

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

December 20, 2021 12:10 PM

Assembly Chamber/Zoom Webinar

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715 8592 Or +1 312 626 6799 Webinar ID: 918 4989 7300

I. CALL TO ORDER

II. APPROVAL OF MINUTES

A. November 20, 2021 - Regular Meeting

III. PUBLIC PARTICIPATION

IV. ITEMS FOR ACTION

A. Legislative Capital Priority List

B. New City Hall Site Selection

V. INFORMATION ITEMS

A. Snow Removal 2021 Update

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

A. 2022 Assembly Goal Update

VII. CONTRACTS DIVISION ACTIVITY REPORT

A. November 24, 2021 to December 16, 2021

VIII. NEXT MEETING DATE

A. Next Meeting - January 24, 2022 - 12:10 PM

IX. 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
November 29, 2021**

I. CALL TO ORDER

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

Members Present: Chair Bryson, Ms. Triem, Ms. Woll, and Mr. Smith, Mr. Voelkers – Planning Commission Liaison.

Staff Members Present: Katie Koester, Denise Koch, Greg Smith, Rorie Watt, Di Cathcart, Caleb Comas, George Schaaf, Alexandra Pierce, Lori Sowa, Paula Osborn.

II. APPROVAL OF MINUTES

A. September 20, 2021 – Regular Meeting

Mr. Bryson stated that Ms. Hale, the previous Public Works & Facilities Committee Chair approved the minutes of September 20, 2021. He asked for any objections.

Hearing no objections, the Minutes of September 20, 2021, were approved.

B. November 1, 2021 – Regular Meeting

Ms. Triem moved for approval of the minutes.

No objections, motion passed.

III. PUBLIC PARTICIPATION & NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

A. PWFC Input on Assembly Goals

Ms. Koester stated she is including this topic at the meeting because the Assembly is soon to meet at their retreat on December 4th, which is used for setting new goals for the next year. She reminded the Committee of the six goals under the Public Work's Department purview, in which the Committee has been working on over the last year. There has been a lot of work on Zero Waste and Waste Reduction. She stated she would like to remove the goal of examining life cycle costs of CBJ facilities...not because she doesn't feel it is important, but because these costs are considered when facilities come up on the CIP list, and Building Maintenance is already tracking these costs. If the Assembly would like to leave this on the list, she would like more specific and trackable goals directed at specific facilities. She also suggested implementation of the 80% renewable energy sources, and to separate junk vehicles from solid waste in order to highlight the importance of both of those problems.

Discussion ensued.

Ms. Woll moved these recommended changes to the full retreat. She asked that in the memo to the Full Assembly, the crossed out items on the list in the current memo be left as listed, so the full Assembly knows what is being recommended.

Mr. Bryson made some comments prior to requesting a vote. He is in favor of all the suggestions in the memo. He would like to add a sustainability category. He feels Sustainability is an important mission the Assembly has taken on over the last few years. He would like the Committee's comments as to whether they feel it is appropriate to add a sustainability category at this time. He was going to object to the motion, but he will remove his objection.

No objections, motion passed. Suggested changes will be forwarded.

B. Capital Project Big Picture Planning: AB Pool and Centennial Hall

Mr. Watt gave a brief outline of his memo. He feels the Assembly sometimes needs to make decisions of the day, or look at items and see if they fit within the big picture of the day...or even both. In his memo, he has bundled a few opportunities for some Capital Funding. The current fund balance is in a good place at this time. Currently the City has a declining debt balance as well. He feels one-time money is a good opportunity to move forward specific projects. He feels the Augustus Brown Pool is one of those projects. It needs a significant amount of renovation. He feels it is best just to go forward and complete all the renovations at this time. Centennial Hall Renovation should also get a small amount of additional funds. He feels the Finance Committee could tackle the big picture question at whatever pace makes sense. Companion to this is the Fund Balance that needs to maintain a particular balance, but the excess can be used for other projects. 1% Sales Tax requests can be considered for the next year as they come in.

Discussion ensued regarding projects listed in the memo.

Mr. Bryson mentioned that the Assembly has already had the discussion that either the City would provide a large amount of money to repair to pool, or it would be shut down. He would like to add to the motion an appropriation for the \$2.5M for the repairs of the Augustus Brown Pool on December 13. He would move the \$500,000 for Centennial Hall to the Committee of the Whole, which is meeting this evening to talk about Centennial Hall. This could be part of that discussion.

Mr. Watt asked to hold the \$500,000 for now, and not talk about it at this evening's meetings.

Ms. Smith moved to appropriate and introduce two separate ordinances, \$2.5M for Augustus Brown Pool, and \$500,000 for Centennial Hall with the caveat that the Assembly discuss the big picture conversation in Finance before those ordinances are set for Public Hearing, if the January 5, 2022, Finance Committee works for the Finance Chair that would be fine, just make sure the Assembly has discussed this before the Public Hearing and final vote on the ordinances.

No objection, motion passed.

Ms. Triem had a comment on the topic of the memo, but not specifically these projects. She stated that projects out in the future on the six-year CIP or 1% Sales Tax, these projects will cost more by the time they come up for construction. She would like to remind the Committee and Staff to keep this in mind when bringing them forward.

C. INFORMATION ITEMS

A. Waste Management Quarterly Report to PWFC: Verbal Report

James Denson, Area Environmental Protection Manager, Waste Management, he has oversight of the Capital Landfill. Mike MoHaffy, Senior Site Manager for Waste Management. He gave a brief discussion of odors at the site. He stated they are working on getting control of the odor issues. The flares are working intermittently due to the cold. The manufacturer is coming out in the next couple of weeks to see what needs to happen in order to get the flares working correctly. They have a new pinwheel machine that will help eliminate the odors. They have received some equipment as to where odors are coming from. This helps them target where the gases are heaviest. Safety...PPE is required when working at the dumping site. They are available at the office, or can be purchased on an individual basis. There will be a separation of the commercial dumping area and the general public dumping area. The general public area will be away from the working face. He indicated in January an increase in fees will be charged to residents on their bill.

B. New City Hall Survey Results

Ms. Koester gave a brief review of the results pulled together by the McKinley Research group. She stated one of the biggest priorities was providing parking for staff and the public. The preferable location was partially divided by where respondents lived. She stated some of the next steps being looked at by Staff will first be to look at all the locations suggested, and create a matrix of the criteria and the availability of the sites. Teleworking is also something the public was supportive of telecommuting. The City is unaware of what that looks like at this time...but could mean shared office spaces. She stated as the Committee just received the report, she is happy to answer any questions they have once they get a chance to read it.

C. Construction Inflation and Volatility

Ms. Koester gave a brief explanation of the volatility of the costs of construction at this time. She stated the memo seemed clear on how the market is trending.

D. Expansion of CBJ RecycleWorks Junk Vehicle Program

Ms. Koester updated on the steps the staff is taking to work on the issues with junk vehicles within the City. She stated there are several resources being used currently to work as incentives to the public for bringing in their vehicles before they become abandoned. She asked the Committee for input on whether or not they are willing to provide additional resources to expand the Junk Vehicle program, including increased funding. This is an ongoing issue that can be further discussed at another meeting.

Discussion ensued regarding additional funding and the possible implications. Members mentioned they would like to include this at a future meeting, with direction on possible implications/outcomes of using funds in different ways to assist the public in getting their vehicles to the recycle location.

Ms. Koester suggested this be on the next agenda with the idea of flushing some of the ideas and specific questions regarding resources and the Committee's willingness to commit and provide details on a timeline when the ideas can be implemented.

D. UPDATE on PWFC ACTION ITEMS to ADVANCE 2021 ASSEMBLY GOALS

A. 11.29.21 Update on PWFC Action Items for 2021 Assembly Goals

Ms. Koester mention the only item that is new is Item 5.b. – Working on a strategy to examine community wide energy use. This is being worked on by Ms. Koch. The City is supporting a grant application using Juneau as a pilot for a software program that is being developed. JCOS brought this to Staff asking for us to write a letter of interest in submitting our application.

Discussion ensued.

E. CONTRACTS DIVISION ACTIVITY REPORT

A. October 29, 2021 through November 23, 2021

Mr. Bryson had a few questions regarding the Wastewater Emergency contract listed on the report.

F. NEXT MEETING DATE

A. Next Regular Meeting will be December 20, 2021 – 12:10 PM

G. ADJOURNMENT

The meeting adjourned at 1:33 PM.



MEMORANDUM

DATE: December 17, 2021

TO: Chair Bryson and PWFC Committee

FROM: Katie Koester, Engineering & Public Works Director

SUBJECT: Presentation of Legislative Priority List with Advisory Body Recommendations

The purpose of this memo is to present the draft FY2023 Legislative Priority list to the PWFC for the second time. PWFC reviewed the list, project criteria, and the process for collecting input from advisory bodies at your November 1 meeting. On page 5 of the draft, the revised draft lists recommendations collected over the last 6 weeks. Over the holiday break the Assembly will be tasked with homework to prioritize these projects as a starting place for consideration at the January 5 Finance Committee meeting. The Finance Committee will be asked to forward the updated and prioritized list for FY2023 to the SRRC for a second review on January 11th and adoption at the COW on January 24th.

Things to consider when reviewing the list:

Bartlett, Airport and Passenger Fee projects are not part of this list as they have other funding streams and processes for prioritizing projects. Advisory bodies were given the opportunity to support two projects from last year's list, submit 2 new projects for approval, or a combination. Direction was also given that this list is a landing place for longer term projects. As such, boards and commissions were asked to limit new priorities to capital projects over \$1 million in total project cost with a lifespan of 20-50 years.¹ The Planning Commission is the only body that choose to support existing projects (Lemon Creek Multimodal Path and Second Crossing). However they did submit a third request, generally titled "deferred maintenance." A couple of committees, PRAC and Eaglecrest, chose to throw all their weight behind one recommendation. Others submitted projects that do not quite meet the criteria previously established. My suggestion would be for the Assembly to include those projects in the prioritization exercise and if they score highly, they should be considered for funding through different, more appropriate, mechanisms.

Systemic Racism Review Committee (SRRC)

The SRRC reviewed the list and process and remarked that they appreciated the opportunity to provide input to CBJ Legislative Priorities and take a 30,000 foot view of future community development. Chair Worl commented that when the SRRC looks at infrastructure projects they are looking for projects that promote health, housing, and transportation. For example, funding for public transportation infrastructure (such as bus shelters), projects that support walkability (sidewalks, equipment to plow and maintain them), and Downtown housing. The committee put an emphasis on health and expressed support of projects that promote access to health care services such as the new behavioral health facility at Bartlett. The SRRC is scheduled to review the list a second time on January 11th after the Assembly has added proposed new projects and prioritized the list.

Requested Action: Review proposed list. Forward to the Finance Committee for discussion and prioritization on January 5.

Homework: The Assembly will be sent the FY 2023 draft Legislative Priority List and be asked to prioritize projects and submit them to EPW Deputy Director Koch no later than December 29th for inclusion in the January 5th Finance Committee packet.

¹ See "Everything you always wanted to know about the CBJ Legislative Capital Priorities List" in the Appendix



City & Borough of Juneau

Legislative Priorities FY2023

12-17-21 Draft

w/ new project nominations



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APENDIX

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CBJ lists, plans and priorities graphic: Page 20

New Project Submissions for FY2023: Pages 21– XX

October 29, 2021

To The Honorable Mayor Weldon and City and Borough of Juneau Assembly,

This document presents the **DRAFT** FY2023 Legislative Priority List. The Legislative priority list provides information on long range capital projects identified as priorities for the community of Juneau. Descriptions of projects include cost and schedule information, a designation of who will be responsible for operating and maintaining the infrastructure, and what goals the project is advancing.

The projects included in the FY2023 Legislative Priority List were compiled from the FY2022 list passed and adopted in March of 2021 with input from city staff. As the document moves through the public process, input from CBJ boards and commissions and the public will be collected, incorporated where possible, and presented to the Assembly for final adoption. The Legislative Priorities will be used to inform requests to state Legislature, Federal Delegation and granting agencies.

It is the intent of the City and Borough of Juneau to update the Legislative Priority list annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Katie Koester
Engineering and Public Works Director

City and Borough of Juneau
LEGISLATIVE PRIORITIES DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
PWFC approval of schedule & process	November 1, 2021
Prepare and distribute draft Legislative Request to CBJ advisory groups for review and input	November 2021
Input for new draft requested by	December 15, 2022
	(Meeting dates): Planning Commission November 23 intro; CIP Committee December 1, December 07 PC Recommendation
	Parks & Recreation Advisory Committee December 7, 2021
	Docks and Harbor Board Meeting November 18
	Eaglecrest Board/Planning Committee concept approved November and December. Board ratification January 6.
	JSD Board (facilities committee) December special meeting
	Systemic Racism Review Committee (2 reviews: December 13 & January 11)
	JCOS November 17, 2021
Administrative review and compilation	December 15-16
PWFC	December 20, 2021
Homework: Assembly ranks projects	Due December 29, 2021
Finance review of ranked projects	January 5, 2022
SRRC 2nd Review	January 11, 2022
COW final adoption	January 24, 2022
Legislature/CAPISIS deadline	Early February
Distribution of State/Federal Priorities	February

FY 2022 State Legislative Priority List (adopted 3/2-2021)

Rank	<u>Project Name:</u>	<u>Purpose:</u>	<u>Amount:</u>	<u>Goal:</u>	<u>Page #:</u>
	Lemon Creek Multimodal Path (Planning Commission Priority No. 1)	Design, Permitting, Property	\$2M	Advance Long-term Goal of a New Non-Motorized Route	7
	Aurora Harbor Phase III	Design, Permitting	\$250K	Replace critical infrastructure and support maritime economy	8
	North State Office Building Parking	Partial Funding	\$5M	State/legislative Parking, Auke District infill Development	9
	Second Channel Crossing (Planning Commission Priority No. 2)	Economic Impact Analysis and/or PEL Study	\$3M-\$7M	Economic Development	10
	North Douglas Boat Ramp Expansion	Planning, research, permitting	\$250K	Improve safety and expand boating access and transportation	11
	Pederson Hill Development	Development	\$3M	Increase housing and development opportunities	12
	Telephone Hill	Site work	\$2M	Prepare for Redevelopment	13
	New City Hall	Partial Funding	\$5M	Reduce CBJ Operating Cost, Free up/create housing	14
	Capital Civic Center	Partial Funding	\$5M	Support Convention and Visitor Economy	15
	Auke Bay New Breakwater	Match Potential Federal Funding	\$5M	Increase Moorage and Renovate old Economic Development	16
	Auke Bay Seawalk	Design, Permitting, Property	\$250K	Improve Non-Motorized Route	17
	West Douglas Extension	Future Development	\$3M	Long Term Development Support	18
	Waterfront Juneau Douglas City Museum	Partial Funding	\$1M	Reduce CBJ Operating Cost, Expand Capital Campus	19

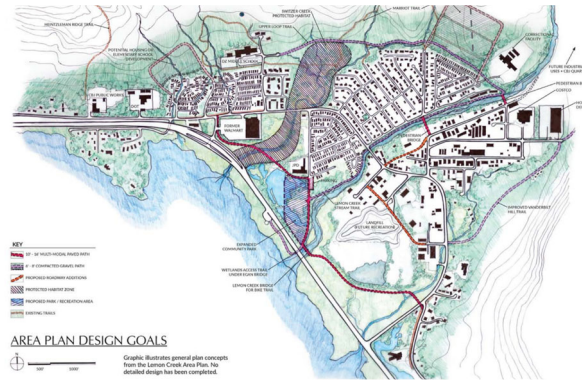
FY2023 Nominations from Advisory Bodies (unadopted)

Rank	<u>Project Name:</u>	<u>Purpose:</u>	<u>Amount:</u>	<u>Submitting Body:</u>	<u>Page #:</u>
	Eaglecrest Expansion and Summer Operations Development	Phase one construction of new Gondola	\$6.5M	Eaglecrest Board; only priority	23
	Trail Maintenance and Development	Improve trail network in CBJ	\$5M	PRAC: only priority	29
	Shore Power at Dock 16B	Final design and construction	\$25M	JCOS: Priority No. 1	33
	Energy Efficient Improvements to Juneau Housing	Program Development, agency coordination and grants	\$5M	JCOS: Priority No. 1	35
	Seawalk Guard Railing	Design and construction	\$1.2M	Docks and Harbors: Priority No. 1	37
	Wayside Float Maintenance Dredging	Dredging to improve recreational access	\$500K	Docks and Harbors: Priority No. 2	42
	Marie Drake Renovation	Major Renovation	\$31M	JSD Facilities Committee: Priority No. 1	45
	Mendenhall River Community School Renovation	Major Renovation	\$20M	JSD Facilities Committee: Priority No. 2	49
	Deferred Maintenance	Construction	\$20M	Planning Commission New Priority (See Memo)	52

The projects below were selected by the Assembly in March of 2021 for submission to the Federal Delegation. The Assembly will be asked again to select projects from the Legislative Priority List to highlight to the Federal Government.

