible to register for any current LEED rating system due to many constraints. Please see the April 29, 2022 memo to JCOS. The exemption request meets the criteria of not being economically feasible, as we do not have the funds to undertake a whole building renovation at this time. In addition, it is not economically feasible to separate the BRH ED mechanical systems from the rest of the hospital building.

Action

We request that the PWFC recommend approval of the LEED Certification exemption request, along with the recommendation from JCOS, be forwarded to the Assembly through the City Manager for consent.

49.35.800 - Sustainable building standards for construction and renovation of buildings.

(a) *New construction and renovation of existing buildings and facilities by the City and Borough.* The City and Borough shall construct and renovate its public facilities and buildings to sustainable building standards through the use of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating system, and shall be responsible for ensuring that public facilities and buildings meet the requirements as set out in this section and are operated accordingly.

(1) LEED shall be the quantitative measurement for how well standards are met;

(2) All public facilities and buildings utilizing municipal funds and costing over \$5,000,000.00 (either general or bonded), including new private construction for Municipal leasing or renting, shall be designed and constructed in such a fashion as to achieve a minimum level of LEED Certified;

(A) The City and Borough Engineering Department shall determine if attainment of specific LEED credits will be required within the credits pursued for LEED Certification. These required credits shall be documented in CBJ policy and shall be reviewed and updated each time a new version of the LEED standard is issued. Such update shall occur within three months of the issuance of a new LEED standard.

(b) *Application.* The sustainable building standards for municipal buildings and facilities, including but not limited to, the Juneau School District, the Juneau International Airport, and Bartlett Regional Hospital, shall apply to facilities and buildings where the principal use is regularly occupied space, including, but not limited to, buildings occupied for office, retail, classroom, healthcare, or assembly purposes.

(1) As used in this section, occupied means a facility or building whose primary purpose is for people to work, assemble, or intend to remain within to perform functions (other than routine maintenance) of the principal use of the building. Industrial facilities, such as maintenance, warehouse, and vehicle storage, are excluded from this section.

(c) *Exception procedure.* If the Manager, with the consent of the Assembly, after consideration of the recommendation of the Sustainability Commission, determines that it would not be economically feasible to satisfy the prerequisites for LEED Certification in the case of a specific project, that project shall be exempt from the requirement for LEED Certification.

(d) *Effective date.* This ordinance shall become effective on July 1, 2011. Existing projects with fully executed contracts for design services on the effective date shall be exempt from this ordinance.



**Juneau Commission
on Sustainability**

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Date: May 17, 2022
To: Wade Bryson, Chair, Assembly Public Works & Facilities Committee
Thru: Katie Koester, Director, Engineering & Public Works
From: Gretchen Keiser, Chair, Juneau Commission on Sustainability *GKeiser*
Subject: LEED Certification and Potential Exemption under CBJ Code 49.35.800
BRH Emergency Dept Addition & Renovation

In accordance with CBJ Municipal Code 49.35.800 (c), the CBJ Chief Architect approached the Juneau Commission on Sustainability (JCOS) with a request that JCOS recommend to you that the Assembly exempt the Bartlett Regional Hospital Emergency Department (ED) Addition & Renovation project from the requirement for LEED Certification. See the attached 4/29/2022 memo from Ms. Jeanne Rynne for a summary of the project circumstances and LEED certification challenges.

JCOS Recommendation: JCOS recommends that the Assembly exempt the BRH Emergency Dept project from LEED certification. The JCOS recommendation is based on the following reasons:

1. The project's scope represents only 5% of the square footage of the whole hospital (which is not LEED certified), and to achieve LEED certification for the ED portion only would require separate management and a stand-alone HVAC. A separate ED entity and HVAC are cost-prohibitive and makes no sense when the ED is part of the fully integrated heating, electrical, and air distribution utility systems at BRH.
2. The CBJ Architect has conducted due diligence with a LEED consultant who confirmed the challenges summarized above and in Ms. Rynne's memo. In fact, **the US Green Building Council informed the project design team that this ED project is not eligible to register for the LEED certification process.**
3. As enumerated in Ms. Rynne's memo, the BRH Emergency Dept project will incorporate a number of current green building features that address energy efficiency, air quality, sustainable building materials, and demolition/construction waste reduction.

Attachment

4/29/22 Memo. Ms. Rynne to Ms. Keiser, *LEED Certification. BRH Emergency Department Addition & Renovation.*

cc: Jeanne Rynne, CBJ Chief Architect



DATE: April 29, 2022

TO: Gretchen Kaiser, Chair
Juneau Commission on Sustainability

FROM: Jeanne Rynne, Chief Architect

SUBJECT: LEED Certification
BRH Emergency Department Addition & Renovation

Executive Summary

CBJ Engineering is proceeding with a \$10M renovation and addition of the BRH Emergency Department(ED). Municipal Code 49.35.800 requires that renovation of existing CBJ buildings costing over \$5M achieve a minimum level of LEED Certification. The only allowable exception to this requirement is outlined in 49.35.800(c) and is predicated on the economic feasibility of achieving LEED Certification. The BRH ED Addition & Renovation is challenged to meet LEED Certification, as the hospital is not a LEED certified building and the scope of the renovations does not include enough of the building to achieve certification for the whole building. Moreover, it is economically impracticable to meet LEED eligibility criteria for just the addition or ED department. Still, CBJ is striving to incorporate sustainable features in the project to the extent possible. The purpose of this memo is to inform the Commission of this challenge, to demonstrate our efforts toward achieving sustainable elements in the project scope and to request the commission recommend the Assembly exempt the BRH ED Addition and Renovation project from achieving LEED Certification.

