



ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE AGENDA

November 07, 2022 at 12:10 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/91849897300> or US: +16699006833 Webinar ID: 918 4989 7300

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

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

C. ROLL CALL

D. APPROVAL OF MINUTES

2. September 26, 2022 – Regular Meeting Minutes

E. ITEMS FOR ACTION

3. Funds Transfer to Hospital Drive Waterline Capital Improvement Project
4. Funds Transfer to Cedar Drive Capital Improvement Project
5. Juneau Coordinated Transportation Coalition Grant Recommendation
6. Best Interest Finding for Alternative Procurement for Eaglecrest Gondola Installation

F. INFORMATION ITEMS

7. Electric Vehicle Charging Stations & Basin Road Update
8. Source Control Presentation - Brian McGuire, Utilities Superintendent
9. Juneau North Douglas Crossing Update

G. Public Participation on Juneau North Douglas Crossing Update

(Not to Exceed a Total of 20 Minutes, Nor More than Three Minutes for Any Individual.)

Instructions

The public may participate in person. Testimony time will be limited by the Chair based on the number of participants. At the meeting, a sign-up sheet will be made available at the back of the Chambers and advance sign-up is not required.

H. PWFC 2022 ASSEMBLY GOALS

10. PWFC Milestones for 2022 Assembly Goals

I. CONTRACTS DIVISION ACTIVITY REPORT

11. September 23, 2022 – November 3, 2022

J. NEXT MEETING DATE

12. November 28, 2022 – 12:10 PM

K. 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
Room 224/Zoom Webinar
September 26, 2022

Section D, Item 2.

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.

Staff Members Present: Katie Koester, Caleb Comas, Denise Koch, Michele Elfers, Breckan Hendricks, and Robert Barr

Waste Management Staff: Jim Denson and Mike Mahaffey

II. APPROVAL OF MINUTES

A. August 8, 2022 – Regular Meeting Minutes

No comments or changes, minutes approved.

III. ITEMS FOR ACTION

a. Introduction of FY2024 Draft Legislative Priorities

Ms. Koester introduced the organization's Legislative Priorities and asked for the Committee to review this list early to ensure that they have plenty of time to ask questions and make suggestions. Ms. Koester explained that the listed priorities remain the same as last year, but each project has been updated to reflect the work the Assembly has done.

Mr. Bryson asked about New City Hall and how that fits into the Legislative Priorities list. Ms. Koester explained to the Committee that the direction depends on the election's outcome and that CBJ will remove it from the list if funding is obtained. Ms. Koester gave a brief overview of the process should the New City Hall be funded.

Ms. Koester asked the Committee to work on "specific asks" for the Legislative Priorities list. She explained the importance of keeping the list from growing too large and the time commitment proper review would require of the PWFC and the Assembly. A timeline was discussed, with submissions submitted to Ms. Koester by December 1st to ensure enough time for a memo to be drafted. Ms. Koester stated that by December 19th the list would become public. Then the Assembly would rank the list over the holidays before bringing it to the Finance Committee in early January and the Committee of the Whole at the end of January.

Discussion occurred on housing, drug addiction treatment, and behavioral health centers and their relevance to this list. Ms. Koester explained that while there is regular communication through the Manager's Office and the Legislation on various housing issues, this is not something on this list. Mr. Smith expressed his interest in researching funding opportunities and offered to call the hospital board to discuss a meeting.

B. EV Charging Planning and Infrastructure Update

Ms. Koester asked the Committee what are we trying to address and what are some of the goals. She explained that CBJ needs direction from the Assembly on guidance for parking around EV charges and invited Deputy Director Elfers to discuss recent findings.

Ms. Elfers explained that CBJ does not actively manage parking lots and that to do so would be very expensive. Ms. Elfers asked for direction on how to go forward.

Mr. Bryson asked why CBJ staff who enforce downtown parking don't enforce other CBJ parking lots, such as Basin Road.

Ms. Elfers explained that the CBJ staff referenced are JPD Community Service Officers and that when they manage through Parks and Recreation (P&R) they would contract out the service. Ms. Elfers stated that P&R could obtain cost estimates.

Ms. Elfers shared that a second option would be passive management. This would require more education with the community and users to be effective. Ms. Elfers stated that she'd appreciate hearing questions and thoughts from the PWFC.

Discussion occurred about on-street parking and the challenges it would bring. Ms. Koch reported that it has been problematic and that some cities that had started have stopped it, noting that engineering and installation are costly.

Ms. Triem asked that the Committee think broader when discussing this policy.

Ms. Elfers explained that we are moving into locations where engineering and installation will only get more difficult.

Mr. Smith asked if the EV Chargers have functionality in the equipment to collect data on users and usage.

Ms. Koch stated that she did not believe the charges could collect and transmit that data, but would follow up.

Mr. Bryson asked about a parking study and Ms. Koester said she would follow up with CDD.

Ms. Koester suggested the Committee consider the passive approach with the condition that CBJ comes back to the PWFC with specific goals.

Ms. Triem moved that the Public Works and Facilities Committee recommend a passive management approach with the caveat of incorporating future planning.