FY 2022 FEDERAL REQUESTS

	<u>Project Name:</u>	<u>Purpose:</u>	<u>Amount:</u>	<u>Goal:</u>	<u>Page #:</u>
	Second Channel Crossing	Construction	\$50M	Community & Economic Development	9
	Capital Civic Center	Construction	\$25M	Economic Development	14
	Lemon Creek Multimodal Path	Construction	\$8M	Advance Long-term Goal of a New Non-Motorized Route	6



LEMON CREEK MULTIMODAL PATH

AMOUNT REQUESTED: \$2M

TOTAL PROJECT COST: \$8M

PROJECT DESCRIPTION:

The requested funding would accomplish the first steps to the Lemon Creek Multimodal Path. These include planning, research and property identification to provide a new primary bike and pedestrian route as an alternative to Glacier Highway. Potential route to extend from Glacier Highway at Vanderbilt Hill, across wetlands, then extend parallel to Egan to reach the Lemon Creek area.

PUBLIC PROCESS:

Project has been identified as a medium range priority by the 2017 Lemon Creek Plan adopted into the Comprehensive Plan.

TIMELINE:

From time of award: 6 months: hire consultant; 9 months 30% review of alternatives; 15 months 95%; 24 months final report.

WHO WILL MAINTAIN AND OPERATE? TBD

GOAL OF PROJECT: Advance Long term goal of a new non- motorized route.



AURORA HARBOR PHASE 3

AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$8M

PROJECT DESCRIPTION:

Request for funding to continue the reconstruction of the Aurora Harbor Facility. Past work has been divided into segments. This request would continue preliminary design and begin permitting tasks.

PUBLIC PROCESS:

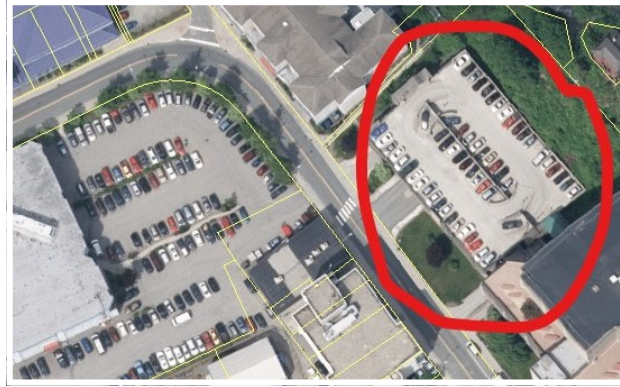
The project has been through a long term planning process with community outreach. It is the 3rd phase of the larger reconstruction plans.

TIMELINE:

Begin consultant study within 6 month's of available funding - 30% review (and expenditure) of alternatives within 9 months of selection, public outreach process and 65% review (and expenditure), within 15 months of selection, 95% review (and expenditure)

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Replace critical infrastructure and support maritime economy.



NORTH STATE OFFICE BUILDING PARKING

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: \$20M

PROJECT DESCRIPTION:

This parking garage provides parking for the State just North of the State Office Building. The current garage is old and in need of major repairs. Building a garage with greater capacity would expand parking for state employees, the legislature, and the Aak'w Village District freeing up current parking lots for development and infill.

PUBLIC PROCESS: Designated as Legislative Priority in 2021.

TIMELINE:

Begin design within 3 months of available funding. 35% review (and 3% expenditure) 4 months from start; 65% review (and 5% expenditure) 9 months from start; construction begins 14 months from start (25% expenditure) construction completed 28 months from start (100% expenditure).

WHO WILL MAINTAIN AND OPERATE? TBD

GOAL OF PROJECT: State/legislative parking, Aak'w Village District infill development.



Photo Credit: Juneau Empire

SECOND CHANNEL CROSSING

AMOUNT REQUESTED: \$7M

TOTAL PROJECT COST: Unknown

PROJECT DESCRIPTION:

This funding would allow for the environmental and economic impact analysis for specific locations being considered for a second crossing location by the Planning and Environmental Linkages (PEL) Study.

PUBLIC PROCESS:

A second crossing from Juneau to Douglas Island has been a priority for the community since the early 80s. An alternate access to the heavily populated Douglas Island will increase safety; if the only bridge now were to fail residents would be stranded and emergency services would be limited. It will reduce transportation times and open up new land to development. Recently, CBJ Assembly appropriated \$250,000 to match a federal appropriation for \$2.5M to perform a PEL study through ADOT. DOWL Engineering has been selected for the PEL and has been meeting with ADOT and CBJ on the project. Next steps are stakeholder engagement.

TIMELINE: The PEL study is expected to be complete by the end of 2023. Results of the PEL will determine which alternatives warrant further study. The requested funding would advance the environmental and economic analysis in order to tee the project up for infrastructure funding. These phases could be complete within one year of award of funds.

WHO WILL MAINTAIN AND OPERATE? State of Alaska.

GOAL OF PROJECT: Community and economic development.



NORTH DOUGLAS BOAT RAMP EXPANSION

AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$20M

PROJECT DESCRIPTION:

Requested funding would accomplish the first steps to expanding the North Douglas Launch Ramp Facility. These include planning, research and permitting to initiate the project.

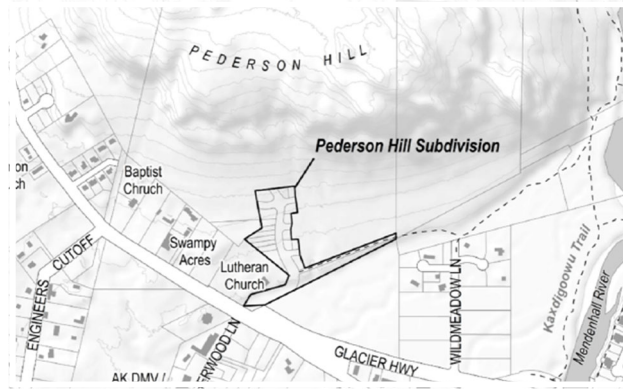
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

TIMELINE:

Begin consultant study within 6 month's of available funding - 30% review (and expenditure) of alternatives within 9 months of selection, public outreach process and 65% review (and expenditure), within 15 months of selection, 95% review (and expenditure) within 20 months of selection, final report - 24 months from consultant selection.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Improve safety and expand boating access & transportation.



PEDERSON HILL DEVELOPMENT

AMOUNT REQUESTED: \$3M

TOTAL PROJECT COST: \$10M

PROJECT DESCRIPTION:

The requested funding would provide the design and construction of street lighting, water and waste water lines for Phase 1B of Pederson Hill Subdivision development.

PUBLIC PROCESS: The 86 lot preliminary plat was approved by the Planning Commission in October of 2017. There will be an opportunity for public comment to the Planning Commission during the final plat approval process and an opportunity to comment to the Assembly during the land disposal process. Once a final plat is approved the disposal of municipal land will be authorized by the Assembly through the adoption of an ordinance which sets the terms and conditions of the sale.

TIMELINE:

Begin design within 3 months of available funding. 35% review (and 3% expenditure) 4 months from start; 65% review (and 5% expenditure) 9 months from start; construction begins 14 months from start (25% expenditure) construction completed 28 months from start (100% expenditure).

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Increase housing and development opportunities.



TELEPHONE HILL RE-DEVELOPMENT

AMOUNT REQUESTED: \$2M

TOTAL PROJECT COST: unknown

PROJECT DESCRIPTION:

Surveying costs, hazardous materials study, removal of hazardous materials and environment cleanup, demolition of existing structures, a redevelopment study and site preparation and re-subdivision.

PUBLIC PROCESS: The Assembly reviewed information on the application to acquire this property from the State in December of 2019. Currently the Alaska Department of Natural Resources is finalizing their review of the application to acquire this property. There will be a continued public process once the City receives the preliminary decision from the application later this year. Public process will include providing the Assembly regular updates on this project as information from the State becomes available. Once the land is conveyed to the City, expenditures of funds for action items included in the description will be authorized by the Assembly.

TIMELINE:

Site acquisition application is ongoing.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Prepare for redevelopment.



NEW CITY HALL

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: unknown

PROJECT DESCRIPTION:

This project will relocate City Hall in Juneau Alaska either to an existing building or new construction. The new location will consolidate city employees into a single facility, eliminate the cost of rental office space for over two-thirds of CBJ employees, and eliminate the use of the current aging, undersized city hall facility. The elimination of leased space to house CBJ staff will reduce CBJ operating expense by \$750,000 a year and free up rental space for conversion to much needed downtown housing. A space needs analysis in 2019 determined CBJ needs 46,000 square feet for modest offices and public meeting space.

PUBLIC PROCESS:

A conceptual design and economic feasibility analysis was performed in 2018. A winter of 2021 online survey showed that 76% of almost 1400 respondents were supportive of a new (or remodeled) city hall. The survey collected input on the public's priorities, recommended locations, and how the public uses the facility. This information will be used in site selection and conceptual design.

TIMELINE: Site selection and conceptual design complete Summer of 2022; design 11/2022-11/2024; bid construction end of 2023; 18 month construction schedule puts project completion in fall of 2025.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Consolidate CBJ offices, reduce CBJ operating cost in the long term, free up workforce housing.



GOAL OF PROJECT: Support convention and visitor economy.

CAPITAL CIVIC CENTER

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: unknown

PROJECT DESCRIPTION:

This project will construct a new and renovated 95,100 GSF convention and performance center in Juneau Alaska. This project expands the current Centennial Hall and merges a new performing arts center with an expanded convention center to support convention and visitor economy.

PUBLIC PROCESS:

Conceptual studies of convention center elements (Centennial Hall) were performed in June of 2019 with several public meetings. The performing arts campus (new JACC) also received public input throughout the development of design for a stand alone facility. Merging the two facilities into a large, single, facility was presented to the Assembly by stakeholder organizations in 2020. The Assembly funded conceptual design to build on previous design work and estimate project costs. In late 2021, the Assembly was asked to consider a request for \$2m to bring the project to 65% design in order to capture a more accurate cost estimate and guarantee certain elements of the design can be accomplished within budget.

TIMELINE:

Fall 2021 conceptual design complete; once funding is secured, 3-3.5 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ



Photo Credit: Cathy Mahnke

AUKE BAY NEW BREAKWATER

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: unknown

PROJECT DESCRIPTION:

The requested funding would allow for the preliminary planning and design phases, including permit acquisition. This opens the opportunity for the construction of a new breakwater at the end of the Auke Bay Boat Harbor. The current facility has reached it's useful life and needs to be replaced. The new facility would allow for more moorage and provide economic stimulus to the community.

PUBLIC PROCESS: *need input from Docks and Harbor*

TIMELINE: *need input from Docks and Harbor*

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Increase Moorage and renovate old economic development.



AUKE BAY BAYWALK

AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$5M

PROJECT DESCRIPTION:

The requested funding would accomplish the initial steps to build a Baywalk in Auke Bay. These include planning, research and property identification and examining the potential of providing a non-motorized link from the Auke Bay Ferry Terminal to the Auke Bay Harbor or the center of the Auke Bay Planning Area.

PUBLIC PROCESS:

These items were identified during the creation of the 2015 Auke Bay Area Plan adopted into the Comprehensive Plan.

TIMELINE:

Begin consultant study within 6 month's of available funding - 30% review (and expenditure) of alternatives within 9 months of selection, public outreach process and 65% review (and expenditure), within 15 months of selection, 95% review (and expenditure) within 20 months of selection, final report - 24 months from consultant selection

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Improve Non-Motorized Route



WEST DOUGLAS EXTENSION

AMOUNT REQUESTED: \$3M

TOTAL PROJECT COST: \$3M

PROJECT DESCRIPTION:

This project will continue construction of the gravel surface pioneer road from near the current end of the Douglas Highway to Hilda Point. The road will promote development, increase opportunities for recreational access to public lands, and enable closer access to previously identified new growth development areas that are identified in the CBJ Comprehensive Plan. Road access will assist land owners in their on-the-ground investigations required for formulating future development plans.

PUBLIC PROCESS:

West Douglas Roadway corridor alignment has been approved by Assembly and Planning Commission. This project has been identified as priority 'New Growth Area' by CBJ Comprehensive Plan and West Douglas Conceptual Plan.

TIMELINE:

Begin design within 3 months of available funding. 35% review (and 3% expenditure) 4 months from start 65% review and permitting (and 5% expenditure) 9 months from start; construction begins 14 months from start (25% expenditure) construction completed 24 months from start (100% expenditure).

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Support long-term development.



WATERFRONT JUNEAU DOUGLAS CITY MUSEUM

AMOUNT REQUESTED: \$1M

TOTAL PROJECT COST: \$12M

PROJECT TYPE: Planning & Design

PROJECT DESCRIPTION:

This project will construct a new museum on the waterfront to house art and other local collections. The museum will leverage its waterfront location to become a destination for visitors and locals.

PUBLIC PROCESS: Identified as Legislative Priority for 2021 list

TIMELINE: Public process 10/2022—10/2023; Design 11/2023-11/2024; Bid construction end of 2024; 12 months construction for project completion beginning of 2026.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Expand Capital Campus.

APPENDIX

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CBJ LEGISLATIVE CAPITAL PRIORITIES LIST

by Katie Koester, Engineering and Public Works Director

Q: What are the Legislative Capital Priorities?

A: The CBJ Legislative Capital Priorities (LCP) is a document that lays out community priorities for capital projects, including a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For CBJ projects, additional information is provided on the timeline for completion. Facilities that have alternative funding streams are not included on this list: for example, the Airport, Bartlett or projects that can be funded through Passenger Fees. See graphic on the following page for a diagram of how the different plans and lists relate to each other.

NOTE: Inclusion on the Legislative Capital Priorities is not a funding request. From CBJ's standpoint, it is a mechanism to prioritize projects and raise awareness of a needed project to increase chances of funding from various sources. Nominating a project for inclusion in the LCP should not be thought of as a request for municipal funding.

Q: Are the "legislative priorities" the same as the Capital Improvement Plan?

A: No, they are a prioritized list of projects that are pulled from various CBJ plans, including the Comprehensive Plan, Area Plans, and the Six-year Capital Improvement Plan. The Legislative Priorities are "short list" of projects on which CBJ will focus particular attention during the upcoming legislative session and with the federal delegation. (The goal is to get at least partial funding for a project included in the state capital budget or federal earmark.)

CBJ's "short list" of Legislative Priorities should have no more than 15 projects on it. An attempt is made to phase projects so that funding requests range in size depending on available funds and objective. For the State Legislature, project descriptions are inputted into an online system lawmakers use to prioritize funding requests (CAPSIS). These are due in February.

Federal priorities are also solicited by the delegation through an online platform. The Assembly will designate projects that have a nexus with federal funding opportunities for submission to the delegation through the Legislative Priority process.

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of 20-50 years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the LCP are CBJ projects, but some are community projects spearheaded by a non-profit organization or state or federal agency (e.g., Alaska DOT). To be included on the LCP projects must have an estimated total project cost of at least \$1,000,000.

Q: Is the Legislative Capital Priorities list just "wish list," and if so, what's the point of writing up a "wish list"?