Background

The project is comprised of a 4000 SF addition and 6000 SF renovation of the Emergency Department. This project will replace many temporary renovations required in the BRH ED due to the pandemic. This project will create five negative pressure exam rooms, a negative pressure Resuscitation room and a true Airborne Infection Isolation (AII) room. Moreover, this project will also provide a 360-degree view from the main nurse station and an additional behavioral health room that will improve patient and staff safety and patient outcomes.

Challenges to eligibility for LEED Certification

In analyzing the project's ability to achieve LEED certification, the design team hired a LEED consultant whom confirmed the challenges we outline below.

- When LEED Certification is applied to a portion of a building, the portion is designed as a distinctly separate space, usually owned or managed by a different entity than the base building with the space having separate HVAC.
- The ED, by square footage, is 5% of the whole hospital building which is not LEED certified.
- We are not replacing the HVAC for the whole hospital and the ED HVAC's system will continue to be part of the whole building HVAC system. It is cost prohibitive to separate the ED HVAC system.
- The project area cannot be separately metered for air distributions systems, heat, electricity and water as each of these systems is fully integrated into the hospital system.
- LEED standardly uses Regional Power Grid to estimate the environmental attributes of electricity consumed. Due to this, Juneau's hydropower is not easily accounted for or given credit. This makes it challenging to achieve some of the greenhouse gas reduction points.
- Due to the above constraints, the USGBC has notified the design team that this project is not eligible to register for any current LEED rating system.

Sustainable Elements Included in the Project

Despite the eligibility challenges for LEED Certification, we are incorporating sustainable building practices to the extent possible. These strategies include:

- HVAC:
 - The design team will incorporate sustainable practices including variable volume ventilation systems and motors with variable speed drives to reduce electrical consumption during periods of low use.
 - New HVAC equipment will be designed to meet or exceed energy performance values prescribed in ASHRAE 90.1 - 2016 chapter 6 (Heating, Ventilating, and Air Conditioning). (Note: ASHRAE 90.1-2016 produce almost 40% energy savings from the 2004 version.)
 - Ventilation will be provided to meet or exceed ASHRAE 170-2021 and ASHRAE 62.1-2016 requirements.
 - Outside air volume and space CO2 monitoring will be incorporated.
 - Filtration in the ventilation equipment will be a minimum MERV 13 to meet ASHRAE 170-2021 requirements.
 - Outdoor air ventilation rates will be increased 15% above the minimum required per ASHRAE 62.1-2016.0
- The new addition will be designed to meet many LEED credits and design features such as a tight building envelope, water efficient fixtures, air change effectiveness, CO2 sensing and ventilation control equipment and sustainable light fixtures.
- In both the addition and the renovation portion, we will specify sustainable materials including products with low to no volatile organic compounds(VOCs) to improve indoor air quality.
- We are reusing much of the existing ED space, which is more environmentally friendly than demolition and building new.
- As with all hospital projects, Infection Control Risk Assessment (ICRA) measures are required to be in place throughout construction. This plan will insure that construction practices will lead to a high level of indoor air quality for occupants.
- We will require the contractor to implement a Waste Management Plan, which will lessen the construction impact on our waste stream.

Requested Action: Recommend the Assembly exempt BRH Emergency Department Addition & Renovation from LEED Certification since as a renovation of a non-separated portion of the hospital building, the project scope is not eligible for LEED Certification.



DATE: June 6, 2022

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Director
Engineering & Public Works

FROM: Jeanne Rynne, CBJ Chief Architect

SUBJECT: Bartlett Regional Hospital Emergency Department Addition and Renovation
GC/CM Procurement

Executive Summary

Key characteristics of the Bartlett Regional Hospital (BRH) Emergency Department (ED) Addition and Renovation project support consideration of an alternative procurement method such as GC/CM (General Contractor/Construction Manager), also known as CMAR (Construction Manager at Risk). The current construction escalation and supply chain challenges underscore the need for considering an alternative approach to the traditional design-bid-build method for construction. At their May 26, 2022 meeting, the BRH Board of Directors approved the use of GC/CM for this project. In accordance with Municipal Code [9.14 \(b\) \(6\)](#), use of an alternative procurement method requires Assembly approval via an ordinance.

Background

Benefits of GC/CM

- Allows for qualifications based selection of GC
- Contractor input on construction phasing and cost estimating from early in the design process
- Ability to bid scopes of work prior to 100% completion of project documents

Project Characteristics Relevant to GC/CM Approach

Complexity of Scope – One of the project goals is to complete the ED Addition and Renovation with minimal disruption to the Emergency Department. This will likely entail complex phasing of construction activities around ED operations with the added complexity of complying with ICRA (Infection Control Risk Assessment) requirements throughout the project. GC/CM allows for early input from the General Contractor during the design process. Having the Contractor's input on phasing on the work early in the process will help mitigate costs during construction. GC/CM also allows for staggered procurement of the work, so that scopes of work can be bid in relation to when the work will be needed in the overall project timeline, allowing more flexibility to mitigate delivery of long-lead equipment and also the ability to lock-in pricing to mitigate material escalation.