No objection, motion passed.

IV. INFORMATION ITEMS

A. Waste Management Quarterly Report

Mr. Mahaffey introduced Waste Management staff member Jim Denson.

Mr. Denson shared a brief overview of complaints, project updates, and safety updates. Three odor complaints this calendar year. Waste Management is working with a third

party to ensure they are collecting everything they can and actively exploring and implementing improvements to the condensation systems to address seasonal issues with freezing temperatures. New and improved signage has been installed for recycling and the scale area. The USDA's presence has increased to try and keep birds down. Roughly 80% of the fencing project has been completed to decrease bear access to the Landfill. New cell development of 5-6 acres is underway and going well. The PPE requirement for customers has been implemented and overall there is public acceptance and understanding of the policy. Speed control was noted as less of a problem, but they are still actively managing it for safety and dust control.

No questions on the report from the Committee.

Mr. Denson shared new concerns that he'd like feedback from the Committee on. Waste Management is not properly equipped to handle large loads of construction material debris, such as gypsum walls and the facility is seeing more asbestos. He would like CBJ to review their permits to ensure asbestos is properly addressed during the permitting process. He would also like to set clear expectations for contractors disposing of large quantities of construction materials such as drywall. Waste Management staff cannot handle the large amounts they have seen recently from large demolitions and have had to turn away customers.

Mr. Mahaffey & Mr. Denson discussed the difficulty of disposing of mattresses and tires and encouraged CBJ to be creative and explore recycling methods. Materials such as mattresses are not easily buried and take up a lot of air space. Mr. Mahaffey stated that he'd like to limit residents on the number of mattresses they can dispose of. It was also noted that cruise ships have been turned away with large loads of bedding and that Waste Management is not accepting it.

Mr. Bryson inquired if it would be helpful for the City to manage a collection day program where CBJ arranges for dedicated shipping containers to send mattresses down south. Mr. Mahaffey confirmed that it would be beneficial. He also explained that mattresses are recyclable, but that they must be taken apart, which is not an easy task.

Mr. Mahaffey expressed that he's explored shredders

The Committee supported Mr. Mahaffey in the message that contractors must contact the Landfill in advance when disposing of large quantities of construction debris.

Mr. Bryson asked if there is a direction that the City needs to go with Zero Waste. Mr. Denson expressed that he is actively meeting with Ms. Koester on ideas.

Mr. Mahaffey offered to provide tours to CBJ Committee and Board members to improve their understanding of the Landfill's operations.

Mr. Bryson expressed appreciation for Waste Management's active involvement in zero waste.

B. RecycleWorks Junk Vehicle Program – Guidance Sought on Future Direction.

Ms. Koester stated that she is looking for direction on junk vehicles. She listed options such as junk vehicle roundup, targeted removal of vehicles from specific properties, and free towing with the litter-free program. Ms. Koester asked for direction on what resources such as additional money and staff time the Committee was willing to spend on junk vehicle removal. She explained that the Committee could recommend continuing with the status quo or increase our recycling events.

Mr. Bryson reported that he became aware of a specific property with 27 vehicles that CBJ had removed that the property owner had recently begun filling back up.

Discussion occurred on the goals of recycling events, who would benefit most from the roundups, and what criteria and restrictions would be needed.

Discussion occurred on targeted cleanup and the staff time required to manage those events. It was also noted that JPD's impound lot is full, but they are actively working on solutions that require additional resources.

Ms. Koester explained another option would be an incentive program which she indicated Committee members had shown interest on in the past.

Ms. Triem expressed support of putting a higher level of money, staff, and resources towards junk vehicle removal. She specified that she is not inclined to make it income-based.

Mr. Bryson and Smith expressed concerns with abandoned vehicles on public property or someone else's private property.

Mr. Smith shared that he's open to hearing other ideas. He would like to see a pilot for the incentive, but not commit to implementing a full program. He is concerned about not collecting revenue on these junked vehicles and would like to see citizens taking ownership of them.

Discussion occurred on what sort of penalties in place for abandoned vehicles in public places.

Ms. Woll expressed that she believes the assessment CBJ Law is doing to determine if changes in legislation are needed could expedite the process of disposing of abandoned vehicles. She expressed that this assessment is vital to the junk vehicle solution and requested that the PWFC wait for the assessment before looking for an alternative solution.

Mr. Bryson agreed that the PWFC should wait for the assessment before making a commitment.

Mr. Bryson shared his experience with having to junk nine abandoned cars on his property. He explained that some citizens may not have the funds and that an incentive could benefit those who can't deal with it similarly.

Mr. Bryson approved moving Source Control to the next PWCF Meeting.

V. PWFC 2022 ASSEMBLY GOALS

A. PWFC Milestones for 2022 Assembly Goals

Ms. Koester provided a brief update on the most recent hire of Dianna Robinson in the new Environmental Project Specialist position. She will be working on sustainability and zero waste planning, in which she has extensive experience in. Dianna's first day is November 14, 2022.