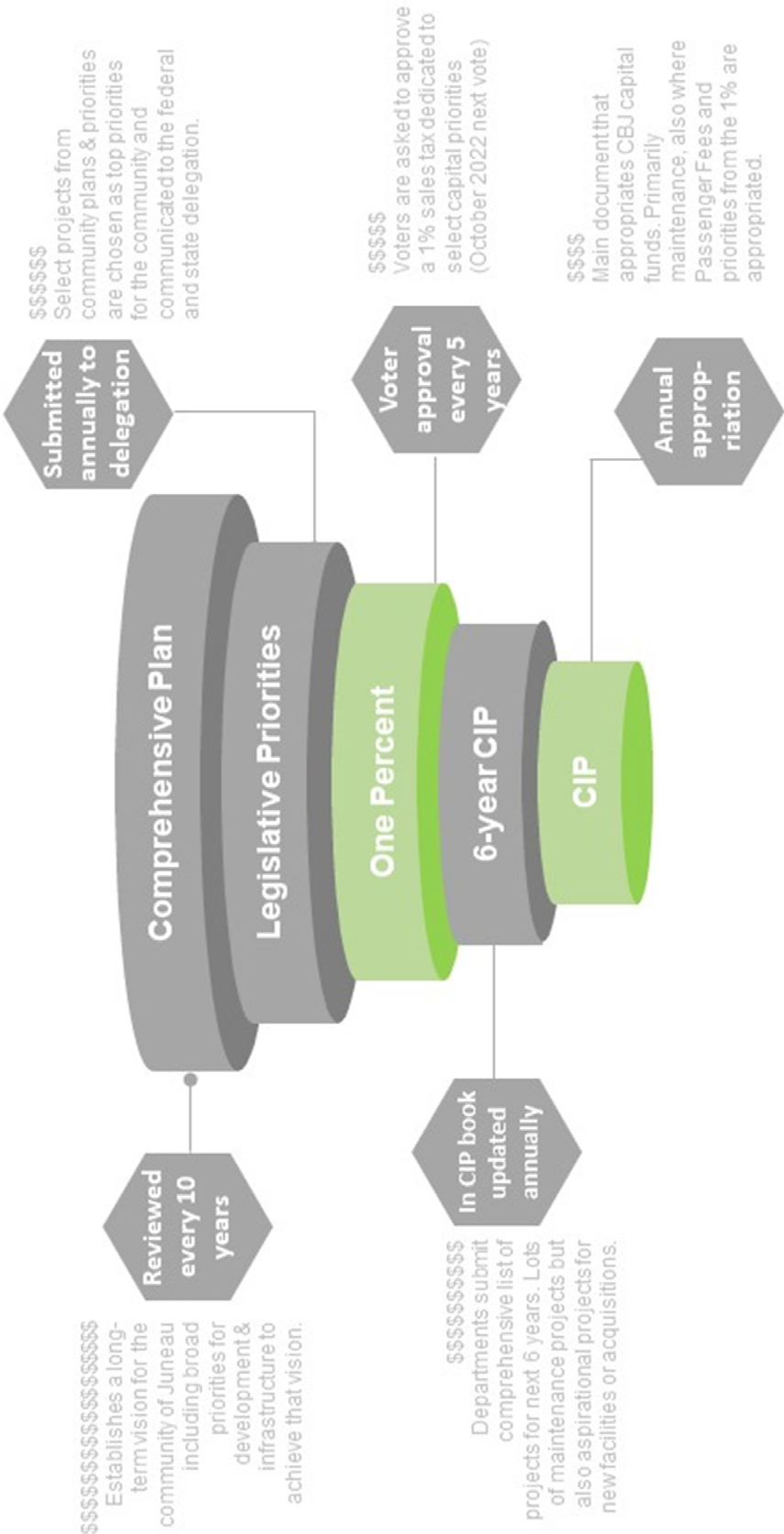
A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that lead up to the larger goal and advocate towards a common goal. It will take time and discipline to keep the list an accurate and living document.

There are several reasons to include longer term projects on the Legislative Priority List, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically the more priority a municipality places on a project, the greater the chances it for a legislative appropriation.

APENDIX

CBJ lists, plans and priorities

How do the many CBJ lists of projects, plans and priorities relate to each other? This diagram shows how each document informs the one below it. The dollar signs represents the general volume of funds needed, but only the green rings are lists that come with the commitment of actual dollars.



APPENDIX—New Submissions Project Detail

The following pages contain the supporting information for the projects that were submitted by advisory boards. If these projects are added to the Legislative Priority List by the Assembly, a page will be created similar to the existing pages for the project.

FY2023 Nominations from Advisory Bodies (unadopted)

<u>Project Name:</u>	<u>Purpose:</u>	<u>Amount:</u>	<u>Submitting Body:</u>	<u>Page #:</u>
Eaglecrest Expansion and Summer Operations Development	Phase one construction of new Gondola	\$6.5M	Eaglecrest Board; only priority	23
Trail Maintenance and Development	Improve trail network in CBJ	\$5M	PRAC: only priority	29
Shore Power at Dock 16B	Final design and construction	\$25M	JCOS: Priority No. 1	31
Energy Efficient Improvements to Juneau Housing	Program Development, agency coordination and grants	\$5M	JCOS: Priority No. 1	33
Seawalk Guard Railing	Design and construction	\$1.2M	Docks and Harbors: Priority No. 1	36
Wayside Float Maintenance Dredging	Dredging to improve recreational access	\$500K	Docks and Harbors: Priority No. 2	41
Marie Drake Renovation	Major Renovation	\$31M	JSD Facilities Committee: Priority No. 1	45
Mendenhall River Community School Renovation	Major Renovation	\$20M	JSD Facilities Committee: Priority No. 2	49
Deferred Maintenance	Construction	\$10M	Planning Commission New Priority (See Memo)	
Planning Commission Memo	Informational			52

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
YES X NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES X NO
- C. Will the project provide broad community benefit? YES X NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading): **Eaglecrest Expansion and Summer Operations Development**
2. Project description and benefit: Eaglecrest has been working on plans to expand operations into the summer season since early 2019 to create new visitor experiences for summer cruise and independent travelers. Extensive community engagement took place directly prior to the onset of the COVID 19 Pandemic in the summer of 2019 with over 20 public outreach meetings, work sessions and online public surveys. Feedback was overwhelmingly supportive. Eaglecrest Ski Area is owned and operated by the City and Borough of Juneau and structured as a Special Revenue Fund, requiring an average of \$850,000 per year in general fund financial support. Expanding into summer operations will allow Eaglecrest to develop a new revenue stream to greatly improve the financial stability of the mountain with the goal of making the Ski Area financially self-sufficient.

Growth of winter tourism through this infrastructure expansion will have a multiplier effect of economic growth into Juneau's private sector businesses. Out of town ski area visitors typically spend as much as \$250 per day on off mountain activities and amenities. This could translate into \$6M of annual indirect economic impact to Juneau. The design of the new infrastructure will also make Eaglecrest more resilient to the effects of climate change with the midway loading and unloading station of the new Gondola effectively raising the base of the ski area by 600 vertical feet. This higher elevation puts skiers and snowboarders above the typical snow and rain line that can plague the mountain during warm El Nino winters. Establishing a winter visitor economy will help the summer visitor industry with employee recruitment and retention by offering more year around employment opportunities for their staff.

This project can be completed in two phases with the first phase being the installation of the new Summit Gondola, which will be the critical piece of infrastructure to allow growth of the winter tourism economy and the start of the summer activities. Funding for Phase one at \$6.5 Million is requested at this time with phase 2 of the project costing an additional \$6 Million. Phase 2 would see the installation of the Summit Lodge, a gravity powered Mountain Coaster as well as gravity oriented mountain bike trails.

3. Plans and progress: To date Eaglecrest has completed a conceptual design, financial modeling, public engagement and high definition LIDAR Areal Survey work. Quotations and preliminary design for primary components of phase one and two have been completed.

4. Project support: This project is supported by the Juneau Borough Southeast Conference Comprehensive Economic Development Strategy, Juneau Economic Development Council and Travel Juneau

5. Goal of project. The primary goal of the project is to stimulate regional economic development through diversification of the summer tourism economy and expansion of the winter visitor industry.

6. O&M. Eaglecrest Ski Area and the City and Borough of Juneau will be responsible for the maintenance and Completion of the project.

4. Project cost:

A. TOTAL COST (including funds already secured) = \$ 6,500,000 Phase one \$6,000,000 Phase two

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$ 500,000 Construction costs = \$ 6,500,000 Phase one

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:
Purchase of the Gondola would be made at the time of Funding.

For construction projects:

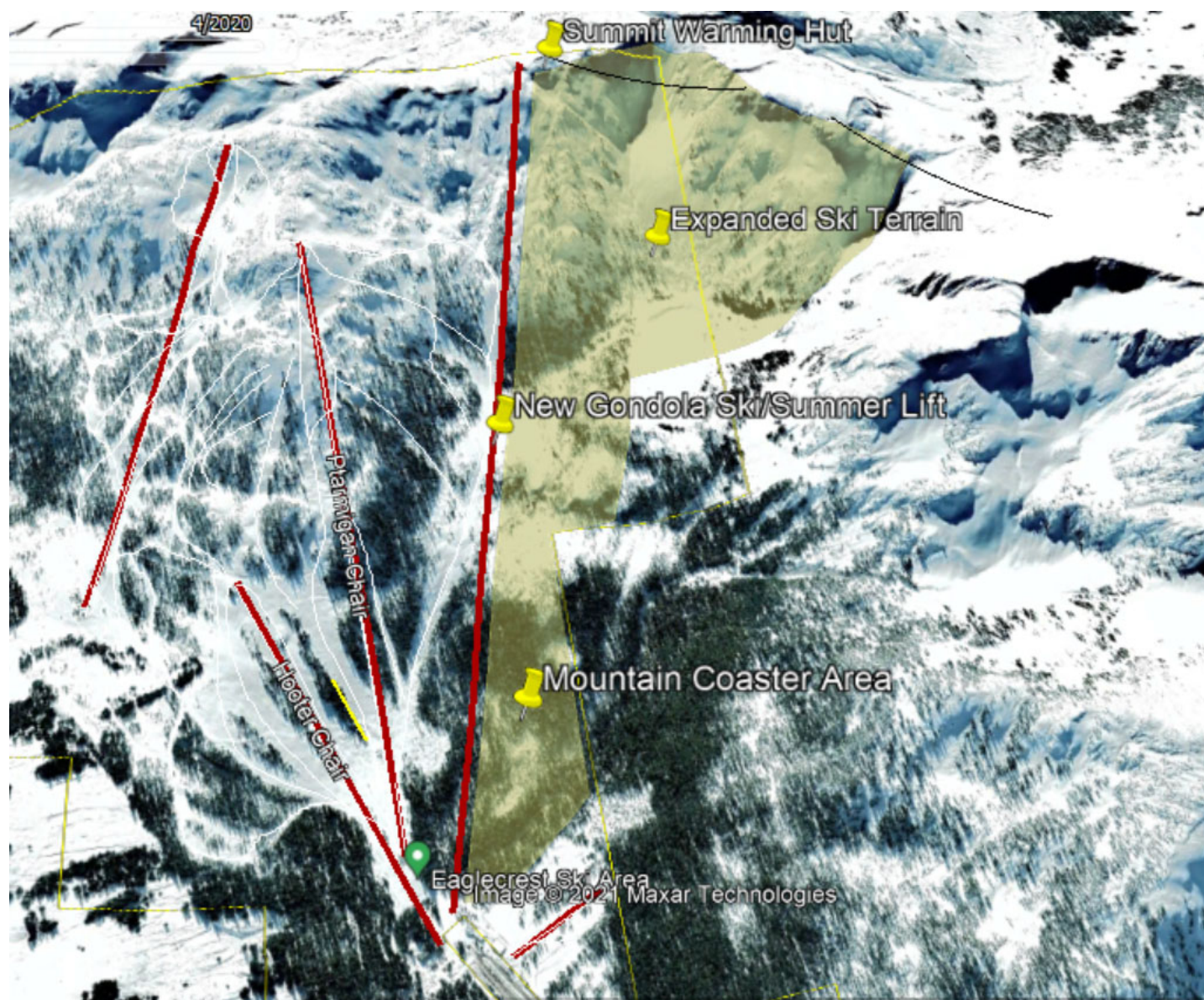
B. Preconstruction phase to be completed by 6 months after funding.

C. Construction phase to be completed by 18 months after funding.

6. Physical Location. Please provide the address or physical description of where the project is located.

The project is located at Eaglecrest Ski Area 3000 Fish Creek Road Juneau Alaska 99801