The chart below from the National Institute of Governmental Purchasing (NIGP) compares project delivery methods to project characteristics.¹

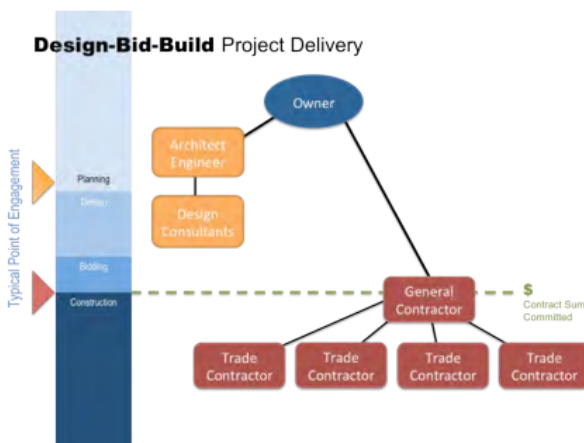
¹ National Institute of Governmental Purchasing (NIGP). *Public Procurement Practice: Selecting the Appropriate Construction Project Delivery Method*. NIGP The Institute for Public Procurement. <https://www.nigp.org/resource/global-best-practices/Selecting%20the%20Appropriate%20Construction%20Project%20Delivery%20Method%20Best%20Practice.pdf?dl=true>.

	<i>Construction Project Delivery Methods</i>		
	DB	CMAR	DBB
<i>Project Characteristics</i>	<i>Attributes</i>		
Project Schedule	Fastest	Middle	Slowest
Project Cost (depending on negotiation)	Highest	Middle	Lowest
Change Orders (increases in cost and time)	Lowest	Lowest	Highest
Integration/Collaboration	Highest	Highest	Lowest
Complexity of Scope	Highest	Middle	Lowest
Expertise and Capacity	Contractor	Contractor/Owner	Owner
Risk/Responsibility	Contractor	Contractor/Owner	Owner
Control over Design	Contractor	Owner	Owner

DB – Design Build; CMAR – Construction Manager at Risk or GC/CM; DBB – Design Bid Build (aka “traditional” method).

The excerpt below illustrates the structural differences between the GC/CM approach and the traditional Design-Bid-Build approach.²

Construction Management at Risk (CMR) (also called CM at-Risk or CM/GC) – This delivery method entails a commitment by the CMR for construction performance to deliver the project within a defined schedule and price, either a fixed lump sum or a guaranteed maximum price (GMP). The CMR provides construction input to the owner during the design phases and becomes the general contractor during the construction phase.



Design-Bid-Build (DBB) – The traditional U.S. project delivery method typically involves three sequential project phases: The design phase, which requires the services of a designer who will be the “designer of record” for the project; the bid phase, when a contractor is selected; and a build or construction phase, when the project is built by the selected (typically low bid) contractor. This sequence usually leads to a sealed bid, fixed-price contract.

² Design-Build Institute of America (DBIA). (2015, April). *Choosing a Project Delivery Method: A Design-Build Done Right Primer*. <https://dbia.org/wp-content/uploads/2018/05/Primers-Choosing-Delivery-Method.pdf>

Timing

Project Schedule: The earlier a GC can become involved in the design of a project the better. Architects Alaska, the architect of record on the project, has done many hospital projects using GC/CM. They and industry best practices recommend bringing the contractor on prior to the Schematic Design phase but no later than the Design Development phase. The project is on track to be complete with Schematic Design in early July. Design Development is anticipated to be complete in early September. BRH has been in contact with the Alaska Department of Health and Social Services (DHSS) regarding the Certificate of Need (CON) required for the project. The CON timeline is compatible with the design timeline.

Action Requested

Staff requests that PWFC affirm the BRH Board of Directors recommendation to use the GC/CM alternative procurementsupport for use of alternative procurement for this project and directs staff to draft an ordinance for approval by the full Assembly.

Additional Information:

- National Institute of Governmental Purchasing (NIGP): [*Public Procurement Practice: Selecting the Appropriate Construction Project Delivery Method.*](#)
- Design-Build Institute of America (DBIA): [*Choosing a Project Delivery Method: A Design-Build Done Right Primer.*](#)

Section 9.14. - Competitive bidding.

(a) The assembly by ordinance shall provide for competitive bidding and procedures for competitive bidding.

(b) Contracts for public improvements and, whenever practicable, other purchases of supplies, materials, equipment, and services, shall be by competitive bid and awarded to the lowest qualified bidder. This subsection (b) shall not apply to purchases of:

- (1) Professional services,
- (2) Services of officers and employees of the municipality acting within the scope of their office or employment,
- (3) Services of officers and employees of the State of Alaska or the federal government if such services are provided pursuant to a written agreement with the employer,
- (4) Services of students and members of the faculty of an accredited high school, college, or university if such services are provided pursuant to a written agreement with the school, or
- (5) Services of members and employees of a nonprofit corporation registered as such with the State of Alaska, if:
 - (A) The services are provided pursuant to a written agreement with the corporation, and
 - (B) The total amount paid by the municipality divided by the number of hours of service provided by the members and employees of the corporation does not exceed double the minimum hourly wage established by the Alaska Wage and Hour Act.