VI. CONTRACTS DIVISION ACTIVITY REPORT

A. August 5, 2022 to September 23, 2022 – No questions

VII. NEXT MEETING DATE

A. Next Regular Meeting will be November 07, 2022, at 12:10 PM.

VIII. ADJOURNMENT

The meeting adjourned at 1:14 PM.



Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: November 7, 2022

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Director Engineering and Public Works

FROM: John Bohan, Chief Engineer

SUBJECT: Funds Transfer to Hospital Drive Waterline CIP

Staff requests the transfer of \$200,000 to the Hospital Drive project. This funding request is to facilitate making the waterline connections to both ends of the new water system that is routed through the Bartlett Regional Hospital (BRH) Campus and down Hospital Drive to Glacier Highway. The secondary water feed to the Mendenhall Valley runs through the Bartlett Campus, down Hospital Drive and feeds out Glacier Highway to the Valley. The existing water pipe being replaced runs through the proposed footprint of the new BRH Emergency Department Addition (ED) project – anticipated to begin construction in 2023. This requested funds transfer will allow for the new water system to be completed, which relocates the water in the roadway, away from the ED addition and completes the water loop. Bartlett and the Water Utility are sharing costs of the project, with the Water Utility share being two-thirds of the project costs. The BRH contribution already exists in the Hospital Drive CIP, where the recent BRH campus roadway and utility improvements have been funded.

Staff requests the \$200,000 of Water Utility funds be transferred to the Hospital Drive CIP (R72-141) from the Douglas Highway Water CIP (W76-061). The work on Douglas Highway Water is completed and the CIP is awaiting closeout.

Action Requested

Staff requests the above transfer of \$200,000 be forwarded to the full Assembly for approval.



Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: November 7, 2022

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Director Engineering and Public Works

FROM: John Bohan, Chief Engineer

SUBJECT: Cedar Lane Reconstruction CIP Funds Transfer

Staff requests the transfer of \$320,000 to the Cedar Lane reconstruction project. During design, additional storm drainage infrastructure was found to require greater repairs and improvements than initially anticipated and estimated. Additionally, the project estimate has increased due to supply chain issues, freight cost increases, and other economic factors that have contributed to the significant cost escalations continuing to affect construction projects.

These funds are requested to be transferred from the Meadow Lane Reconstruction CIP (R72-149) to the Cedar Lane Reconstruction CIP (R72-150). Construction work on Meadow Lane was completed this fall, with minor punch list items remaining and project closeout to occur in the spring of 2023. After the transfer, the Meadow Lane CIP will retain adequate funding to complete the remaining work and close the project out.

Action Requested

Staff requests the above transfer of \$320,000 be forwarded to the full Assembly for approval.

Juneau Coordinated Transportation Coalition (JCTC)

Department of Transportation FY23 Human Services Grant

JCTC includes partners that provide transportation to seniors and people with disabilities including CBJ, transportation companies and social service agencies.

Key Activities

- Juneau Coordinated Human Services Transportation Plan (2020)
- Prioritize projects for the annual DOT Human Services Grant

JCTC Human Services Grant Process

1. Funding nomination forms submitted to CBJ - Oct. 27, 2022
2. JCTC Public meeting held October 28, 2022 to vote on priorities
 - 5 attendees
 - 1 project submitted and selected
 - **FY23 Project: SAIL Replacement ADA Taxi**
3. Public Works & Facilities Meeting November 7, 2022
4. CBJ Assembly: Resolution November 22, 2022
5. DOT Human Services Grant Deadline December 9, 2022

FY23 Grant Funding Request

Prioritized Project

SAIL: Replacement ADA Taxi

SAIL requests support to pursue grant funding to replace a well-used 2019 Toyota Sienna that has more than 95,000 miles. This vehicle will be needed to continue to support the 500 local residents and an additional 1500 riders during tourist season that need this type of transportation. It is expected that the grant funding process and finding a vehicle may take 1-2 years.



Recommended Motion

Move to recommend a resolution supporting the SAIL Replacement ADA Taxi for the FY23 DOT Human Services Grant for the November 22, 2022 Assembly meeting.

The Juneau Coordinated Transportation Coalition (JCTC), Juneau's Coordinated Human Services Transportation Provider Coalition, invites funding prioritization requests from member agencies for transportation projects.

For FY23 Grants for Capital Projects (money available on or after July 1, 2023): Capital projects in transit include both capital to purchase (or retrofit/rebuild) a vehicle, to purchase transportation assistance devices, and funds for “purchased transportation services,” whereby a grant pays for the purchase of rides on public transit for the clients of a human services agency.

PLEASE EMAIL FUNDING PRIORITIZATION REQUESTS to Scott Ciambor at the City and Borough of Juneau Community Development Department.

Email to scott.ciambor@juneau.org

Requesting Agency Information:

Agency: Southeast Alaska Independent Living, Inc. (SAIL)

Contact Person: Joan O'Keefe Phone: 888-487-0987

Email: jokeefe@sailinc.org

Title/Description of Funding Request: Capital Request: Replacement ADA Taxi
(The use and type of the vehicle or other capital purchase your agency seeks funding for)

Question 1) Can Capital Transit/CapitalAKcess currently meet the needs of the requesting agency's project?