7. Please provide a photo, drawing, map, or other graphic image if possible.





we move. you smile



Sunkid
sunkidworld.com



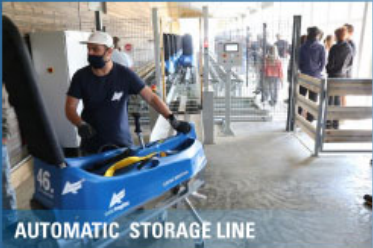
THEMING



RAIL SYSTEM



TOBOGGAN



AUTOMATIC STORAGE LINE

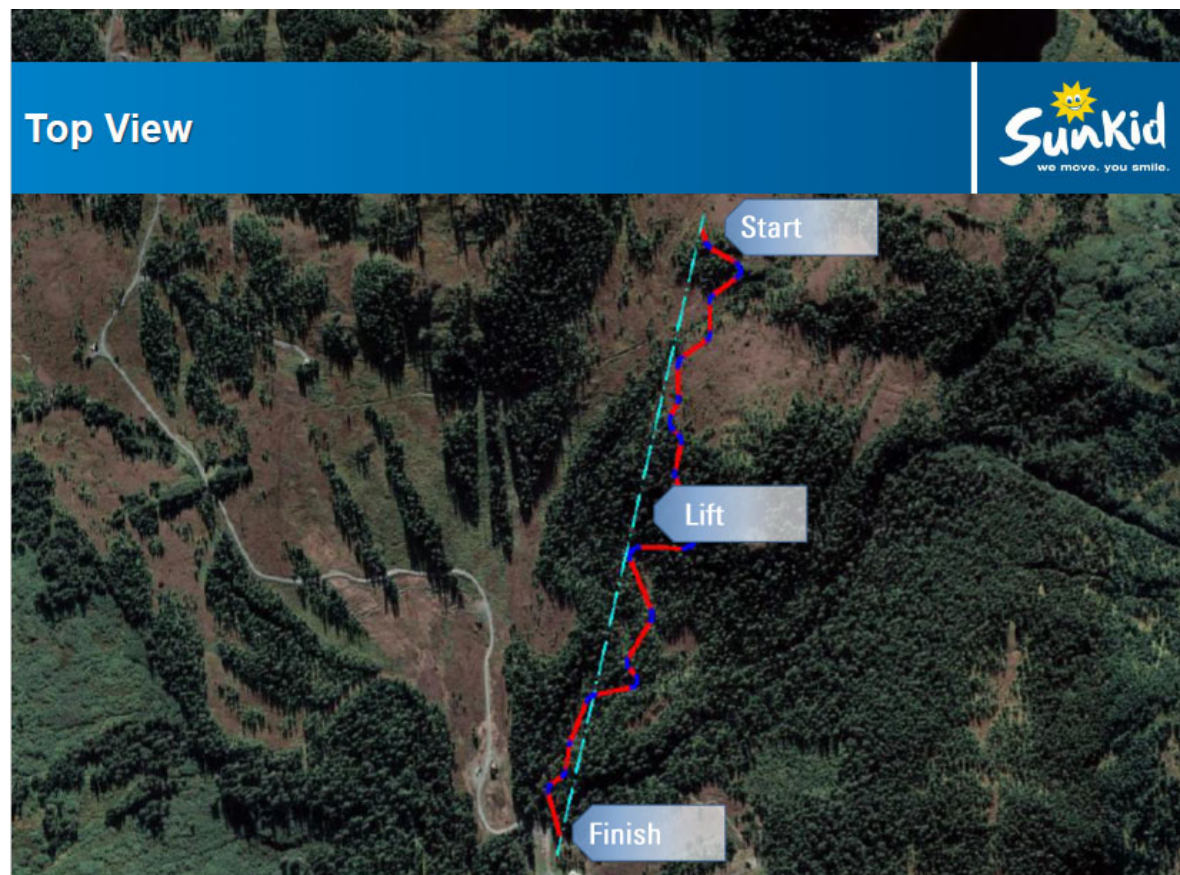


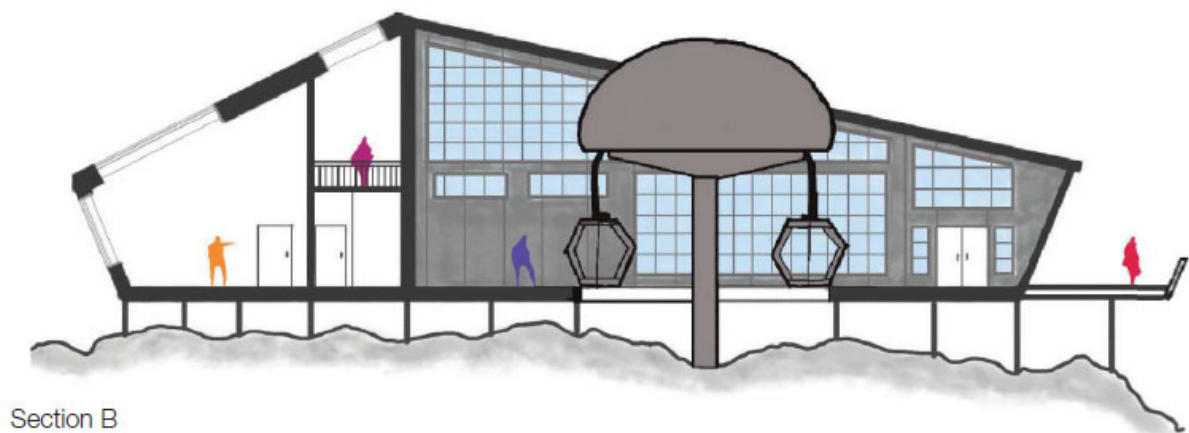
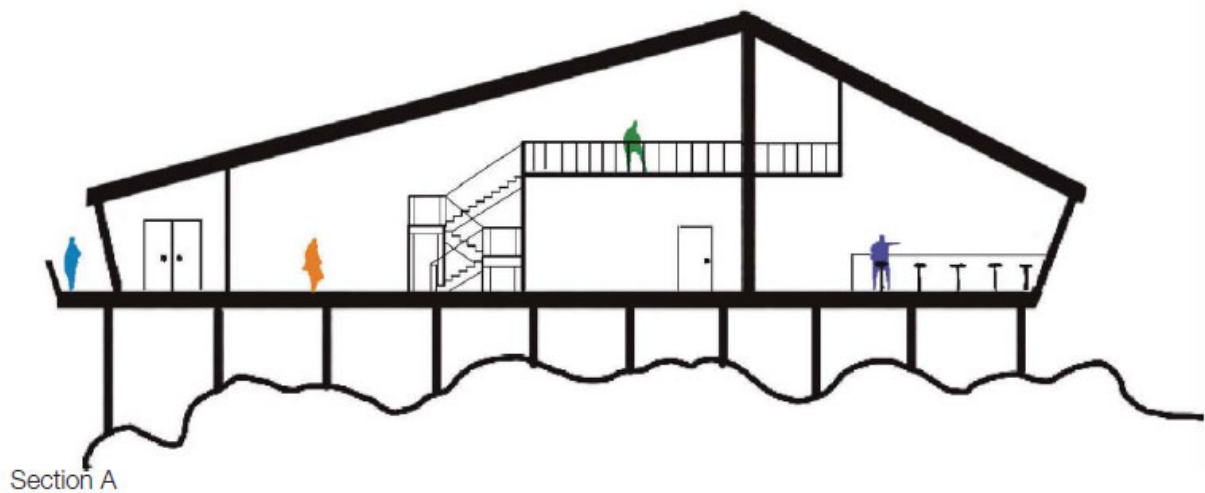
GONDOLA TRANSPORT



BRIDGE/JUMP

Find more about the Mountain Coaster at:
www.sunkidworld.com





Page 6

Eaglecrest Summit Lodge - Northwind Architects, Juneau, AK

8. Contact Information: Dave Scanlan, General Manager Eaglecrest Ski Area

Email: Dave.Scanlan@skieaglecrest.com

Phone: 907-790-2000 Ext 4297

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? **YES** NO
- C. Will the project provide broad community benefit? **YES** NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading): **Trail Planning and Development**
2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit? **This project would support the development and maintenance of trails around the City and Borough of Juneau. The community is in a two year process to update the 1992 Trails Plan. The final plan will be considered for adoption by the Assembly in the summer of 2022 and will address community vision, goals and strategies for trail development and maintenance. The public feedback has focused on trails connecting neighborhoods, schools, recreation areas, work places and communities that are accessible, safe, and multi-modal. There is also a desire for recreation based trails that are interconnected and loop trails, accessing scenic areas, connecting to cabins and shelters, and providing access to hunting, fishing and wildlife viewing.**

This funding will support implementation of this comprehensive community trail planning effort. Some of the trails will be connections to existing trails or upgrades to trails, for example the Treadwell Ditch is a 16 mile historic trail in Juneau that is being completely reconstructed currently, this funding could provide upgrades to the access trails to the Treadwell Ditch from major roads including important trailhead features such as parking areas, trash cans, toilets, and informational signage. The Treadwell Ditch project has had significant community support through the Juneau Community Foundation, private donations and the State of Alaska Hunter Access program, information can be found here: <https://www.juneaucf.org/index.php/treadwell-ditch/>. This next phase of the project would establish trailheads and access points along the trail. One of the priority projects in Juneau is the Lemon Creek Multi-Modal Trail, this funding could support the development of this trail that connects the two major population and employment centers in Juneau, Downtown and the Mendenhall Valley. The trail would support bike commuting and provide pedestrian access. It would run through an underserved area of town and provide better off road access to Dzantik’l Heeni Middle School for many children. This project is supported by the Lemon Creek Area Plan which had a lot of community input, this plan can be found here: <https://juneau.org/community-development/plans-studies>. Another project this funding could support is the Montana Creek Recreation Area trail network. The community is working through a public process to create a master plan for a highly used recreation that has both motorized and non-motorized recreation. Additional trails are needed to provide opportunities for both of these groups to recreate. Information, mapping and

community input on this master plan project can be found [Packet Page 36 of 80](https://www.ci.homer.ak.us/packet-page/36-of-80/org/parks-recreation/project-list/entry/77110) <https://www.ci.homer.ak.us/packet-page/36-of-80/org/parks-recreation/project-list/entry/77110>.

Trail building is inherently “green” in that it allows for alternative transportation methods that have a much smaller carbon footprint than traditional car and truck transportation. Accessible, neighborhood connecting trails create opportunities for people to choose to walk instead of drive, it promotes health and wellness and brings people outdoors in fresh air. Longer trails that are recreation based also promote health and wellness opportunities.

Juneau has a world class trail system and this funding will support the development, growth and upkeep of this trail system that can bring tourism dollars and support tourist related business. While the trails will benefit all sectors of our community, they will also benefit the million plus visitors already coming to Juneau and will attract independent travelers.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date. The 2022 Juneau Trails Plan will be completed this summer. The USFS, State of Alaska State Parks, and the City and Borough of Juneau (CBJ) are jointly working on this plan to establish goals and strategies for implementation. Many of the trails discussed above are either in planning or conceptual design. CBJ annually allocates approximately \$100,000 to \$300,000 sales tax funding to trail construction and maintenance. The trails priorities will be updated through the Trails Plan. CBJ has a special relationship with Trail Mix, a non-profit trail construction organization, to steward, plan, develop, construct and maintain trails. An annual work plan outlines each season’s work. Trail Mix applies for grants and organizes volunteer labor to accomplish projects.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy). As mentioned above, the 1992 Trails Plan is being updated and will be completed the summer of 2022 to guide trail development. The 2019 Parks and Recreation Master Plan recognizes trails as an important recreational asset. In the survey, 89% of respondents reported using trails in the past 12 months. Additionally, the Juneau Comprehensive Plan and the Alternative Transportation Plan identify trail development and connecting neighborhoods and communities as very important community goals. The CBJ Lemon Creek Area Plan identifies the Lemon Creek Multi Modal Trail as an important community connection.

5. Goal of project. In one sentence or less, state the goal of the project. For example “economic development” or “improve non-motorized transportation routes.” Trail development supports health and wellness with low to no carbon footprint community connections.

6. O&M. Who is responsible for operations and maintenance upon completion of the project? CBJ

4. Project cost:

Packet Page 37 of 80

A. TOTAL COST (including funds already secured) = \$__5M_____

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$_____ Construction costs = \$_____

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July). **Funding would supplement the existing Trail Improvement CIP. If funding were received in July, the current Trails Plan public process would be concluding at that time, and so public process for the projects would be complete. Construction could begin at the end of the season in 2022 and continue into 2023 and 2024.**

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

For construction projects:

B. Preconstruction phase to be completed by __September 2022_____.

C. Construction phase to be completed by _November 2024_____.

6. Physical Location. Please provide the address or physical description of where the project is located. **CBJ property around City and Borough of Juneau**

7. Please provide a photo, drawing, map, or other graphic image if possible.



Montana Creek Master Plan Trail Network Area



Treadwell Ditch Trail Renovation Project



Lemon Creek Multimodal Trail Plan

8. Contact Information Michele Elfers, Deputy Director Parks and Recreation, City and Borough of Juneau, Michele.Elfers@juneau.org, 907-364-2390.

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? **YES NO**
- C. Will the project provide broad community benefit? **YES NO**
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading):

Electrification of CBJ 16B Docks for Cruise Ship Shore Power and Related Tourism Transportation

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit?

The project would provide the final design and construct the electrical infrastructure (substation, feeder cables, batteries, etc.) and shore power infrastructure (submarine cables, power connection floats, cable positioning devices) at the two CBJ-owned cruise ship docks. The electrical infrastructure could also service ground transportation as it transitions to electric vehicles.

The project benefits the community by improving air quality and reducing noise pollution from cruise ships that connect to shore power while hoteling in port, and by upgrading the electrical infrastructure at Juneau's waterfront. The elimination of ship GHG emissions furthers the community's climate action goals of switching from fossil fuels to renewable hydropower as well as enables the cruise lines to better meet their sustainability goals. The project benefits the tourism sector of the community.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

In 2021, the conceptual design work and cost analysis has been prepared. Final design/engineering would be the next step to be contracted to firm/s that have worked on recent shore power installations in other ports. Subsequently, permitting and construction would be undertaken.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy).

Electrification of the CBJ docks is identified in several planning efforts: Blueprint Downtown (2021), South East Alaska 2025 Economic Plan (2021), Visitor Industry Task Force Report (2020), Juneau Renewable Energy Strategy (2018) and Juneau Climate Action Plan (2011). The project has broad community support.

5. Goal of project. In one sentence or less, state the goal of the project. For example “economic development” or “improve non-motorized transportation routes.”

Two goals: eliminate GHG emissions/air pollutants from cruise ship generators while “hoteling” at downtown waterfront, and improve shore facilities for the cruise industry.

6. O&M. Who is responsible for operations and maintenance upon completion of the project?

City and Borough of Juneau.

4. Project cost:

A. TOTAL COST (including funds already secured) = **\$25,000,000**

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = **\$2,500,000** Construction costs = **\$22,500,000**

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

For construction projects:

B. Preconstruction phase to be completed by **12/2024**.

C. Construction phase to be completed by **12/2026**.

6. Physical Location. Please provide the address or physical description of where the project is located.

Downtown Juneau waterfront. 16B Docks.

7. Please provide a photo, drawing, map, or other graphic image if possible.

These are available from Docks & Harbors Department.

8. Contact Information

Erich Schaal, CBJ Port Engineer.

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
YES **NO**
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? **YES** **NO**
- C. Will the project provide broad community benefit? **YES** **NO**
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading):

Energy Efficient Improvements to Juneau Housing

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit?

The project would improve aging housing¹ by installing basic energy efficient improvements (air sealing, insulation, heat pumps, upgraded electrical services) through a collaboration of CBJ, THRHA, AEL&P, AK Heat Smart, and local contractors. The project would target lower-income households through grants, multi-family rental housing landlords through rebates/incentives, and other households through low-cost financing.

The project would benefit the community by lowering the high energy costs of a significant number of households, thereby freeing up money that can circulate in the local economy for other goods and services. Housing converted from fuel oil heating to heat pumps reduces the community's overall GHG emissions while eliminating fuel oil handling and contamination, whereas housing converted from inefficient resistive electric heating to heat pumps "frees up" electricity for other community uses. Optimizing space heating of housing in Juneau's northern climate strengthens the community's long-term sustainability.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

This project would build on the contracting and service delivery experience gained from several programs - THRHA construction/retrofitting, *Thermalize Juneau* program (UAF's Cold Climate Housing Research Center & Alaska Heat Smart), AEL&P-CCHRC collaboration, Juneau Carbon Offset program, and the skills and knowledge of local plumbing/heating and building contractors.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy).

¹ According to the American Community Survey (U.S. Census, 2019), nearly 50% of Juneau's housing is 50+ years old.

The Juneau Renewable Energy Strategy (2018), Juneau Housing Action Plan (2015), and Juneau Climate Action Plan (2011) address the energy costs and affordability of housing and speak to the need to improve the energy efficiency of Juneau’s housing stock. The project aligns with the CBJ Assembly’s longstanding goal to address the high cost of living, and the Juneau Economic Development Plan (2015) also addresses housing.

5. Goal of project. In one sentence or less, state the goal of the project. For example “economic development” or “improve non-motorized transportation routes.”

Improve the energy efficiency of existing housing to lower household cost of living, while at the same time optimize the overall use of Juneau’s renewable hydropower .

6. O&M. Who is responsible for operations and maintenance upon completion of the project?

Individual homeowners and landlords.

4. Project cost:

A. TOTAL COST (including funds already secured) = **\$5,000,000 (approx. 500 housing units @\$10,000)**

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$_____ Construction costs = \$_____

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

For construction projects:

B. Preconstruction phase to be completed by **12/2022 (six months).**

C. Construction phase to be completed by **12/2025 (three years).**

6. Physical Location. Please provide the address or physical description of where the project is located.

Single family homes and multi-family rental housing in the Juneau community.

7. Please provide a photo, drawing, map, or other graphic image if possible.

8. Contact Information

Steve Behnke, President, Alaska Heat Smart Board of Directors.

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
☒ YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? ☒ YES NO
- C. Will the project provide broad community benefit? ☒ YES NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading): SEAWALK GUARD RAILING

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit?

This project would design and install guardrails all along the Seawalk from the AS Dock to the CT Dock. The style would match the current guardrails at the docks and incorporate new features around the Aquileans and original bollards. Prior to 2017, cruise ships moored along the face of the downtown Seawalk which prevented installation of guard or safety railing. With the new cruise ship berth construction, adding safety railing reduces accidental falls into the water.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

Docks & Harbors has previously installed similar guard railing along the Seawalk. No significant permitting requirements are anticipated. The use of Docks Enterprise Fund Balance or head tax would be appropriately used for this project.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy).

Docks & Harbors intends to conduct public outreach to explain the project and its goal. We recognize many enjoy sitting on the existing bullrails while eating lunch on a sunny day. We will communicate with the community our plans to execute safety improvements along the waterfront.

5. Goal of project. In one sentence or less, state the goal of the project. For example "economic development" or "improve non-motorized transportation routes."

To provide safety improvements along the Downtown Waterfront

6. O&M. Who is responsible for operations and maintenance upon completion of the project?

Docks & Harbors, and specifically the Docks Enterprise.