(6) Public improvements which, upon a written finding by the Manager that it would be in the best interests of the City and Borough based on cost, timing, and other relevant criteria, may be procured by supplemental agreements amending existing capital improvement contracts, competitive sealed proposals, or by other alternative procurement methods adopted by the assembly by ordinance. The maximum dollar amount, the criteria utilized, and the methodology shall be set by ordinance.

(c) All contracts and purchases exceeding an amount to be established by ordinance shall require prior assembly approval.



DATE: June 3, 2022

TO: Wade Bryson, Chair Public Works and Facilities Committee

THROUGH: Katie Koester, Director of Engineering and Public Works

FROM: Lori Sowa, Utilities Engineer

SUBJECT: Alternative Procurement for MTP SCADA Project

History

In January 2020, staff requested PWFC approval for use of alternative procurement for the Supervisory Controls and Data Acquisition (SCADA) project at the Mendenhall Wastewater Treatment Plant (MTP). Traditional design-bid-build was deemed inappropriate for a project as complex and high-risk as this one. Replacing all of the hardware and software that controls the operation of the treatment plant, while simultaneously continuing to treat wastewater entering the plant, is akin to replacing the computer system, battery, and wiring of your vehicle while continuing to drive. PWFC agreed that alternative procurement, which was approved by the voters in 2017 and written into the charter, was appropriate for this project and directed staff to draft an ordinance for full Assembly approval.

During the process of drafting the ordinance, staff determined that since this project fit the definition of the technology exemption in city code 53.50.090(i), specific approval to deviate from the low-bid process was not required – it was already allowed. Staff returned to PWFC in February 2020 to describe this outcome, supported by CBJ Law, and indicated the project would move forward under alternative procurement methods (design-build). The 2020 meeting memos and minutes are included for reference.

Current Situation

The MTP SCADA project is currently in design and has progressed to the 65% level. As the project has progressed, it was determined that Construction Manager at Risk (CMAR) would be the best alternative procurement mechanism for the project. The plans are at a point where it makes sense to bring the construction firm into the project to help guide the completion of the design, plan for the cut over from the old system to the new, and begin some preliminary construction tasks. A more thorough description of why the CMAR process was chosen is included as an attachment as well. CMAR has become an industry standard contracting method for highly complex projects used by states (including ADOT&PF), municipalities and private developers nationwide.

Upon review of the CMAR contracting documents, CBJ Law has become concerned about use of the technology exemption to allow CBJ to proceed with alternative procurement of the construction portion of the contract, and recommends continuing the previously started process to approve alternative procurement for this project through specific ordinance.

The MTP SCADA project is currently the highest priority project for the Wastewater Utility. Completion of the SCADA project is a required action under the Compliance Order by Consent (COBC) that CBJ has entered into with the Alaska Department of Environmental Conservation.

Recommended Action

Confirm support for use of alternative procurement for Mendenhall Wastewater Treatment Plant SCADA and direct staff to draft an ordinance for approval by the full Assembly.



1873 Shell Simmons Dr., Suite 200, Juneau, AK 99801 / (907) 789-7821

TO: Wade Bryson, Chair, Public Works and Facilities Committee
Through: Katie Koester, Director, Engineering & Public Works
FROM: Patty Wahto, Airport Manager *pwahto* 6/1/2022
DATE: June 6, 2022
RE: **Memo 2 of 2:** Juneau International Airport Projects: Update and New Projects

General

The Airport introduced the Float Pond Access Road Improvements, below, to PWFC in 2021. This memo provides an update to the anticipated costs prior to the project going out for bid. The Airport has two new capital projects out for design RFPs and are introduced here in anticipation of federal (FAA) grant award appropriation.

Project Update/Previously Brought Before PWFC:

1. Float Pond Access Road Improvements Phase 2: Construct South Float Pond Access Road Improvements \$2.4M (updated from \$1.73M estimate): This project was presented to PWFC on April 12, 2021. This project will raise, regrade and pave the current south float pond road, extend culverts into the float pond to help with area drainage, armor rock slope of south pond embankment, reset existing gangways and install wave erosion mitigation along the south pond embankment. The project is eligible for FAA AIP grant funding, currently estimated to be \$2.3M participation. Local match funds of \$250K is already provided through 2017 Sales Tax dollars to meet the full budget needs. Funding appropriations, bid award and grant issuance are anticipate late summer 2022. This project is anticipated to be completed during a winter pond shut down and early spring paving (2022-2023). In accordance with CBJ policy, this project does not require a Project Labor Agreement.

See Request below.

New Projects:

2. Design Passenger Boarding Bridge (Jetbridge) Gate 5: This project will replace the current 21-year old, used, passenger boarding bridge at Gate 5. This project solicited for design phase with no proposals submitted, so alternative procurement will be used per CBJ and FAA rules. The design is estimated at \$200K, of which \$187.5K is eligible for FAA AIP funding. Local match

of \$12.5K is already provide through 2017 Sales Tax dollars. Total construction is anticipated to be \$2M (to be bid later this year). This project is FAA AIP eligible.

See Request below.

3. Design Terminal Area (121/135) Apron Rehab, RON & North Ramp Lighting/Fence: This project would rehabilitate the pavement and drainage adjacent to the terminal on the main commercial ramps for jets parked at jetbridges and small regional carrier ramp. This project would also design a new Remain Overnight (RON) ramp east of the current terminal jetbridges in accordance with the Airport Master Plan and Airport Layout Plan. Lighting and fencing upgrades would also be included on the north (regional) ramp. This project is currently out for Design Request for Proposals estimated at \$1.75M, of which \$1.64M is FAA AIP eligible. Local match funds of \$200K is already provided through 2017 Sales Tax dollars to meet the full budget needs. This design phase will go before the Airport Board on June 9. Construction bids are anticipated in Spring 2023 at an estimated \$12.2M. A Project Labor Agreement (PLA) is anticipated for the construction phase.