Answer: No. The Accessible Taxi program is a compliment—not a replacement—to the valuable services provided by both Capital Transit/CapitalAKcess and fills a “special” niche for riders who are unable to plan ahead to schedule transportation through CapitalAKcess (i.e., sudden illness); those living outside the Capital Transit/CapitalAKcess boundaries; those who need transportation before or after the scheduled hours of operation or on holidays when Capital Transit/CapitalAKcess do not run; or for those who need a priority ride because of a frail medical condition (i.e., dialysis patients). Additionally, when snow/ice conditions limit Capital Transit/CapitalAKcess routes and/or ice and snow cause barriers to sidewalks, bus shelters, and private drives, often taxis can still access the pickup.

Question 2) Does the requesting agency serve persons with disabilities? Beneficiaries of the Alaska Mental Health Trust? (Persons suffering from dementia, TBI, persons with developmental disabilities, persons with mental illness, and persons who experience chronic substance abuse.) Please describe clients who will use this transportation, including approximate numbers served per year.

Answer: In FY22, SAIL served 1200+ seniors and people with disabilities 500 who reside in Juneau. Approximately 50% of SAIL consumer beneficiaries of the AMHTA. That said, anyone can request the ramp-equipped taxi, they do not need to be a voucher program participant or a SAIL consumer.

Our vendor, Juneau Taxi, provides several thousand trips per year in the accessible cabs. Fifty different individuals who need the ramp or low riding feature of the ADA cabs use it regularly. During tourist season ~1500 individuals who need the lift or low riding feature also receive rides.

Question 3) Describe these clients' specific social service, treatment, or medical and transportation needs to be addressed by this request.

Answer: Seniors and people with disabilities use the lift-equipped taxi for the full gamut of transportation needs including medical appointments, to receive social services, obtain groceries, visit friends and family, recreate, and do errands. For individuals who need the ramp or low riding feature and live outside of Capital Transit/CapitalAKcess boundaries, need rides outside of transit hours, cannot plan ahead, need rides on holidays when does not operate or when winter conditions limit routes, an accessible taxi may be their only transportation option.

Question 4) How much would your project cost? What type of vehicle do you wish to purchase and would it be used or new? If you want "purchased services" please estimate the number of hours of service per week or month that clients would be using transportation services.

Answer: Earlier this month, Schetky NW, one of the vendors we have used, reported an ADA vehicle similar to what we are looking at sold for \$76,703. Estimated shipping to Juneau is \$2,000 or \$78,703. Adding 6.5% for inflation, we estimate \$84,000 delivered to Juneau. SAIL plans to request \$67,200 in grant funds matched by \$16,800 (20%) from the taxi vendor. ADOT&PF strongly discourages applying for used vehicles. Consequently, this request is for a new vehicle.

Our taxi vendor has tried many different makes and models over our 15+year partnership. We are looking to purchase another Toyota Sienna with a side entry and ramp, or something similar.

Question 5) These projects may require local match funds. Is your agency able to provide the cash match to buy the vehicle?

Answer: Gratefully our taxi vendor, Juneau Taxi and Tours, has a long history of providing the required 20% match and has agreed to do so once again.

Question 6) You must guarantee that you will share the vehicle in case of a public emergency in the community. In the absence of such an emergency, can you offer any way that other

human service agencies in Juneau could realistically share the use of the vehicle you requesting? Explain why, how, or why not.

Section E, Item 5.

Answer: Yes, we can guarantee these vehicles will be shared in an emergency. These vehicles need to be available 24:7 as a taxi or a back-up and therefore would not be available for use by other human service agencies (except when they call for a taxi!)

Question 7) Is this request for a NEW vehicle that will be ADDED to your fleet, or is it for REPLACEMENT of a vehicle currently in your fleet? This is a replacement ADA taxi.

If the request is for a replacement vehicle, please describe the vehicle it would replace (age, miles, condition).

Description of vehicle to be replaced: Last year SAIL requested and was recently awarded a replacement vehicle for our 2014 3-season Sprinter taxi. Should our FY24 request be approved, we will replace a 2019 Toyota Sienna which currently has ~95,000 miles. The earliest funds would be available through ADOT&PF is July 1, 2023. This current year grant awards did not go out until October and then it's common for order and delivery to take more than a year. Given this timeline, the vehicle we are seeking to replace will likely have 200,000 miles on it. ADOT&PF estimates the useful life @ 100,000 miles.

Additional Comments: Thank you for your consideration!

Process to review and prioritize funding requests:

The JCTC will meet with community stakeholders during a Community Transportation Needs Assessment (CTNA) meeting to hear brief presentations from each member agency on their funding requests. Although the goal of coordinating transportation services will best be met if the agencies present at the CTNA are able to reach consensus on project prioritization, a vote on prioritization may be necessary. In this event, each participating stakeholder agency will be allowed one vote each on prioritizing capital and purchase-of-services projects.