4. Project cost:

A. TOTAL COST (including funds already secured) = \$___1.2M_____

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$___200K_____ Construction costs = \$___\$1M_____

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:
N/A

For construction projects:

B. Preconstruction phase to be completed by __September 2022_____.

C. Construction phase to be completed by __February 2023_____.

6. Physical Location. Please provide the address or physical description of where the project is located.

Along the Downtown Waterfront from Marine Park to Cruise Ship Terminal Approach Dock

7. Please provide a photo, drawing, map, or other graphic image if possible.

8. Contact Information:

Erich Schaal, Port Engineer @ 907-586-0397

Carl Uchtyl, Port Director @ 907-586-0294

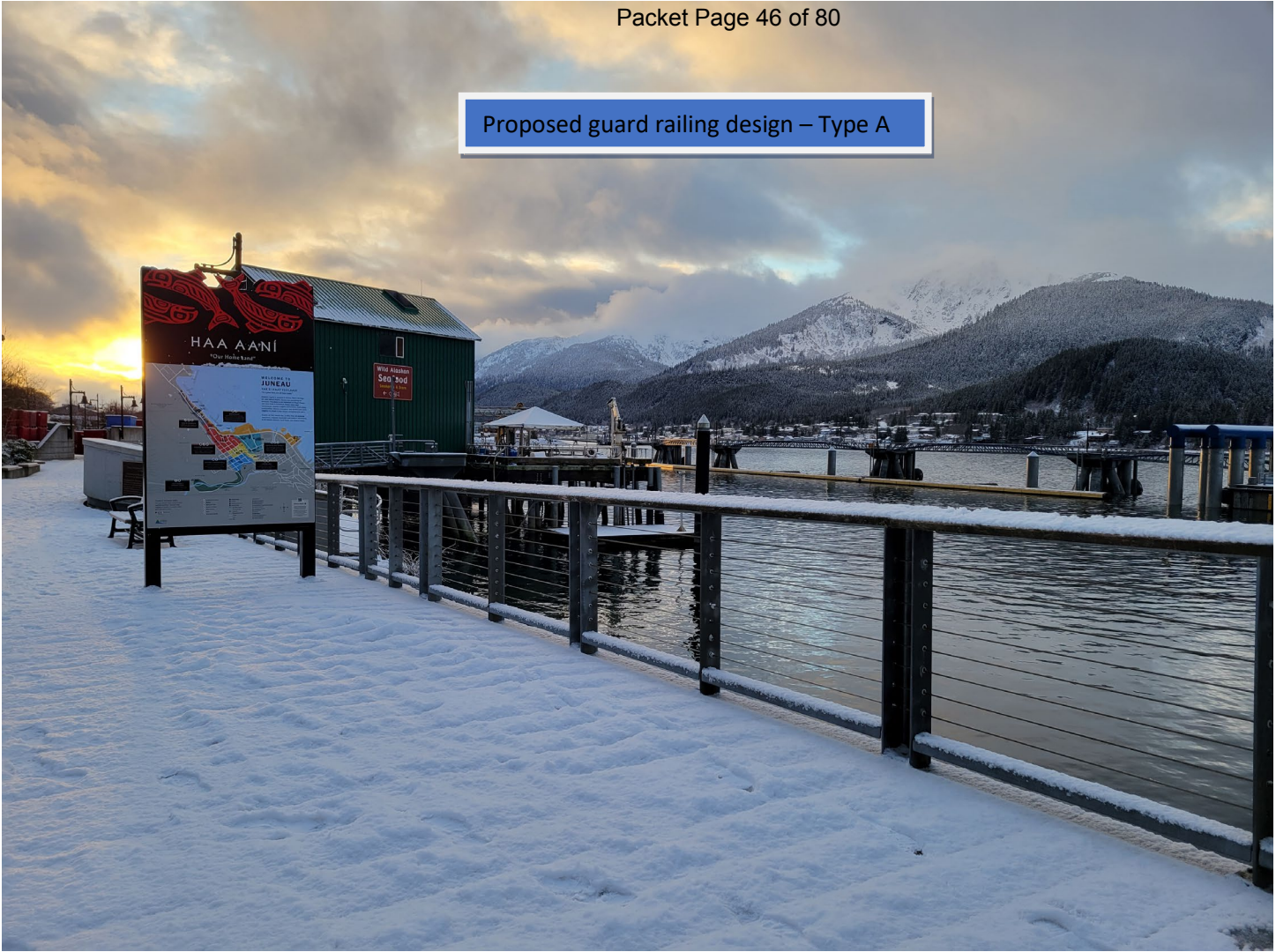


Safety Guard Railing

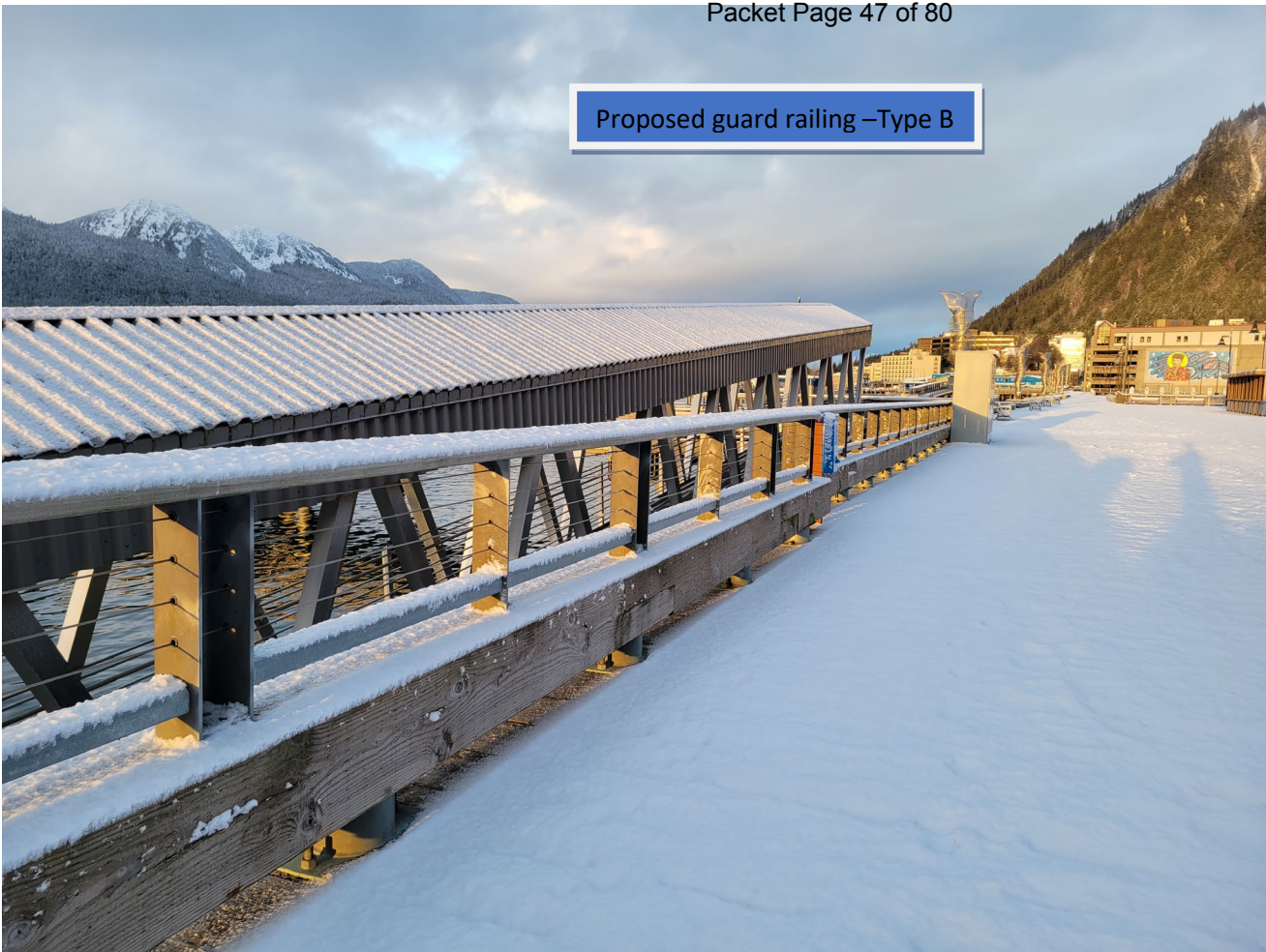
This project would install guard railing along the Downtown Waterfront from the Cruise Ship Terminal Approach Dock to Marine Park. The new railing could be mounted flush to the Seawalk or be mounted atop of the existing bull railing which currently provides an 18" tall barrier between the Seawalk and edge.



Proposed guard railing design – Type A



Proposed guard railing –Type B



City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
YES ☒ NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES ☒ NO
- C. Will the project provide broad community benefit? YES ☒ NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading): Wayside Float Maintenance Dredging

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit?

The public fishing dock at DIPAC grounds at low tide which is damaging the floatation and the decking is wearing from vehicle use. It needs to be dredged and have major maintenance performed. This facility is used heavily by patrons who wish to fish but are without watercraft. It may be the only ADA accessible roadside fisheries in the Borough.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

Docks & Harbors receives no appreciable fees for use of the Wayside Float. It has been difficult to prioritize maintenance at this facility when Docks & Harbors has so many other needs.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy).

Docks & Harbors inherited this facility from the State. It is not included in any other comprehensive plan that I am aware of.

5. Goal of project. In one sentence or less, state the goal of the project. For example “economic development” or “improve non-motorized transportation routes.”

For maintenance & repairs to the Wayside Drive-down Fishing Float

6. O&M. Who is responsible for operations and maintenance upon completion of the project?

Docks & Harbors, and specifically the Docks Enterprise.

4. Project cost:

Packet Page 49 of 80

A. TOTAL COST (including funds already secured) = \$___500K_____

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$___150K_____ Construction costs = \$___\$350K_____

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:
N/A

For construction projects:

B. Preconstruction phase to be completed by __September 2022_____.

C. Construction phase to be completed by __Oct 2023_____.

6. Physical Location. Please provide the address or physical description of where the project is located.

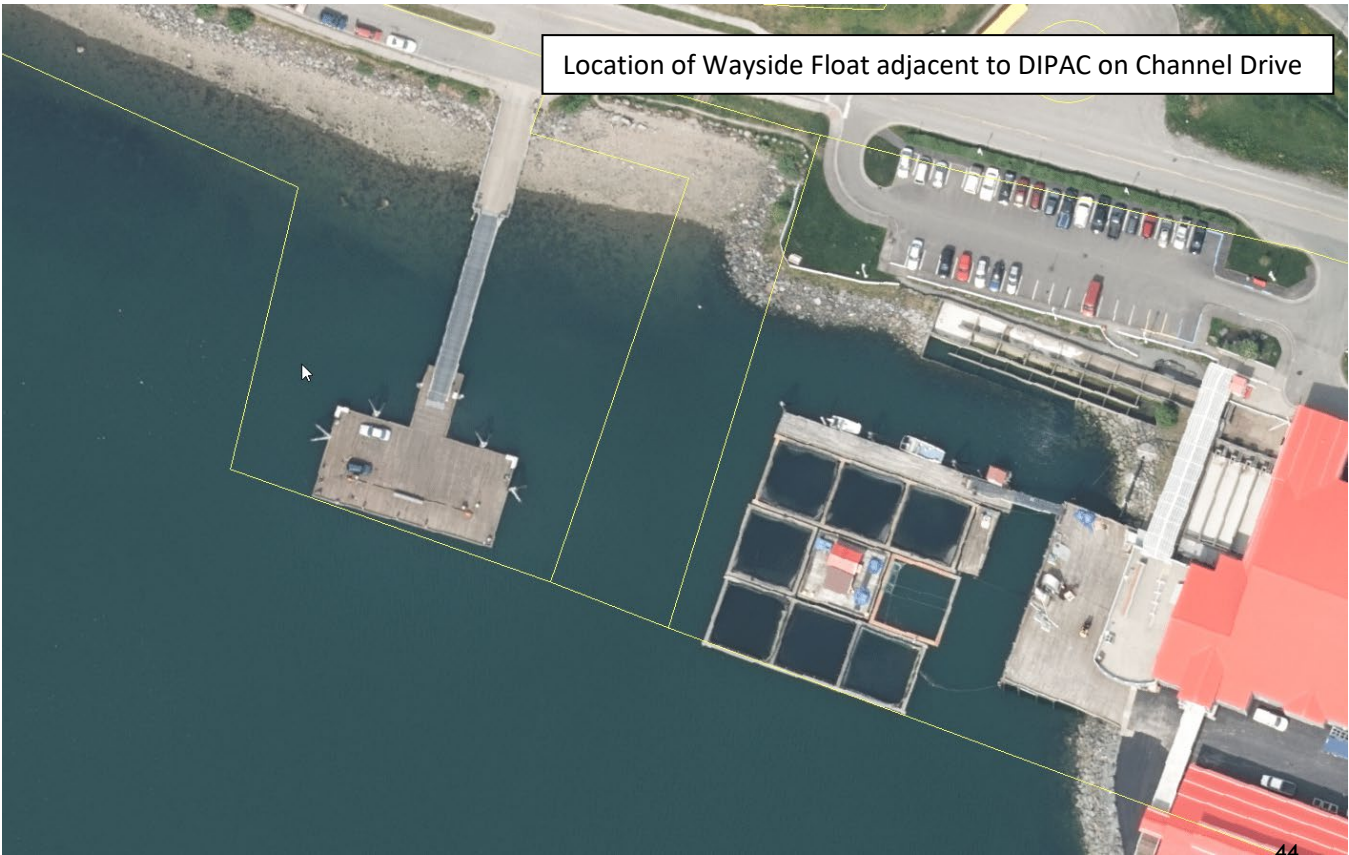
Channel Drive adjacent to DIPAC.

7. Please provide a photo, drawing, map, or other graphic image if possible.

8. Contact Information:

Erich Schaal, Port Engineer @ 907-586-0397

Carl Uchtyl, Port Director @ 907-586-0294



Location of Wayside Float adjacent to DIPAC on Channel Drive

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
☒ YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? ☒ YES NO
- C. Will the project provide broad community benefit? ☒ YES NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading):

Marie Drake Renovation

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit?

Marie Drake School was originally constructed as a junior high school in 1965. Use of the building as a middle school was discontinued in 1994 with the opening of Dzantik'i Heeni Middle School. Since that time, the facility has housed a variety of high school, elementary school, and other school district programs. It served an essential function during a period of overcrowding at J-D High School several years ago. Completion of the Thunder Mountain High School and renovation of the Harborview Elementary School now provides the Juneau School District with an opportunity to assess the long term use of Marie Drake.

The facility is "wedged" between two existing school facilities: Harborview Elementary to the south and J-D High School to the north. The total land area is very limited because the building footprint takes up over half of the 2-acre site. Future programs in this building will need to consider the limited outside land available. Adjacent playgrounds and open spaces provide limited opportunities for shared use; dedicated outside spaces for Marie Drake are not feasible.

Since this project is in the planning stages, therefore; no green or sustainability elements have been identified to the project.

The sector of the community that will benefit is the families of Juneau.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

A condition survey, completed by Jensen Yorba Lott in 1999, identified general code deficiencies and deteriorated systems and components. Although many systems and components require replacement or upgrades, this report indicated that the original building, constructed primarily of concrete and steel, remains structurally sound. The 1984 library addition is also sound, but has an exterior insulation and finish system (EIFS) that was showing significant deterioration at the time of the report. The generally sound condition of the

building structural system is a compelling reason to consider a major roof replacement occurred in 2002, and the PVC roofing membrane system is expected to last up to 30 years.

The School District Is initiating the planning, educational specifications, and conceptual design process with Jensen Yorba Lott of Juneau. Although this work is just beginning, JYL has provided a very preliminary construction cost estimate of \$31,000,000 to complete a major renovation and functional realignment of the Marie Drake building to house the anticipated programs.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy).

This project is currently listed in the Juneau School District's 6-year Construction In Process that has been submitted to the State of Alaska, Department of Education and Early Development.

5. Goal of project. In one sentence or less, state the goal of the project. For example "economic development" or "improve non-motorized transportation routes."

The focus of this project will be to efficiently and cost effectively re-align Marie Drake to appropriately support the Yaakoosge Daakahidi High School and Montessori School, as well as other district programs and activities, for the long term.