See Request below.

PWFC REQUEST For Above Items 1 through 3: *Approval to appropriate \$2.3M of FAA Airport Improvement Program (AIP) dollars (upon bid opening and FAA grant receipt), for the Float Pond Access Road Improvements Phase II; and approval to appropriate \$187.5K of FAA Airport Improvement Program (AIP) dollars for Design Consultant of the Passenger Boarding Bridge (jetbridge) Gate 5 (upon FAA grant receipt); and approval to appropriate \$1.64M of of FAA Airport Improvement Program (AIP) dollars for Design Consultant of the Terminal Area (121/135) Apron Rehab, RON & North Ramp Lighting/Fence (upon FAA grant receipt); and forward all three project requests to the Assembly for appropriation.*

4. Future FFY 2023 Project (informational only):

\$12.2M Construction Terminal Area (121/135) Apron Rehab, RON & North Ramp Lighting/Fence
 \$ 2.0M Construct Passenger Boarding Bridge (Jetbridge) Gate 5
 \$ 5.0M Construct Airport Parking Lots – Repairs/replacement
 \$ 1.6M Construct Outbound Baggage Conveyor System
 \$ 1.5M Land Acquisition (Channel Flying parcel)
 \$ 500K Planning/Environmental new Air Traffic Control Tower site (old sand shed location)
 \$ 500K Design /Reimbursable Agreement (FAA) Runway 26 MALSR Approach Lighting Extension
 \$ 500K Design East & West General Aviation Taxilanes/Ramps/Aprons
 \$ 400K Design Grading - Runway Safety Area Shoulder
 \$ 75K Design MAGVAR (magnetic variance) RWY 8/26 to RWY 9/27



1873 Shell Simmons Dr., Suite 200, Juneau, AK 99801 / (907) 789-7821

TO: Wade Bryson, Chair, Public Works and Facilities Committee

Through: Katie Koester, Director, Engineering & Public Works

FROM: Patty Wahto, Airport Manager *pwahto* 6/1/2022

DATE: June 6, 2022

RE: **Memo 1 of 2:** Juneau International Airport Project Updates: North Terminal, Outbound Baggage Conveyor System and Airport Parking Lot Repairs/replacement

General

The Airport North Terminal Reconstruction is substantially complete and a summary of that project including energy/sustainability efficiencies is provided below. Additionally, two projects (Outbound Baggage Conveyor and Airport Parking Lot Repairs/replacement) were presented to PWFC in June 2021 and an update on those projects is provided below.

Project Updates/Previously Brought Before PWFC:

1. Airport North Terminal Update (informational only). As of May 2022, the North Terminal Reconstruction is substantially complete. Punch list items, additional ceiling tile and light fixture replacement in the remaining (old) sections of the terminal are still in progress. The central section of the second floor and seating area are still closed until glass safety panels arrive in Juneau and are installed. The cost of this project is \$26.5M. Change orders on this project current stands at just under 10% of the construction contract. One of the goals of the terminal, besides replacing aged facilities, was to increase efficiencies throughout:

- Conserve water/wastewater usage through automated motion sensor faucets
- High efficiency windows and siding (*Solarban 60 solar control, low-e glass*)
- LED lighting throughout with the newest energy saving features. Seating area lights equipped with photo sensor adjust to lower intensity during bright days.
- **Carlisle Roofing** (EPDM) single ply membrane is a high end, high resistance to heat flow. Dark-colored EPDM helps building owners save on heating costs. Terminal roofing received a value of **R-58.81** (average)
- State of the art elevators and escalator. Escalator turns down (slows) when not in use for an extended period; motion sensor detects and activates to normal speed.

- Airport terminal is completely off of diesel fuel now. Ground Source Heat Pump (geothermal) is the terminal heating/cooling source. This system was also extended to the north end sidewalk for snow melt.

IOU to Assembly to install Electric Vehicle (EV) Charging stations in public parking lot during rehab project. This is currently in design phase and will fulfill the IOU for EV stations.

1% For Art: CBJ Ordinance requires one percent of the cost of construction to be used toward public art in the facility. With the abundance of new space and construction cost, this allowed the Airport to requisition four artists for four works of art:

“All About Town” – Alison Bremner

Tlingit formline hand-painted murals depict well-known Juneau figures; including Romeo, Patsy Ann, helicopters, airplanes, tram, whale sculpture, ‘Juneau sneaker’ and Tlingit wildlife figures.

“Herring Catch” – Rachael Juzeler

Each herring is hand-cut from multilayers of reclaimed glass that is printed, kiln-fired and snap-hooked to a stainless steel net with reclaimed fishing lines and glass floats.

“Exit To Enter” – Robert Mills

Carved sculpture panels connect the Tlingit spirit to the Tlingit Land (*Lingit Aani*). The bronze casted mask and wood tongue invite travelers to the region, while the small cedar masks welcomes them back. Red Cedar, Italian poplar, horse hair, bronze and Forton are used for his creation.