Each agency request selected as a priority will need to write and submit their own grant application to the AK DOT&PF Transit Office (Deadline: December 9, 2022). Each agency whose request proceeds forward to a state grant application MUST have registered with the State as either a New Applicant or register (or renew your information). You can read more about the state process, state timeline, and grant qualifications online at: http://www.dot.alaska.gov/stwdplng/transit/hs_application_info.shtml Please notice that no human service agency may apply unless the agency's request has been set as a priority under a local process, including a local government official resolution listing the agency's project as a community priority. The City and Borough of Juneau (CBJ) Assembly serves this function for the coordination of human services and public transit in Juneau. The priority recommendations from the JCTC will be forwarded to the CBJ Assembly for formal adoption by resolution in November 2022.



**JUNEAU COORDINATED
TRANSPORTATION COALITION MEETING
OCTOBER 28, 2022**

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

DATE: October 28, 2022

ATTENDANCE: JC Harris, Juneau Taxi; Marianne Mills, Catholic Community Services; Denise Guizio, CBJ, Joan O'Keefe, SAIL, Scott Ciambor, CBJ

Agenda & Minutes

Project Review and Rank & Next Steps

Joan O'Keefe describes the replacement ADA taxi request. Given the use of the current ADA taxis with over 50 routine passengers and the increase of rides needed during cruise ship season (up to 1500), the goal is to start the process of getting a replacement in place. It could take up to two years to fund and find the vehicle and the current taxis are seeing high mileage, more frequent repairs.

Denise asks about the level of funding request and timing of expected receipt of the grant. Cautions that it might be good to build in inflation numbers for now and also the expected time of receipt which could be 2, 3 years. CBJ public works recently ordered three paratransit vehicles that had 55% increase. Joan said they figured in 6.5% but will have time to work with DOT on final inflation projection prior to final grant application submittal in December.

Denise asks about type of vehicle, number of passengers. Joan notes a general idea of type of vehicle. JC notes the trick is to find one mini-van, side entry.

Marianne Mills, motion to make the JCTC top priority for the FY23 DOT Human Services Transportation grant the SAIL ADA Taxi replacement project. Unanimous approval.

Schedule Next JCTC Meeting – To Be Determined

Juneau Coordinated Transportation Coalition
Addendum 6.2: Prioritized Projects, 2023-24 (SFY23)

Please accept this as the 2022 Addendum to the CBJ 2020 Juneau Coordinated Human Services Transportation Plan.

The Juneau Coordinated Transportation Coalition (JCTC) and related agency representatives met during a public meeting on October 28, 2022 and voted to prioritize funding requests for submission in the SFY23 Alaska Department of Transportation and Public Facilities (ADOT&PF) Coordinated Transportation Grant funding. JCTC would like to addend the adopted 2020 priorities.

ADOT&PF requested that the JCTC prioritize projects in one funding request list. There was one proposal submitted by a JCTC member agency. The project is described on the following pages by the requesting agency.

The prioritized request is:

1. SAIL – Replacement ADA Taxi

JCTC members and representatives of interested agencies emphasized the importance of the taxi replacement in lieu of supply chain issues and length of grant funding process. All projects are strongly endorsed by JCTC member agencies that were in attendance at the JCTC meeting.

This will be an Addendum to the 2020 plan.



DATE: November 4, 2022

TO: Wade Bryson, Chair Public Works and Facilities Committee

FROM: Katie Koester, Director
Engineering & Public Works

SUBJECT: Best Interest Finding for Alternative Procurement for Eaglecrest Pulse Gondola Project

Executive Summary

Key characteristics of the Gondola Installation at Eaglecrest Ski Area support an alternative procurement method such as GC/CM (General Contractor/Construction Manager), also known as CMAR (Construction Manager at Risk). The complexity of the project, direct involvement of Eaglecrest staff, timing issues, working in an unpredictable environment, and long lead time needed for specialty contractors, all underscore the need for an alternative approach to the traditional design-bid-build method for construction. At their October, 2022, meeting, the Eaglecrest Board of Directors approved the use of GC/CM for this project. In accordance with Municipal Code [9.14 \(b\) \(6\)](#), use of an alternative procurement method requires Assembly approval via an ordinance. This memo requests PWFC to support alternative procurement for the Gondola installation and direct staff to work on an ordinance for Assembly consideration.

Background

Benefits of GC/CM

- Allows for qualifications-based selection of GC
- Allows contractor input on construction phasing and cost estimating from early in the design process
- Provides the ability to proceed with portions of work prior to 100% completion of project documents

Project Characteristics Relevant to GC/CM Approach

Complexity of Project – CBJ purchased a used gondola from a ski area in Austria with the intention of using a combination of used and new pieces to reinstall the gondola at the Eaglecrest Ski Area. Although the components purchased in Austria will be the backbone of the gondola, it will be reassembled in a configuration different from how it was installed in Austria and as such requires new towers, components, and a new control system. The use of mixed, modified, and/or fabricated components adds a degree of complexity to the design and installation that will benefit from bringing a contractor in early in the process.

Eaglecrest Direct Involvement – The installation of the gondola will require significant involvement of Eaglecrest staff and leadership – to what extent, we do not yet know. Eaglecrest has specialty equipment – such as snow cats, that will be necessary during installation. Eaglecrest staff, with experience in mountain construction, trail building, and local knowledge will be able to add value to the project, reduce costs, and increase efficiency. However, it is very difficult at this phase of the project to predict how much staff involvement will be needed. A GC/CM approach will allow for flexibility for Eaglecrest's contributions to the project.