6. O&M. Who is responsible for operations and maintenance upon completion of the project?

Juneau School District

4. Project cost:

A. TOTAL COST (including funds already secured) = \$37,000,000

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$3,000,000 Construction costs = \$34,000,000

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

For construction projects:

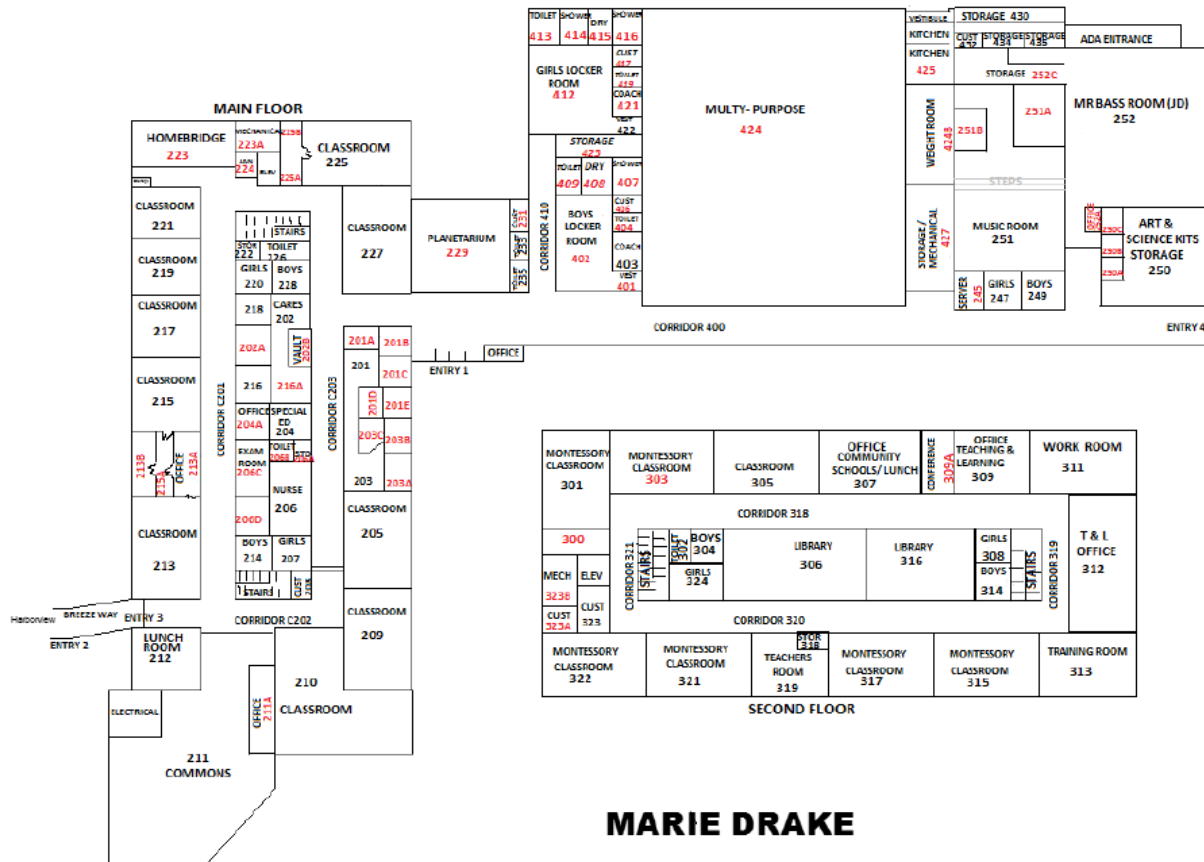
B. Preconstruction phase to be completed by July 2023.

C. Construction phase to be completed by July 2024.

6. Physical Location. Please provide the address or physical description of where the project is located.

1415 Glacier Avenue





8. Contact Information

Cassee Olin
 Director of Administrative Services
 Juneau School District
 10014 Crazy Horse Drive
 Juneau, AK 99801
 Phone: 907-523-1770
 Email: cassee.olin@juneauschools.org

City & Borough of Juneau

Legislative Priorities

Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense with a total project cost over \$1M
☒ YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? ☒ YES NO
- C. Will the project provide broad community benefit? ☒ YES NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading):

Mendenhall River Community School Renovation

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the community. Are there any green or sustainability elements to the project? What sector/s of the community will this project benefit?

Mendenhall River Community School is a 58,000 sqft structure built in 1983. A facility survey needs study noted the need to address many of its end of life cycle issues, including electrical, plumbing, exterior envelop and sidewalks. One critical issue is the school does not have a dining space; instead it uses the gym which limits physical activity classes causing difficulty in complying with the recent physical activity legislation. Board approved elementary school education specifications call for a separate dining space.

Since this project is in the planning stages, therefore; no green or sustainability elements have been identified to the project.

The sector of the community that will benefit is the families of Juneau.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

In 2013 a conditions survey was done on Mendenhall River Community School. The survey found that many of the systems in the building have reached their useful life. There have been no other progress made in regards to this project.

4. Project support. Is the project supported in CBJ or other Area plans (List where the project is mentioned in planning documents. This could include CBJ plans such as the Comprehensive Plan, or regional planning documents like the Comprehensive Economic Development Strategy).

This project is currently listed in the Juneau School District's 6-year Construction In Process that has been submitted to the State of Alaska, Department of Education and Early Development.

5. Goal of project. In one sentence or less, state the goal of the project. For example “economic development” or “improve non-motorized transportation routes.”

The goal of this project will be to efficiently and cost effectively renovate Mendenhall River Community School so that the facility has the necessary systems to run.

6. O&M. Who is responsible for operations and maintenance upon completion of the project?

Juneau School District

4. Project cost:

A. TOTAL COST (including funds already secured) = \$21,000,000

B. For construction projects, break out preconstruction costs (feasibility/design/permitting):

Preconstruction costs = \$1,500,000 Construction costs = \$19,500,000

5. Timeline: Indicate when you hope to complete each phase of the project. Keep in mind that the Legislative Priorities will not be published until February. Legislative funding from the state would not be available until the start of the following fiscal year (July).

A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

For construction projects:

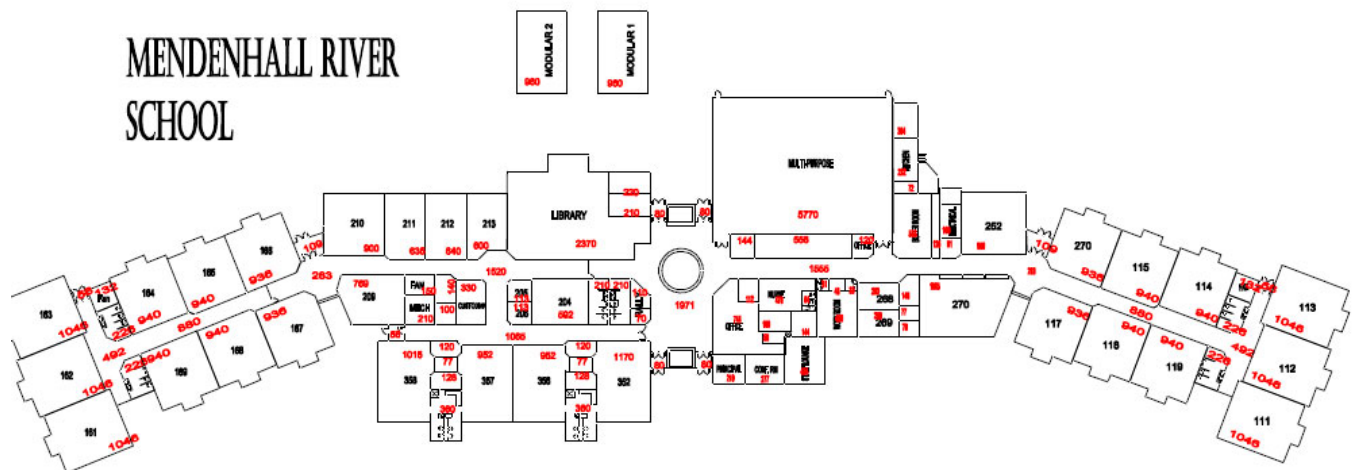
B. Preconstruction phase to be completed by July 2023.

C. Construction phase to be completed by July 2024.

6. Physical Location. Please provide the address or physical description of where the project is located.

9001 Mendenhall Loop Road

7. Please provide a photo, drawing, map, or other graphic image if possible.



8. Contact Information

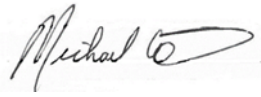
Cassee Olin
 Director of Administrative Services
 Juneau School District
 10014 Crazy Horse Drive
 Juneau, AK 99801
 Phone: 907-523-1770
 Email: cassee.olin@juneauschools.org



Planning Commission

(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/plancomm
155 S. Seward Street • Juneau, AK 99801

December 16, 2021

From: Michael LeVine, Chair, Planning Commission 
To: Katie Koester, Director, Engineering & Public Works
RE: Legislative Priority List

BACKGROUND

The Planning Commission was asked to review projects from the FY 2023 CBJ Capital Priority List and to nominate priorities. The review and nomination process was tasked to the Planning Commission's Capital Improvement Project Committee. Discussion of the list presented by the Engineering and Public Works Director occurred at the December 1, 2021 meeting. Based on the provided list and one-page summaries on each project, two projects on the list and one additional new project appeared as priorities.

NOMINATED PROJECTS

The nominated projects are:

- 1) Second Channel Crossing
- 2) Lemon Creek Multimodal Path
- 3) Deferred Maintenance Fund

PROJECT DISCUSSION

While this letter is intended to be a brief discussion of projects, it is important to understand the context of the nominations. The Planning Commission recognizes that the projects are of disparate scales and that implementation will require targeted advocacy. The Lemon Creek Path and Deferred Maintenance projects could be implemented quickly with state and local support. The Second Channel Crossing is a major infrastructure project that will require years of planning and construction, and will need federal support. However, we feel that this project holds the greatest potential for sustainable economic growth and safety improvements for our community, and that it must be continuously prioritized.

Second Channel Crossing

With the recently approved \$1 trillion infrastructure law, the time could be right to realize the entire block of funding to construct the needed crossing that has been discussed for decades. The link will provide redundancy, emergency access, development, and recreational opportunities. Each one of these items is sufficient reason to construct the crossing, and it will provide for all of them.

Lemon Creek Multimodal Path

The CBJ Assembly has emphasized development of area plans. The Lemon Creek Multimodal Path is a priority of the 2017 Lemon Creek Area Plan. The area lacks a comprehensive non-motorized route. This type of project has been completed in other areas of the Borough, yet Lemon Creek has been left as the void between them. Completing this project would demonstrate the Assembly's commitment to the area plan process and provide interconnection between areas within the Borough.

Deferred Maintenance Fund

While not as glamorous as new projects, completion of deferred maintenance for existing infrastructure is of equal importance. CBJ departments have worked with budgets that allow for completion of some required maintenance, while being forced to defer additional needed work for lack of funds. Reaching out for a one-time additional funding would allow for CBJ to complete additional work that has been waitlisted. In turn, completing the required maintenance will extend the useful life of the infrastructure, thereby delaying the need for more costly replacement projects.



MEMORANDUM

DATE: December 17, 2021

TO: Chair Bryson and Public Works and Facilities Committee

FROM: Katie Koester, Engineering and Public Works Director

SUBJECT: New City Hall Site Selection

At the last meeting PWFC reviewed the results of the CBJ New City Hall Survey (results can be found here: <https://juneau.org/engineering-public-works/new-city-hall>); 1326 people took the online survey and provided a wealth of information on what is important to them in a city hall, how they use the facility and many suggestions on potential locations. The purpose of this memo is to refine the potential locations to a manageable number so we can invest resources in further research on site suitability.

Staff developed the attached matrix with input from NorthWind Architects that explores how the criteria prioritized by the public intersects with the recommended sites. A number of sites were quickly eliminated due to one overwhelming obstacle that would be difficult to overcome: often this was ownership/interest in selling, but also factors like zoning and available space.

New City Hall Site Selection: Eliminated Sites

Location	Reason	Note
Down Town		
JDHS	Displace existing use	Board of Education feels facility is needed to serve Juneau's students
Assembly Building	Displace existing use	Recently sold to Capital Fund Advisors: intended use for capital campus development
Rock Dump	Zoning	Zoned industrial
Marine View	Space	Contrary to housing goals; too much space
By the Whale	Space	No available space
Former Gastineau Apartments	Zoning	Hazzard zone.
Downtown Library	Displace existing use	At 11,000 sq. ft. would need to build up which would be costly/ structure might not support. Would need to build new Library.
Goldbelt (Permanent Fund Offices)	Displace existing use	Fully occupied and not interested in selling
NOAA site	Zoning	Zoned waterfront. Not highest and best use of waterfront.
410 Willoughby	Unavailable	Recently purchased by Central Council of The Tlingit & Haida Indian Tribes of Alaska
400 Willoughby	Unavailable	Recently purchased by Central Council of The Tlingit & Haida Indian Tribes of Alaska
Valley/ Lemon Creek		
Diamond Park	unbuildable	No buildable land; development is according to park plan. Available land is unstable (stump dump). Storm drainage tied into spot
Gravel Pit in LC	Zoning	Zoned industrial

Requested Action:

Select a manageable number of projects to direct staff to investigate further. Provide feedback on any additional factors you would like investigated on those sites.

Recommended Sites:

- Status Quo (renovate current facilities)
- Walmart Building
- 450 Whittier/ Public Safety Lot
- Downtown Transportation Center

		CRITERIA	% Recommended in survey *	Designed for long service life	Adequate parking	Sustainability/ Energy Efficiency*	Located in concentrated business area/ near State and Federal offices	Repurpose existing building	Available Space (lot/building size) - space needs 46,000 sqft facility	Ownership (do we own it, is it for sale or could it be?)	Capital cost (acquisition, construction & remediation)	Displacement of other use	Operating cost estimate	Accessibility (pedestrian and auto)	Note
OPTIONS															
Downtown Renovate															
Status Quo: Renovate current building; continue to rent			4% including demo/addition 18% opposed to New City Hall	Limited: Facility is already 70 years old; renovate to get another 25 years.	No. Current parking is a challenge	Remodel of City Hall would need to be LEED certified. Repurposed old garage so difficult to build in sustainable components. Repurposing has value.	Heart of Downtown	Yes	City Hall: 17,000 sq ft + 33,000 sq. ft. rental = 50,000 sq. ft. TOTAL	Own City Hall, continue to rent Marine View, Muni Way Bldg, Seadrome & Sealaska	\$11.2M in renovations to City Hall to extend life 25 years; \$ tenant improvements to leased space needed	Status quo (displaces downtown housing)	\$750/year rent; \$265,000 operating City Hall (today's dollars)	Traffic access can be a challenge at existing facilities; pedestrain access good	Hard to phase, hazmat, displace city offices and chambers for construction
1108 F Street (Bill Ray Center)			4%	Yes if new construction	Limited - lot next door is currently owned by same owner, unlikely they would be interested in selling. If availble single level parking garage is \$3.3M	Unlikely building could meet ADA, code & zoning (height) with additional floors. New construction can incorporate sustainability	Somewhat removed from State and Tribal offices	Unlikley	22,000 sq. feet (would need 2 additional floors) or demo. Lot is constrained, adds to cost.	Building for sale recently; adjacent lot unknown	TOTAL \$32.2M; Acquisition 1.2M + \$31M (unlikely structure could fit 2 additional floors, would need to demo)	Building currently vacant	\$355,000*. New construction could be built efficiently	Good access for autos and pedestrians	Constrained site would add cost
Downtown New															
450 Whittier (Public Safety Lot)			<1%	Long: new construction	Good: available public parking around (150 spots leased to state; Zach Gordon and JACC); simple site to consider building additional parking underground	New construction can incorporate sustainability	Supports campus expansion of cultural institutions; lots of surrounding public facilities	No	Yes. Main parcel 14,400 sqft with 3,000 sq ft city parcel to north.	CBJ owns	\$30M new construction; \$3-4M + for underground parking	Lot used for parking now; good location for future housing development	\$355,000.* New and purpose built = lower operating cost.	Accessible location outside of Downtown core with good traffic access from all parts of CBJ. Good pedestrian access	Promotes growth of Aak'w Village District.
Telephone Hill			<1%	Long: new construction	Need to be developed. Space availed depending on use of surrounding area	New construction can incorporate sustainability.	Near State and Federal office buildings and in Downtown core	No	Yes. Over one acre	CBJ is working with the State to transfer ownership	Acquisition: \$0;Construction/site development: \$30M (exludcing parking)	7 older homes	\$355,000*. New construction could be built efficiently	Poor auto access; limited pedestrian access	Area could be re-organized/access improved with CBJ ownership
On top of Down Town Parking Garage (DTC)			5%	Long: new construction	No. Displaces existing parking	New construction can incorporate sustainability.	In Downtown core	No	Yes. Garage built to hold multi-story addition.	CBJ owns	\$27M (does not add parking)	Some parking	\$355,000*. New construction could be built efficiently	Moderate; access not at street level	Logisticaly challenging and disruptive to Downtown during construction
Valley/ Lemon Creek Remodel															
Walmart Building			32%	No. Older facility, depends on level of remodel.	Yes. Tons of parking.	Weather envelope minimal; building has sat vacant for years. Repurposing facility has value.	Centrally located between Downtown and Valley.	Yes	Yes. Building is 122,000 square feet (Almost 3x needed space). 10 acre lot.	Building for sale, land lease	TOTAL: 37.6M - Acquisition: \$9M + land lease; remodel of less than half building (50,000 sq. ft.): \$25M; demo/warehouse remainder: \$3.6M	Vacant building; valuable lot and location for future large retail development	Land lease: \$271,000 for 50 years; Could remodel 50,000 sq. ft. and leave rest as warehouse for cost of demo but have to heat it which would increase costs.	Good auto access; poor pedestrian access	Lemon Creek Plan supports re-use of Walmart building
Valley/ Lemon Creek New Construction															
Vintage Park			<1%	Long: New construction	Yes. Tons of parking.	New construction can incorporate sustainability.	Located near retail/post office	No	2.9 acres	Purchased by SEARCH in September	Needs site development/utility access. \$30M + acquisition	None	\$355,000*. New construction could be built efficiently	Good Valley access; road acces would need to be reconsidered.	
Renninger Skate Park			<1%	Long: New construction	Large lot, good parking	New construction can incorporate sustainability.	No. Residential neighborhood.	No	4.5 acres	CBJ owns	CBJ land; Needs site development/utility access. \$30M	Recreation/ Parks	\$355,000*. New construction could be built efficiently	Located near busy intersection; poor pedestrian access	
			*of the 2/3 of respondents who gave a specific location			*Per CBJ code, all major renovation and new construction needs to be LEED certified							* Estimate based on analysis for operating cost of new City Hall on top of DTC in 2026		



MEMORANDUM

DATE: December 17, 2022

TO: Chair Bryson and PWFC Committee

FROM: Katie Koester, Engineering & Public Works Director

SUBJECT: Snow Removal 2021 Update

The purpose of this memo is to provide the committee with a greater understanding of the snow removal services CBJ is able to provide with available funding. The topic comes up every few years when we get an epic snow year and struggle to keep up with back to back winter storms. I have included a number of previous reports to PWFC that go into greater detail on our snow removal and operations; there is tons of good info there and I encourage you to read them. However, I will highlight the topics that have come up recently.