“Changing Over Tide” – Crystal Worl

Customized Tlingit formline portray the regional abundance of life from the sea, land and sky. Raven (“Trickster”) releases purified raindrops to enrich the land and water; light to the darkness. Artwork applied to a film fused between two resin layers.

2. Outbound Baggage Conveyor System (Checked baggage to TSA bag screening; airlines): This project replaces the remaining segments of the outbound baggage conveyor system (platforms, belts, motors, motion sensors/timing), the master control panel to integrate the system (and allow remote accessibility for remote diagnostics), program logic control and fire/security doors. The conveyor continues to breakdown interrupting airline and TSA bag screening. At the June 7, 2021, **PWFC** was briefed on the total project, and **approved to appropriate \$1.56M** of Airport CARES funding for this project. This system repair is not eligible for typical FAA Airport Improvement Program funding. This project is currently in design with an estimated bid and award date of July 2022. Due to long lead items of production, the estimated install of the system is anticipated for 2023. This project will go directly to the Assembly for funding appropriation and bid award once bids are received. *Informational/update only.*

3. Airport Parking Lots – Repairs/replacement. This project would repair or completely repave the public parking lots at the Airport (employee, long-term, short-term, rental car lot) including pavement, subbase, catch basin repairs, curb/gutter repairs, new parking lot LED lighting, Electric Vehicle (EV) charging stations, and entrances/exits (coordinate with parking lot concessionaire). At the June 7, 2021, **PWFC meeting approved \$600K for Engineering Design** consultant to investigate soil/subbase, design, estimates and bid packets for the parking lots. This project is currently in design with the Engineering consultant who will bring concepts and recommendations back to the Airport Board for consideration prior to final design. This project is estimate to cost \$1.5M (repairs only) to \$5M (repave) and will come back to PWFC once the full design and estimate are ready to go to bid. This project will use Airport CARES funding. This project is not eligible for typical FAA Airport Improvement Program funding. Informational/update only.

This project plans to design EV charging stations into the paid parking lot that would fulfill the IOU from the Terminal (see above).



MEMORANDUM

DATE: June 3, 2022

TO: Assembly Public Works and Facilities Committee

FROM: Alexandra Pierce, Tourism Manager

SUBJECT: Circulator Study

CBJ is getting ready to issue an RFP for a qualified consultant to perform a study that evaluates different circulator routes and models and makes a recommendation on the most beneficial system for Juneau. The Contractor will review, analyze and develop a functional plan with guidelines for implementation for the Circulator. They will also examine current transit and visitor transport options, gather information from stakeholders through discussions, and other public engagement methodologies such as surveys or public meetings. CBJ staff and the contractor will engage the USFS, the Visitor Industry, and local community organizations (JEDC, Travel Juneau, etc.). The contractor will evaluate data and provide information on the financial and technical feasibility of and support for the service, while providing recommendations for next steps stemming from the analysis of community need.

Additionally, the contractor will provide CBJ with a comprehensive study that provides information on the best course for service options, routes and stops within the core of the city and local attractions such as the Mendenhall Glacier Visitor Center. Ideally the study will provide recommended alternatives for service, routes, options on service structure, a recommendation for whether the service should be a provided by Capital Transit as a seasonal supplement to their routes or by contractor, and will define an inclusive implementation strategy. The study will also present options for how much such a circulator service would cost and how it would be funded.

We are issuing the RFP sometime in June and intend to award a contract in July. The RFP describes a July 2022 – October 2023 timeline. A final timeline will be negotiated with the successful proponent.



Capitol Landfill

June 2022 CBJ Update



June 2022 Capitol LF Update Agenda

- 1. Odor Complaints.**
- 2. Completed Projects.**
- 3. Planned Projects.**
- 4. Safety Updates**
- 5. Questions**



Odor Complaints

Total of 3 Complaints in
2022

Unchanged from March

- Please call 907-780-7801 to report odors immediately
- Odor complaints received days after complaint is lodged do not assist us in identifying the source
- The three complaints were not reported directly to the landfill





Completed Projects

- Flare repairs completed May 26th
- New Cell Developed with leachate collection
- Installation of LF Leachate SCADA System
- LFG Flare air compressor repairs
- LFG wellfield tuned by 3rd Party contracted for Monthly tuning
- Special Waste Profiling



Planned Projects

Install 25-30 new LFG wells – June 13 –July 1st

Public Dropoff - Design Stage

Fencing Installation – Permits being submitted to the CBJ, Fence Development permit and Fence Building permit

Traffic Flow striping, signage and Marking for Recycle, HHW, and scale area is underway.

Further Cell Development slated for Q3/Q4

New Bird Control System





Landfill Safety

- Continue to require PPE
- Educating public on required safe spacing of vehicles and people
- Working with public on vehicle speed for recycle and landfill facilities
- Additional signage added with more to come



Thank you.



DATE: June 3, 2022

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Engineering & Public Works Director

FROM: Jeanne Rynne, Chief Architect
John Bohan, Chief Engineer

SUBJECT: Escalation Mitigation Efforts

The purpose of this memo is to update the Assembly on the efforts CBJ Engineering is taking to mitigate costs in the inflationary and volatile construction market we find ourselves in. Many of these efforts involve increased flexibility with contractors, schedules and supply chain delays.