Timing – Snow roads will be constructed to access some of the tower sites on steep and otherwise inaccessible terrain. This is the most affordable and environmentally friendly option. However, these roads will need to be constructed, and foundations for the towers installed, early in the project timeline. CBJ needs to engage a contractor soon in order to allow time to obtain construction materials and be ready to go once

the snow road is open. A hostile weather environment will also mean inherent and unexpected design risk. GC/CM procurement will allow the contractor and CBJ to share that risk.

The successful installation of the gondola, and the new control system, will require contractors and workers with a unique and specialized skill set. These specialized contractors (Ropeway, Controls, etc.) are in high demand and are usually booked a year in advance. CBJ needs to get a contractor on board early in the design process to get on their schedules.

In conclusion, establishing an early collaborative relationship with the general contractor, subcontractors, specialists, and Eaglecrest staff will ensure that the completion of the design work and consequent construction efforts will maximize the value of construction work in the limited seasonal construction windows, optimize the value that Eaglecrest staff and equipment can contribute to the project, and minimize contractors' inherent risk in a project of this nature.

Action Requested

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

Additional Information:

- National Institute of Governmental Purchasing (NIGP): [*Public Procurement Practice: Selecting the Appropriate Construction Project Delivery Method.*](#)
- Design-Build Institute of America (DBIA): [*Choosing a Project Delivery Method: A Design-Build Done Right Primer.*](#)
- [CBJ Charter](#) Section 9.14 – Competitive Bidding



TO: Chair Bryson and Public Works and Facilities Committee
FROM: George Schaaf, Director of Parks and Recreation and Katie Koester, Director of Public Works and Engineering
DATE: November 7, 2022
RE: EV Charging Stations & Basin Road Update

At the September 26, 2022, Public Works and Facilities Committee (PWFC) meeting, staff provided an update on Electric Vehicle (EV) Charging Planning and Infrastructure with specific discussion on the Basin Road charging station and parking management. PWFC agreed with the staff recommendation for passive management of EV parking space usage.

The purpose of the memo is to provide answers to questions that Assembly members posed on this topic at the September 26th PWFC meeting as well as to provide an update on citizen feedback.

Questions from the committee at the September 26th meeting included:

1. Parking Planning – Parks and Recreation and the Manager’s Office are working on ideas for management of off-street parking in the downtown core. The work does not include a broader parking master plan.
2. Enforcement at the Basin Road Parking Lot – The cost of hiring a security service to enforce parking, similar to what is done at other lots and the parking garages downtown is prohibitively high. JPD Community Service Officers can enforce management of the EV Charging spots on occasion in the Basin Road parking lot when they are in the area.
3. Hours of Use for the Parking Spaces – Staff met at the Basin Road parking lot on Monday, October 3rd with a few residents that use the lot and since then have received written public comment regarding the chargers and management of the lot. (The comments are attached to this memo.) Staff received public feedback on the proposed hours of use for actively charging vehicles and will modify the hours. The signage will be changed to allow all vehicles to park in the spaces from 8 p.m. – 8 a.m. (nighttime), and only actively charging vehicles to park in the spaces from 8 a.m. - 8 p.m. (daytime).



November 2, 2022

Wade Bryson, Chair
Public Works and Facilities Committee
City/Borough of Juneau

Re: Comments of JEVA/AKEVA on 8th St and Basin Rd charging stations

Chair Bryson and Assemblymembers:

The Juneau Electric Vehicles Association (JEVA) is a chapter of the nationwide 501(c)3 non-profit Electric Vehicle Association founded in 1967. The Alaska Electric Vehicle Association (AKEVA) is an Alaska 501(c)3 non-profit founded in 2019 whose purpose is to advocate for and educate about EVs; support and facilitate development of charging infrastructure; aid in development and implementation of policies to accelerate EV adoption; and foster and demonstrate stakeholder unity in support of EVs. Our organizations work together to advance EVs in Juneau and across Alaska.

Over the years our organizations have worked to install and maintain many of the public AC Level 2 and DC Level 3 Fast Chargers in Juneau that form a minimal “safety net”. Through this experience and the professional experience of our volunteers we have worked to answer questions in the Juneau context such as, “What charging infrastructure does Juneau need at this moment to continue growing its EV population?” and “How can we efficiently and cost-effectively build and maintain that infrastructure?” and “Where should charging be located?”

In considering these questions and speaking with Juneau residents (current and potential EV owners), it is clear that there are still charging gaps for certain populations in Juneau. With the vast majority of charging occurring at home, one gap for residents are those who cannot utilize home charging such as residents that live in apartments/multi-family dwellings or whose home does not have off-street parking.

Through community resolution in the Juneau Climate Action Plan (JCAP) and Juneau Renewable Energy Strategy (JRES) and the direction of the Assembly over the years, both in general and financial support, the City/Borough of Juneau (CBJ) has been key in facilitating early EV adoption. To continue making progress toward the goal of electrifying transportation in Juneau, CBJ is a key partner for many reasons including two simple and pragmatic—landholdings and ability to receive grant funding.