The goal of CBJ streets is to clear snow from traveled ways in priority order to provide the safest travel for the most people in the least amount of time. We have limited resources to achieve this goal, but operators are working around the clock during snow events to keep roads open. CBJ maintains over 250 road miles. A prioritized map of plowing routes can be found on the streets webpage (<https://juneau.org/engineering-public-works/streets>).

Why is snow piled in the middle, or onto one side of the street or the other?

Nearly every street in Juneau has a specific location snow must be plowed to. This is to maintain drainage and prevent flooding of residences when the snow melts. For example, streets with open ditches cannot have snow pushed into them or it prevents the flow of water. On streets with underground drainage, operators have to be careful not to clog the inlets. On street parking and areas with high pedestrian traffic such as a school zone, also dictate where snow gets pushed. On some of the wider streets, like Glacier Avenue, Riverside, Main and a couple blocks in the Flats, snow is piled in the middle of the road. This snow is later collected in coordination with CBJ owned and operated snow blowers and a contracted trucking company and then hauled to snow storage. While center berm plowing appears to be an effective practice, we don't have room on most CBJ streets to push snow to the middle of the road. It also provides for awkward and dangerous traffic flow if there are no breaks in the berm for driveways. Center berm plowing, in the Mendenhall Valley area in particular, can create problems for emergency vehicle access.

Why can't you use a snow gate to prevent a berm?

A snow gate attaches to a plow and closes the end to avoid leaving a berm. These work well under the right conditions: less than 4 inches of light snow and plenty of space in the right of way. CBJ Streets has tried snow gates. The wet heavy snow and limited space in southeast don't work well with the technology; the snow gets packed and does not easily clear the blade leaving large ice chunks in the road the operator has to navigate or depositing large snow loads in poor locations. The gates are heavy, add significant wear and tear to our equipment and time to plowing routes. When the end of the plow is

lifted to dump the snow after the driveway, obstructions that are hanging over into the right-of-way fall victim (mailboxes, for example).



Image of snow gate attachment

What would it take to come behind the plow and clear berms?

Plowing out individual driveway berms is an enormous task. Many Juneau driveways are spaced so closely, there is very little room to put the snow (which is why homeowners are asked to shovel their snow onto their yard and not back into the right of way). These tight quarters makes snow removal time consuming. A conservative estimate of driveways off CBJ streets is 5,000. If it took an average of 10 minutes per driveway bermⁱ, it would total 835 hours – and working in two 8-hour shifts per day, it would take 8 operators working 13 days to clear all the berms. Obviously it is not useful to wait days to have your berm cleared. CBJ Streets aims to have all streets cleared no later than 48 hours after an event. This means you need even more hands working overtime and equipment to meet the 48 hour mark. In order to clear the berms from every driveway within 48 hours, assuming there isn't another snow event, a separate crew of 36 operators and 18 additional pieces of equipment would be needed.

Anticipated costs to clear driveway berms within 48 hours:

- **Labor:** 36 operators (2 shifts of 18 operators) @ \$40k to \$50k per seasonal operator plus o.t. = **\$1.6 mil to \$1.9 million**
- **Equipment:** need 18 additional pieces of equipment at approx. \$75k per (pickup and plow) = **\$1.35 mil** (fleet maintenance services not accounted for)
 - o if Trackless snow blowers @ \$200k per, 18ea @ \$200k = \$3.6M

Clearing berms within 48 hours would cost upwards of **\$1.9 million annually for labor plus a substantial investment in additional equipment.** The entire Streets FY22 budget is about \$5.8 mil.

This estimate is very rough and does not include things like fleet maintenance, administration, whether or not there is an available seasonal workforce, or the benefits of having a larger crew all season for other tasks like snow clean up and drain maintenance, for example.

Enc:

- 11/7/2010 Memo to PWFC RE: Use of Snow Gates on Grader Blades
- 03/19/2018 Memo to PWFC RE: Snow Plowing
- 2021 Winter Snow Removal Flyer
- CBJ Snow Plowing and Snow Removal

ⁱ This is an average and would include travel time between sites, break, refueling, etc.

MEMORANDUM

CITY/BOROUGH OF JUNEAU
Public Works Department
5433 Shaune Drive, Juneau, Alaska 99801

DATE: November 17, 2010

TO: Bob Doll, Chair
Public Works and Facilities Committee

FROM: Ed Foster, Superintendent
Streets and Fleet Maintenance

SUBJECT: Use of Snow Gates on Grader Blades

ACTION: Public Works Streets and Fleet Maintenance Division does not recommend the use of Snow Gates on our Grader Blades during snow removal efforts.

Background – Snow Gates are used to stop snow from bleeding off the end of the blade when plowing and allow the operator to carry the snow for a distance, preventing leaving berms of snow across intersections and driveways. When the gate is opened back up the accumulated snow in the blade is released and allowed to slide off the end of the blade.

This concept works well under certain conditions; there is less than 4” of snow on the ground, the snow is dry and doesn’t pack up in the blade, there is adequate space and ditch for the accumulated snow to completely clear the blade before closing the gate again. If these conditions don’t exist the snow gate creates a multitude of problems.

More than 4”-6” of snow on the ground will cause the blade to fill with snow and snow rolls over the top of the blade, or in the case of heavy wet snow it packs up in front of the blade and won’t easily clear the blade when the gate is opened. Over 4”-6” of snow, or leaving the gate closed long enough, will create enough snow in front of the blade that the front wheels of the grader are riding on top of the snow the grader is pushing. Either case the operator ends up with a large chunk of ice that he/she has to fight to get off the street, creating a delay in the snow removal operation. Trying to use snow gates on our graders could extend our snow removal time up to 2-3 times longer.

Without adequate space or ditch to clear all the snow from the blade after opening it the operator soon has an accumulation of snow in the blade that has to some how be emptied. That would normally require stopping, backing up and pushing portions of it toward the shoulder until it was all clear of the road. In the case of heavy wet snow it’ll be a large chunk of ice. Doing this one time could take as long as it would to just plow the entire street. Most residential neighborhoods have driveways too close together to allow for the blade to clear itself before needing to close the gate again, so this situation is inevitable.

The odds of Juneau having light dry snow are pretty slim, therefore it’s safe to assume we would be dealing with the heavy wet snow problems stated.

Besides the affects of using snow gates in our heavy wet snow, we would also be dealing with the limitations of just having the snow gates mounted on our graders, and the additional maintenance expenses.

Use of Snow Gates on Grader Blades

November 17, 2010

Page 2 of 2

With the snow gate in the open position it is extended above the grader blade. This prevents the operator from plowing under mailboxes that are cantilevered out to the roadside without taking out the mailbox. On a street with numerous mailboxes the operator wouldn't be able to clear the street to its full width due to avoiding mailboxes. The snow gate mount brackets also prevent the grader blade from completely clearing snow from roadside gutters, where there is curb and gutter.

The snow gate weighs approximately 500 pounds and is mounted at the end of the grader blade. When opening and closing the gate the movement makes the blade bounce, putting stress and premature wear on the ring gear and other blade mounting hardware. It also causes uneven and excessive wear on the blade cutting edge and blade guide bushings. Using snow gates on our graders will significantly increase maintenance costs and down time to our graders.

There are roads in the CBJ that snow gates would work and be helpful, but those roads are currently maintained by the State DOT, not CBJ. I have researched the use of snow gates in snow removal operations of other municipalities and they state the very same problems with them I have stated above. Snow gates have their place and use, but I don't believe it's in the best interest of the City and Borough of Juneau to spend the money to purchase/install them. We've had them in the past, they've been tested and were not retained for good reason.



Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: March 19, 2018

TO: Loren Jones, Chair
Assembly PWFC

FROM: Roger Healy, PE, Director
Engineering & Public Works Department

RE: Snow Plowing

With the recent snowfalls, temperature swings, and icing events, the public comments and complaints regarding snow clearing operations have increased. In the following discussion, it is important to remind ourselves of the following: we live in a northern climate; resources are always, and should be, limited; our goal is to clear snow from traveled ways in priority order to provide the safest travel for the most people in the least amount of time.

Responsibility and Priority:

In the CBJ, the State, CBJ, and private entities have responsibility over clearing roadways and sidewalks. The CBJ's priority mapping for Winter Snow Clearing:

<https://cbj-gis.maps.arcgis.com/apps/SimpleViewer/index.html?appid=56b91506dc8a48f8b62b96f17bb16b8e>

identifies the CBJ's responsibilities. In general, those roadways that are not prioritized on this map are the responsibility of the Alaska Department of Transportation and Public Facilities.

Resources:

In the winter season, Streets runs two shifts: night and day. On average for the night shift, we have three operators each for the Valley and Downtown/Douglas areas, respectively. Depending upon the timing of a snow fall and conditions, these operators will generally be operating graders or 10-yard plow/sanders. Because there is less traffic/activity on the roads/sidewalks and the goal of clearing traveled ways for the upcoming day, our preference is to clear as many city roads as possible at night. Snow storms do not always coordinate well with our shift schedules. As evidenced recently, on-going wet snows at heavy traffic times combined with following freezing temperatures create ideal conditions for hard ice 'concrete' conditions that can last for weeks on sidewalks and roads.

Methods:

Snow berms are a common complaint. It is not the CBJ's, or DOT/PF's responsibility to clear driveways of berms – it is the homeowner's responsibility. Street crews try to be systematic and fair regarding placement of snow berms, but there are many considerations in their placement, including, but not limited to:

Snow Plowing – March 19, 2018 – PWFC

- Drainage structures – if snow is bermed over drainage structures, later melting has caused major damage to houses and roadways – in some cases, we plow only to the uphill roadside to alleviate this problem.
- Parking and driveways – many streets have a predominance of parking or driveways on one side of the street. Our crews accommodate these uses, or obstructions, as best as can be done in an expeditious manner.
- Efficiency – our graders and plows must move as efficiently as possible through their routes to meet our goal of providing safe passage for as many of the roadways as possible.

Equipment:

Our equipment is outfitted to be as versatile as possible, in order to meet the varied conditions we encounter.

Sidewalks:

Per CBJ Code, it is the adjacent landowner's responsibility to clear the sidewalks fronting their property. In the interests of safety, the CBJ tries to clear sidewalks as resources and equipment are available, giving first priority to those areas near schools and the downtown district.

Winter Snow Removal

82.1
Inches

Average annual snow fall
In Juneau

31
Inches

Record snowfall in a day in
Juneau

3,000
Tons

The CBJ Streets Division
uses about 3,000 tons of
sand per year for slick
roads & sidewalks

250+
Miles

The CBJ Streets crew is
responsible for plowing
more than 250 miles of
road.

Juneau's Average Monthly Snowfall

October	 .8
November	       13.7
December	       15.2
January	          22.55
February	       14.8
March	      13.7
April	 2  = 2

Snowfall data collected from National Oceanic & Atmospheric Administration
(1999-2021 Averages)

STREET PRIORITIES

Snow removal, sanding, and deicing is performed in the following order:

- #1 Main Arteries
- #2 Residential Streets
- #3 Dead ends & Cu-de-sacs

PARKING AFTER A SNOWSTORM

To facilitate snow removal operations, obey "No Parking" signs. Please avoid parking on the street following a snow storm. Keeping the street clear of vehicles will make it easier to get the street plowed.

MAILBOXES

Mailboxes must be installed according to CBJ Standards #116 and #117. Report damages By May 1st.

BERMS

While operators do their best to avoid placing excess snow on property owners' driveways, it is the property owner's responsibility to move the "berm" if necessary. Please do not place the snow back in the road.

CBJ R.O.W.

Ensure obstructions are not placed in the CBJ Right of Way (ROW). Items can pose hazards to snow removal operations.

SIDEWALKS

Owners and/or occupants are responsible for removing snow/ice from adjacent sidewalks.

For more information about snow removal,
please contact Streets & Fleet @ (907)586-5256
www.juneau.org/engineering-public-works-streets





CBJ Snow Plowing and Snow Removal

Organization

Street Maintenance is divided into two crews. One crew takes care of the streets in the Valley and out the road, and the other crew takes care of streets in Douglas, downtown, Lemon Creek and everything in between.

The downtown crew is made up of eight (8) equipment operators and two (2) laborers. The Valley crew is made up of nine (9) equipment operators, one (1) of which is a seasonal employee working only during winter months, October – March, for a total of 17 equipment operators, one (1) of which is seasonal and two (2) laborers.

Ten (10) years ago the downtown crew had ten (10) equipment operators, two (2) of which were seasonal and nine (9) laborers, eight (8) of which were seasonal. The valley crew had thirteen (13) equipment operators, three (3) of which were seasonal. Our crew total was twenty three (23) equipment operators, five (5) of which were seasonal and nine (9) laborers, eight (8) of which were seasonal.

During the winter months, October – March, we break the equipment operators down into two shifts. Three (3) equipment operators from each crew work from 12:00 midnight until 8:00am and the remainder of the crew works from 8:00am until 4:00pm. They alternate shifts throughout the winter, based on a sign up at the beginning of winter. Every employee works 2 months of night shift throughout the winter.

The two Laborers on the downtown crew work from 4:00am until 12:00 noon all year long. In the winter months they empty all trash cans, clear sidewalks, handicap ramps and stairs. In the summer months they empty trash cans, sweep sidewalks, police under stairs and trim plant growth under stairs.

Operations

During a snow event the night shift is responsible for clearing the major roadways, our priority #1 roads. This is to ensure buses and residents can get around early in the morning. The major roadways aren't normally running through residential areas. We try to stay out of residential areas during late night hours due to the noise created by snow removal equipment.

When the day shift comes on, the major roadways are usually already cleared and they can start on the secondary streets, our priority #2, streets. When the priority #2 streets are completed they move to priority #3 streets.

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The above process is under ideal conditions; timing of when the snow starts, how much snow we get, how long it snows and the type of snow all impact how this process is executed. Regardless of the conditions, our goal is to make the streets of Juneau safe for travel as quickly as we can.

To view a map of our street plowing priorities I have attached a printed copy to this paper. You can also view this online at <https://beta.juneau.org/engineering-public-works/streets>

If the snow starts late in the night or early morning, the night shift may not have the time to completely clear all the priority #1 roads before 8:00am. In this situation, the day crew will need to finish the priority #1 roads before moving onto priority #2 streets. This will put the day crew behind a typical schedule and therefore may not finish priority #2 streets before their shift ends. When the night crew comes in they cannot finish priority #2 and #3 streets because they are in residential areas that we don't want to be there during late night hours due to the disturbance created by noise. Those priority #2 and #3 streets won't be completed until the next day. If the storm dropped wet snow and the temperature drops freezing the wet snow we may not be able to clear it from the street for a couple days. This is a situation where we create a snow berm a couple days after a storm.