CBJ Engineering is proactively reaching out to the contracting community to inform them of upcoming projects, prior to formal advertisement, in an effort to increase awareness of the upcoming projects so contractors can anticipate potential workload capacity, focus on projects that fit their firms, and to solicit feedback on proposed bid advertisement dates and construction duration periods.

You can find the latest draft bid schedule for vertical (building projects) here: <https://juneau.org/engineering-public-works/draft-bid-schedule-vertical>. Updates to the draft bid schedule are also emailed out to contractors who have bid vertical construction projects in the past.

The first draft bid schedule went out in late March. We asked Contractors to give us feedback on the following questions:

1. Timing of the bids – both time of year as related to construction season, material/equipment availability, when are you looking to schedule out future work, etc. Also timing in relation to other projects bidding either by CBJ or other organizations.
2. Proposed construction schedule and construction duration – is it realistic given the current market challenges with material escalation and supply chain issues? Other scheduling concerns?
3. Number of days required to hold a bid. On some projects we have shortened the hold period to incentivize bidders to bid the project in the current volatile market conditions. Is this helpful?
4. Any other recommendations.

The feedback we received was positive and has led to some changes. In general, those who gave feedback were appreciative of the advance notice of upcoming bids.

Here are some highlights of the feedback we received:

- Shorten the number of days required to hold a bid. The standard practice has been to require bidders to hold their bids for 120 days. When we are able, we have been decreasing this period to between 30-60 days, striving to reduce the period as much as possible. The primary complicating factor to shortening the bid period arises when the bid amount is over \$1M and requires Assembly approval. Sometimes the longer 120 period is needed depending on when the bid opening occurs (which can be extended if addendum items necessitate more time for bidders to prepare pricing) in relation to the Assembly meeting.
- Feedback received informed us of market saturation in some trades. Labor shortage is a concern for all trades currently. Consequently we stagger the timing of our bids involving similar trades or scopes of work.
- Increase the construction duration in the bid documents to allow more time for long lead items. Feedback noted longer than usual lead times for materials and products. Several noted increased material costs across the board.

Other measures we have implemented:

- Procuring long lead items under separate contract. Example: purchasing replacement generators for Glacier and Juneau Fire Stations through a purchasing cooperative agreement due to the estimated 50 week lead time. We are procuring the generators in advance of advertising the bid for the mechanical and electrical upgrades to reduce the contractor's risk and to align the delivery of the generators with the construction work.
- For projects already under contract for construction, extending the contract completion date in response to material delays that are beyond the Contractor's control.
- Consolidating like projects into one to realize economies of scale. Example: HVAC Controls Upgrades for Treadwell Arena, Douglas Fire Station/Library, and Consolidated Public Works have been combined into one project. The larger scope of work also makes it more attractive for contractors to bid.
- For civil projects, we are allowing significant more time for completion. This allows contractors flexibility in the season they complete their work and the ability to program their labor force a year out to keep a consistent work force. It also helps with the long lead times on some materials and supplies.
- Allow contractors to provide a phased completion approach – propose partial work completion at a logical stopping point this construction season that allows CBJ to maintain project over the winter and continue work next construction season.

Other measures to consider:

- For larger projects with long duration and complex scope, explore alternative public work procurements approaches such as GC/CM (General Contractor/Construction Manager) also known as CMAR (Construction Manager at Risk) or Design Build. These procurement methods are more conducive to staggered procurement and able to respond more quickly to the changing construction market as compared to the traditional Design/Bid/Build approach that locks the bidder into a price at the beginning of the project. For a good overview of alternative procurement methods, please see [Choosing a Project Delivery Method: A Design-Build Done Right Primer](#), Design-Build Institute of America (<https://dbia.org/wp-content/uploads/2018/05/Primers-Choosing-Delivery-Method.pdf>). Current CBJ Municipal Code allows use of alternative public works by Assembly approval only.

PWFC Action Items to Advance 2022 Assembly Goals 6.06.2022 Progress Report

Assembly Goal 3. Sustainable Budget and Organization – Assure that CBJ is able to deliver services in a cost efficient and effective manner that meets the needs of the community.

Implementing Action Item	PWFC Action	6.06.22 Progress Report
<u>3c. Long term strategic planning for CIPs</u>	Committee work to engage in Big Picture Capital Project Planning; build on Legislative Priority List process.	4.11.22 Review of 8 appropriating ordinances as part of big picture capital project planning.
<u>3f. Maintain Assembly focus on deferred maintenance including BRH and JSD;</u>	Do committee work so that Assembly can increase funding for deferred maintenance.	2.14.22 overview of maintenance spending. \$5M in deferred maintenance request passed by Assembly.

Assembly Goal 5. Sustainable Community – Juneau will maintain a resilient social, economic, and environmental habitat for existing population and future generations.