In the last year EVs have recently received nationwide attention, increased consumer interest, and huge Federal funding to address EV infrastructure needs. These events have sparked a renewed community interest in addressing these charging infrastructure gaps for Juneau citizens and explore how to scale potential solutions to best address the future needs of an electrified Juneau.

Our organization has worked with CBJ to survey city property and areas in Juneau like The Flats and The Hillside neighborhoods downtown to begin finding solutions for residents who cannot utilize home charging. The public has provided many solutions found in publications online, but finding solutions and locations for Juneau that efficiently and cost-effectively meet all requirements is extremely difficult. 8th St and Basin Rd is one of the only locations in its area that was identified to meet the requirements.

All Juneau residents understand to the difficulties of parking downtown. It is an unfortunate fact of Juneau life. However, these longstanding parking issues are entirely unrelated to the community's progress on electrification. EVs are not eliminating parking spots, they are simply replacing the ICE vehicles that currently inhabit them.

The future of EVs is very bright. I look forward to Juneau working together to continue to be an example of EV success; supporting our clean low-cost local energy resources; and providing consumers a "fuel" cost savings at a time when fuel and the cost of living only seems to increase.

Thank you for your consideration.

Sincerely,



Devon Kibby
President, Juneau Electric Vehicle Association
Vice President, Alaska Electric Vehicle Association

devon@akeva.org

<https://www.facebook.com/juneaeuv/>
<https://www.akeva.org/>

Breckan Hendricks

From: Steve Behnke <steven.r.behnke@gmail.com>
Sent: Thursday, November 3, 2022 12:34 PM
To: Denise Koch
Cc: Michele Elfers; George Schaaf
Subject: EV charging at 8th and Basin

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I've followed the recent discussions about the new EV chargers at the 8th and Basin parking lot, and joined CBJ staff in a meeting there on October 3, and have a couple of comments.

First, I appreciate CBJ staff taking the time to address public concerns about the new chargers and parking opportunities.

Second, getting EV chargers into a couple of places where downtown residents without off street parking can charge EV's has been a long-time goal for the Juneau Commission on Sustainability, and an important part of implementation of the Juneau Climate Action Plan and the Juneau Renewable Energy Strategy.

Third, while it is unfortunate that there are limited opportunities for parking in areas like Star Hill and the neighborhood around Basin Road, there are even fewer opportunities for places where there is both parking and electricity available that make it feasible to install public chargers at a reasonable cost. The 8th and Basin parking lot is one of the very few such locations in this area.

While taking a couple of parking places for public EV charging may be an inconvenience for some people in the neighborhood without EV's, the absence of public chargers in these areas makes EV use impractical. If we want to support sustainability goals, we need to have these types of options for public EV charging.

Steve Behnke
 Chair, Energy Committee, Juneau Commission on Sustainability

From: [Morgan Johnson](#)
To: [Michele Elfers](#)
Subject: Re: EV Chargers
Date: Monday, October 17, 2022 12:59:41 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Ms. Elfers,

I am writing to express my concern for the impacts of residents of the Hillcrest building and Basin road due to the installation of Electric Vehicle (EV) charging stations.

As a resident of the Hillcrest building, parking in downtown Juneau is a struggle. This parking lot only has 15 spaces, and serves not only the over 20 residents of the Hillcrest, but also the surrounding homes on 8th street and Basin road. Before the installation of the charging stations, the lot was full every night, as well as all the side streets.

Adding these charging stations at this location is unnecessary and greatly impacts the local residents by removing 2 premiere parking spots. There is a need for more EV charging stations in Juneau, however, this location should not have been used.

When the city installed the other new charging stations, they were installed near public use, recreation areas - **not** residential areas where people need to park overnight. Parking is already at a premium in downtown - removing two spots in this area places an incredible strain on the already problematic parking situation.

The city did not make a good faith attempt at informing residents of the potential implementation of EV charging stations in this parking lot. I never received any mailers, emails, or other forms of outreach that would have allowed me (or others) to make a comment on the plan.

Now that they have been installed, people without EVs can no longer park there overnight. Out of necessity, people with traditionally powered vehicles park in the spots overnight, many of whom leave early in the morning.

Having these two spots reserved for EV charging 24/7 only assists those fortunate enough to have an EV. Those with EV vehicles are generally of higher economic status as they are newer vehicles - not everyone is in a position to purchase an EV. The reservation of spots for those only with EVs discriminates against those who cannot afford an EV.

This decision clearly shows the city favors individuals of a higher economic status.

These two spots are essentially paid parking spots - if you can afford an EV, you can park there. It takes away from the already limited free public parking in downtown Juneau, decreasing access, in this case, to being able to park near your dwelling if you're of a lower economic status.

In order to mitigate traditional vehicle owners from parking in the EV only space, the city is proposing to turn the lot into a paid parking lot - which would further decrease free parking access for residents.

Implementing a fee for this parking lot to deter people from parking in the EV spots benefits one group - EV owners. Charging individuals to park in this lot benefits EV users at the expense of everyone else. The city is supporting one small group at the expense of Juneauites at-large.