If the snow continues to accumulate throughout the night, the day crew may need to focus on the priority #1 roads when they start their shift at 8:00am. This situation could create a second snow berm for residents living on a major road, once when the night crew plowed and again when the day crew plowed the same road. If it continues to snow throughout the day, priority #1 roads will experience snow accumulation as we are trying to clear snow from priority #2 streets to make them passable. If this happens we will make it a point to address streets that are on a slope throughout the day, while continuing to plow priority #2 and #3 streets.

If the snow is wet and heavy we make every attempt to get every street plowed as quickly as possible for a couple of reasons, especially if the forecast is calling for colder weather. The wet heavy snow normally has high water content and creates dams that prevent water from getting to our storm drains. We need to make sure all storm drain systems are cleared and able to handle the water runoff. We also want to get the snow removed before it gets cold and freezes the wet heavy snow and creates more of a hazard on the streets.

Any one of these conditions could require crews working late or beginning their scheduled shift early. To keep from interrupting the sleep schedule of our night crew we tend to call them in early rather than work them late. Since the night crew is working until 8:00am we tend to work the day crew late, instead of bringing them in early. During a heavy snow storm we could have equipment operators working around the clock. One crew working 8:00pm until 8:00am, and one crew working 8:00am until 8:00pm, but we never work them over 12 hours to allow adequate rest time.



Where the snow is stored

We have established a snow plow route plan and snow storage plan. Nearly every street in Juneau has a specific location the snow must be plowed to. This is due to maintaining adequate drainage when snow starts melting to prevent flooding of residences.

On streets with open ditches we have to be careful not to push the snow into the ditch and prevent water flow. We have to plow it off the street without pushing it into the ditch. Nearly every time we get a call of flooding in the winter months the cause is someone pushed the snow from their driveway into the ditch and plugged the culvert.

On the streets with underground drainage we have to make sure the snow doesn't plug the drain inlets. Some are in the face of the curb and some are just off the edge of the street. Sometimes this requires all the snow from the street to go to one side of the street.

Some streets are wide enough we can berm the snow in the middle of the street without interfering with traffic. We prefer this method, as it makes it easy for us to come back later with the blower and blow the snow into a truck and haul it away. * Comment 12/17/21- This statement is dated and it should be clarified that center berm plowing is only performed in areas that require snow removal from high pedestrian traffic areas such as school zones and the downtown core (Main Street and the few areas where curbside snow storage is impractical.

Snow Removal

After all the streets are plowed and the snowfall has stopped we shift into snow removal mode. Normally we start with removing snow from the downtown core area. However, the priority of snow removal can be dictated by how much snow accumulated and where it fell. Normally there is enough accumulation downtown to start there since it doesn't take much snow to interfere with parking. **Public Works**, Streets and Fleet Maintenance, 7100 Glacier Hwy., Juneau, Alaska 99801.
Phone: (907) 586-5256/5247, Fax: (907) 586-5419



If we received a significant amount of snow we will schedule contracted trucks to haul for us. We post areas “No Parking” for the scheduled snow removal event. If we only have some isolated areas to remove snow from we just use our own trucks to save the cost of contracted trucks.

Snow removal in the downtown area is done at night to avoid traffic congestion, parked vehicles and pedestrians. The process involves using graders to pull the snow out into the street, wind rowing it into berms and blowing it into trucks. The snow is then hauled to the snow dump at the rock dump area behind the JD Wastewater Treatment Plant. It’s common to have parked vehicles in the way which can leave an uncleaned spot on the side of the street.

When snow builds up along streets in the valley and starts to make it difficult to clear sidewalks and/or access mail boxes we remove the snow in the Valley. Snow removal in the Valley is normally done during the day, as it is a very noisy process and is mostly in residential areas. This also includes pulling the snow out into the street with graders and wind rowing it into berms, blowing it into trucks and hauling it to the snow dump in the large parking lot near the Mendenhall Glacier Visitors Center.

When hauling snow to one of our snow dumps it requires an employee to stay at the snow dump to operate a dozer to push the snow up in a pile to make the most use of the snow dump space.



Traction Control

Applying traction control to the streets of Juneau is a critical part of keeping the streets safe for travelers. We use two products for this purpose, a sandy mix with some small pea rock and a deicing chemical called CG90. Different conditions call for different material, or a combination of both. Sometimes we apply a traction control when plowing is not required, but when we are plowing we are almost always applying a traction control behind the plow since a plowed street can be very slick. We frequently apply traction control to streets following snow removal and hauling, as

the process of pulling snow into the street to blow it into trucks can leave residue on the street surface that create slick conditions.

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Summary

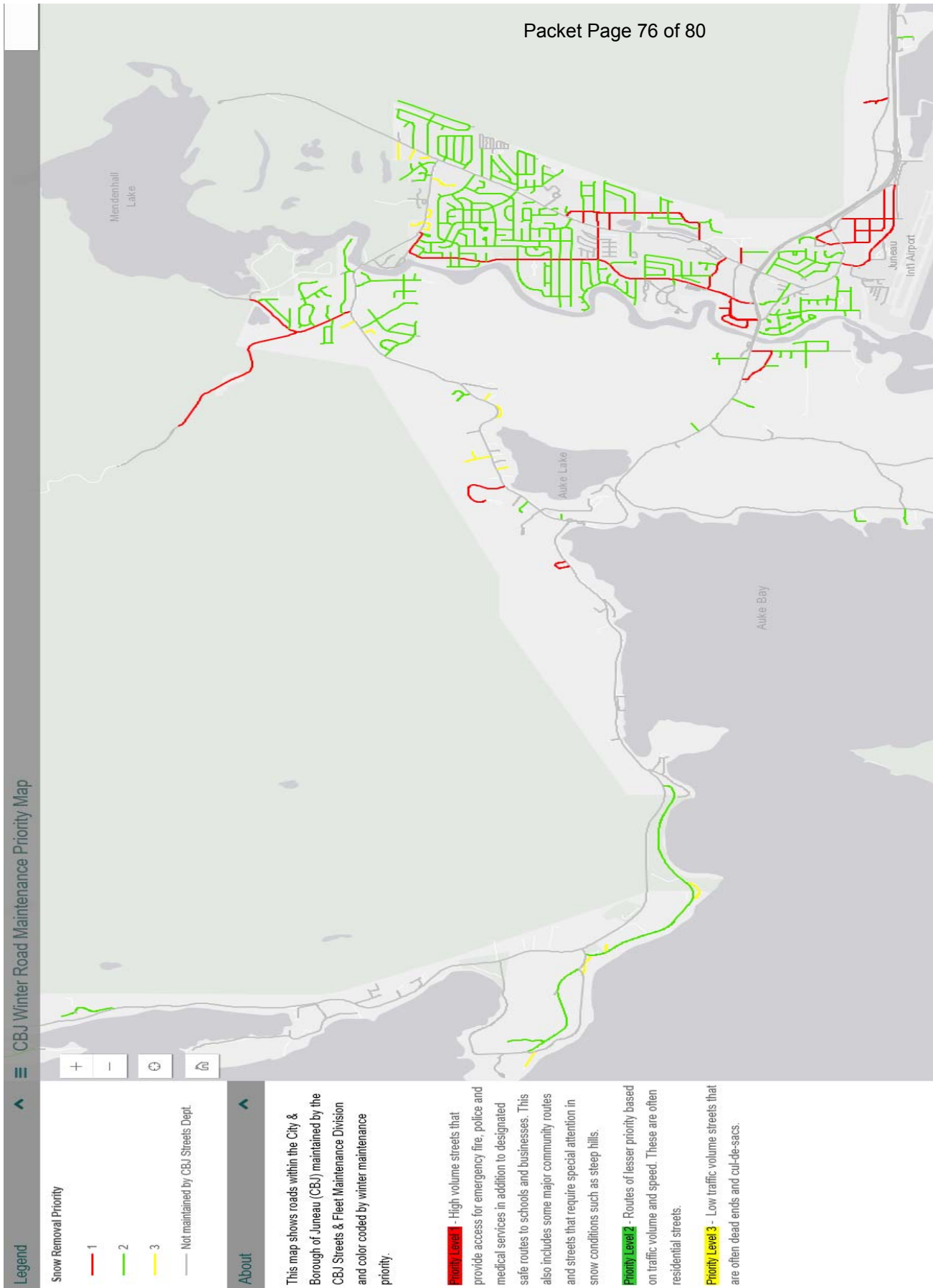
No two snow storms are the same. How we deal with it can be driven by current weather conditions or weather forecasts. Where snow is stored during plowing efforts has been determined through years of experience and knowledge of our drainage systems to prevent additional issues from arising.

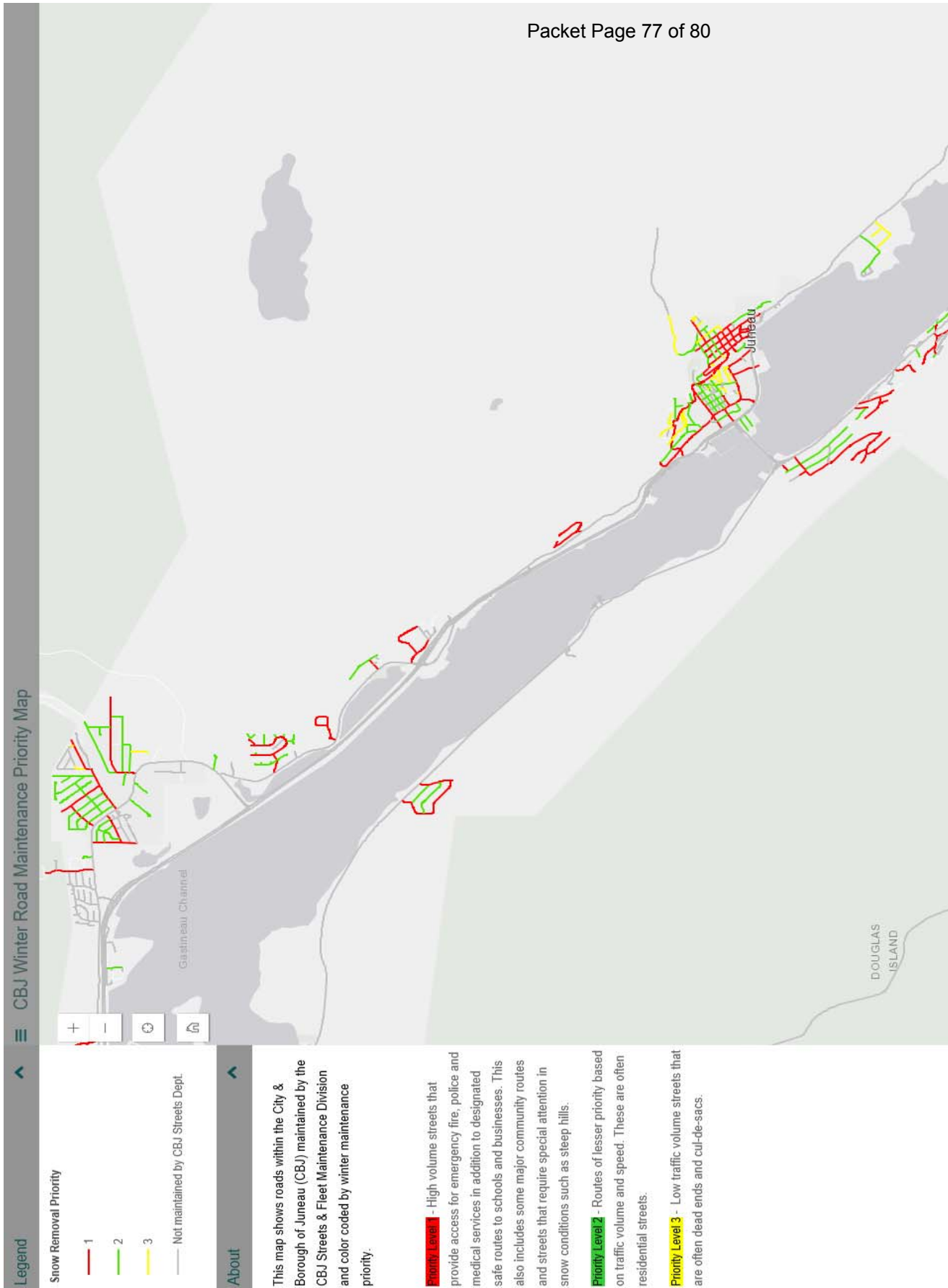


Steaming a frozen Drain



Snow dump in Valley





PWFC Assembly Goals 2022

The Assembly met on December 4th to review and set Assembly Goals for 2022. A complete list of the goals can be found here: [Assembly – City and Borough of Juneau](#). The goals that apply to PWFC (either through the department, committee, or historical efforts) are listed below. I will be working with the committee to update action items on these goals for committee work in 2022.

3. Sustainable Budget and Organization - Assure CBJ is able to deliver services in a cost efficient and effective manner that meets the needs of the community				
AA*		Implementing Actions	Responsibility	Notes:
C	P	Long term strategic planning for CIPs	Assembly, Manager's Office, EPW	
F	F/O	Maintain Assembly focus on deferred maintenance including BRH and JSD.	Assembly, Manager's Office, EPW, all operating departments with facilities	
*Assembly Action to Move Forward: P = Policy Development, F = Funding , S = Support, O = Operational Issue				
5. Sustainable Community - Juneau will maintain a resilient social, economic, and environmental habitat for existing population and future generations.				
AA*		Implementing Actions	Responsibility	Notes:
A	P/O	Develop a zero waste or waste reduction plan	Assembly, Manager's Office, EPW, Finance	
B	P/O	Develop strategy to measure, track and reduce CBJ energy consumption.	Assembly, Manager's Office, all departments	
C	P/O/F	Implement projects and strategies that advance the goal of reliance on 80% of renewable energy sources by 2045	Assembly, Manager's Office, all departments	
D	P/F	Develop a climate change adaptation plan	Assembly, Manager's Office	
E	P/O/F	Develop strategy to reduce abandoned/junked vehicles	Assembly, Manager's Office, EPW, Law, P&R, D&H	
*Assembly Action to Move Forward: P = Policy Development, F = Funding , S = Support, O = Operational Issue				



MEMORANDUM

TO: Katie Koester
Engineering & Public Works Director

FROM: Caleb Comas
Contract Administrator

Date: December 16, 2021

SUBJECT: Contracts Division Activity
November 24, 2021, to December 16, 2021

Current Bids – Construction Projects >\$50,000

BE20-188	Augustus Brown Pool Renovation	Dawson Construction was the only bidder. The base bid was \$5,394,000 and the total bid was \$8,446,400. Award under evaluation.
BE22-171	Bartlett Regional Hospital Campus Door Upgrades 2021	Estimate: \$500,000 to \$700,000. Bids due 12/21/21.
BE21-117	Calhoun Avenue Reconstruction, Phase I	Four bids received 12/14/21. Low bidder was North40 Construction, \$1,885,217.
BE22-164	Riverbend Elementary School Roofing Replacement	Four bids received 12/14/21. Low bidder was Dawson Construction, \$2,394,770.

Current RFP's – Services

RFP E22-056	Design and CA for BRH Emergency Dept. Addition & Renovation	Fee negotiations in progress with Architects Alaska.
RFP E22-166	Site Analysis and Conceptual Design for New City Hall	Contract execution in progress with NorthWind Architects, \$75,000.
RFP E22-191	Design Services for Melvin Park Field No. 1 Lighting	No proposals received.
RFP E22-205	General Construction Term Contract	Proposals are due 1/5/22.

Other Projects – Professional Services – Contracts, Amendments & MR's >\$20,000

AM 3 to E20-220	Design and CA for Centennial Hall Upgrades	NTP issued to JYW on 12/6/21 adding ballroom renovation design and CA for \$551,183.
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Term Contracts for Small Civil & Utility Construction Services (>\$20,000)

PA 10 to E19-192(A)	Bus Shelter Installation - Roundabouts	NTP issued to Arete Construction Corp. on 12/6/21, \$20,581.
PA 10 to E19-192(ADM)	Bus Shelter Installation	NTP issued to Admiralty Construction on 12/8/21, \$49,900.

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

Contracts Division Activity
November 24, 2021, to December 16, 2021

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