Implementing Action	PWFC Action	
<u>5a. Develop a zero waste or waste reduction plan</u>	Establish framework for stakeholder engagement; Define goals for composting and level of municipal involvement	4.11.22 JCOS is collecting feedback on task force organization to inform stakeholder engagement portion of zero waste planning efforts in preparation for project launch with passage of CIP (July 2022).
<u>5b. Develop strategy to measure, track and reduce CBJ energy consumption.</u>	Support and follow efforts of Facilities Maintenance to implement an Energy Management and Information System (EMIS)	5.02.22 Presentation from Building Maintenance

<u>5c. Implement projects and strategies that advance the goal of reliance on 80% renewable energy sources by 2045</u>	Do committee work on Green House Gas (GHG) Emissions data collection/ measuring initiative to ensure a useful metric the Assembly can support	4.11.22 Staff working on contract with Dynamhex that would estimate community wide GHG emissions and have a GHG planning component.
	Define CBJ's role in providing EV charging infrastructure and electricity to the community. Support efforts to continue building the EV charging network to provide convenient and affordable EV charging for the public and to lay the groundwork for applying for grants.	6.06.22 EV update to JCOS 5.04; partnering on advocacy for AEA grant EV charging funds.
<u>5d. Develop climate change adaptation plan</u>	Review "Juneau's Changing Environment: Predictions and Responses to Climate Change."	
<u>5e. Develop strategy to reduce abandoned/junked vehicles.</u>	Do committee work to support the Assembly in increasing funding for junk vehicle disposal, including possible incentives.	6.06.22. 94 vehicles signed up for round up, we were able to get 50 (at a cost of \$22,750). Reycleworks has taken a targeted approach to removing junk vehicles and managed to remove 11 of the worst offenders thus far.



MEMORANDUM

TO: Katie Koester
Engineering & Public Works Director

FROM: Caleb Comas
Contract Administrator

Date: June 1, 2022

SUBJECT: Contracts Division Activity
April 28, 2022, to May 31, 2022

Current Bids – Construction Projects >\$50,000

BE22-195	Harris Street Reconstruction	Three bids received on 5/18/22, award in progress to Coogan Construction for \$1,727,081. Estimate \$1,686,615.
BE22-184	JNU SREB Pump Replacement	One responsive bid received on 5/11/22, award in progress to Harri Heating & Plumbing for \$156,181. Estimate \$87,000.
BE22-312	BRH Campus Transient Voltage Surge Suppression Upgrades	Bids due 6/2/22, estimate between \$250,000 and \$350,000.
BE22-233	BRH Fuel System Upgrades	Bids due 6/7/22, estimate between \$400,000 and \$450,000.
BE21-203	Marine Park Deckover	Bids due 6/8/22, estimate \$1,800,000.
BE22-306	JNU Bagwell Mechanical Upgrades	Bids due 6/16/22, estimate between \$100,000 and \$125,000.

Current RFPs – Services

RFP E22-256	Inspection Services for Six Water Storage Tanks	NTP issued to Taku Engineering LLC, on 5/6/22, \$130,581.
RFP E22-288	CA&I for W. Third & Dixon Street Reconstruction	NTP issued to proHNS, LLC, on 4/29/22, \$10,000.
RFP E22-276	Douglas Area Utilities Evaluation and Project Scoping	Awarded to proHNS LLC, on 5/3/22. Contract negotiations in progress. Estimate \$100,000.
RFP E22-256	Term Contract for Material Sources Construction Services	Term Contracts Awarded to Alaska Juneau Construction, ENCO Alaska, & Admiralty Construction, on 5/25/22.
RFP E22-299	Planning, Design & CA for JNU Gate 5 Passenger Boarding Bridge	No proposals received on 5/11/22.
RFP E22-310	Design for JNU Main Terminal Ramp & RON Parking Ramp	Three proposals received 5/12/22, evaluations in progress.
RFP E22-296	Design and CA for the Capital Civic Center	NorthWind Architects, LLC, was the sole proposer, contract negotiations in progress.
RFP E22-308	Term Contract for Construction Services – Small Civil & Utilities Projects	Term Contracts Awarded to Admiralty Construction, ENCO Alaska, & North40 Construction, on 5/25/22.
RFP E22-330	Design Services for Teal Street Reconstruction	Proposals due 6/3/22.
RFP E22-331	Term Contract for Downtown Stair Rehabilitation.	Proposals due 6/7/22.
RFP E22-333	Design Engineering for Pulse Gondola at Eaglecrest Ski Area	Proposals due 6/10/22.

Contracts Division Activity
April 28, 2022, to May 31, 2022

Page 2

Construction Change Orders (>\$20,000)

CO 6 to BE21-124	BRH ASU-11 Fans Replacement & Endoscopy Workroom Ventilation Improvements	Bonding Letter issued on 5/23/22, \$40,698.38.
CO 2 to BE21-164	BRH Site Improvements	Bonding Letter issued on 5/24/22, \$24,650.
CO 1 BE21- 263	Stabler Point Quarry Overburden Disposal	Bonding Letter issued on 5/12/22, \$76,500.

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

PA 4 to E22- 205(ACC)	Seawalk Island Fence Removal	NTP issued to Alaska Commercial Contractors on 5/25/22, \$24,944.
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Term Contracts for Small Civil & Utility Construction Services (>\$20,000)

PA 11 to E19-192(A)	JNU Airfield Storm Drain Repairs	NTP issued to Arete Construction on 5/25/22, \$21,827.
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MR E20-139 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

Am	Amendment to PA or Professional Services Contract
CA&I	Contract Administration & Inspection
CO	Change Order to construction contract or RFQ
MR	Modification Request – for exceptions to competitive procurement procedures
NTE	Not-to-exceed
NTP	Notice to Proceed
PA	Project Agreement - to either term contracts or utility agreements
RFP	Request for Proposals, solicitation for professional services
RFQ	Request for Quotes (for construction projects <\$50,000)
RSA	Reimbursable Services Agreement
SA	Supplemental Agreement ⁸