Additionally, these charging stations are free to use. Those with EV's can charge up their vehicle at no financial cost to them - which is a great perk to owning an EV. But, this free fuel is not without cost. Charging these vehicles puts stress on Juneau's fragile electrical grid. With more and more EV's coming online, the stress will only increase, and as the city offers more free charging stations, the city will need to pay for the cost of the electricity used.

Tax payers contribute a lot of money to city funds - Funds that are used to maintain the electrical grid. EV owners not only get free fuel for their day-to-day life, but also burden all Juneau taxpayers with the cost of fueling their vehicles.

Why should those who cannot afford an EV pay to fuel those who can? This is a great example of systematic oppression - the rich getting richer and the poor getting poorer.

Understanding the stations are here to stay, a solution would be to allow charging **only** during daytime hours (8 am - 8 p.m.). This would allow the spot to be available for others to park in overnight. During the hours 8 p.m. - 8 a.m., charging should **not** be allowed to give everyone, regardless of vehicle type, a chance to find a spot close to home.

Alternatively, if the city wants to take away two spots, it should find space to add two or more spots nearby. This could be constructed in the small green space adjacent to the parking lot. If the city wants to give EV owners 2 private spots, then it should do so equitably.

Overall, I find the lack of communication from the city with direct stakeholders disappointing. I will be talking with my neighbors and encouraging them to write letters to

inform you and other decision makers what our needs are.

I hope you will consider these alternatives and take a more active role in informing residents of changes that directly impact them. Come down from your ivory tower once in a while and see how the other half lives.

Sincerely,

Morgan Johnson

On Tue, Oct 4, 2022 at 2:32 PM Michele Elfers <Michele.Elfers@juneau.org> wrote:

Hi Morgan,

Just reaching out after our meeting at the parking lot last night. Please feel free to pass on my email and phone number to residents in your building or neighborhood that want to comment or ask questions. Right now we are planning on bringing this issue to the PWFC on Monday, November 7. Topics that will be brought to them include hours for EV charging, signage and Community Service Officer enforcement. There may be others as well as we hear from more community members and talk to JPD.

Thanks,

Michele

Michele Elfers

Deputy Director

Parks & Recreation

Ph: 364-2390



Source Control – What is it? Why does it matter?

Brian McGuire

10/7/22





Mendenhall Plant Our Problem

- Per capita organic loadings are very high— ***over twice what is expected*** for normal domestic wastewater.
- High volume during storm events.
- As loads and volumes increase, so do:
 - COSTS
 - energy
 - materials (chemicals)
 - biosolids (shipping and disposal)
- *Source control reduces costs.*





Source Control

- Source Control is a program that works to limit *non-domestic waste* substances placed in the sewer.





Why are we working on Source Control?

- In March of 2021, CBJ was issued a **Compliance Order by Consent by ADEC.**
- From September 2015 to March 2019
 - DEC identified 55 effluent limit exceedances at the Mendenhall plant
 - DEC identified 31 effluent limit exceedances at the JD plant



The other “why”

Because it's the RIGHT THING TO DO!!!

- Source Control program's objectives are
 - To protect the sewer infrastructure from corrosive and other damaging materials
 - To protect treatment processes from conditions which may cause permit violations
 - To protect the environment from toxic substances that cannot be treated or removed.
 - To protect sewer workers and the public from discharges to the sewers.

If you put in TERRIBLE stuff – it has a TERRIBLE effect on everything it touches!

So remove the terrible stuff on the front end!



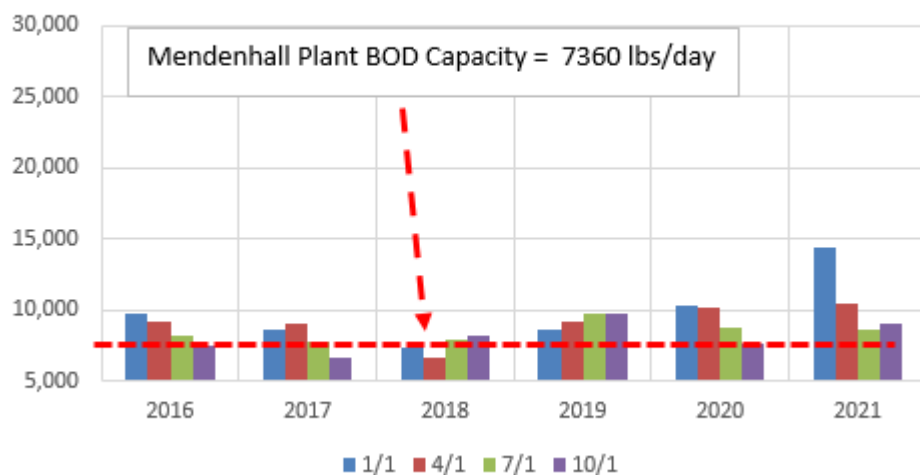
Data - MWWTP

- Mendenhall Issues and Root Causes
 - Way over design capacity and getting worse
 - Better find the source!

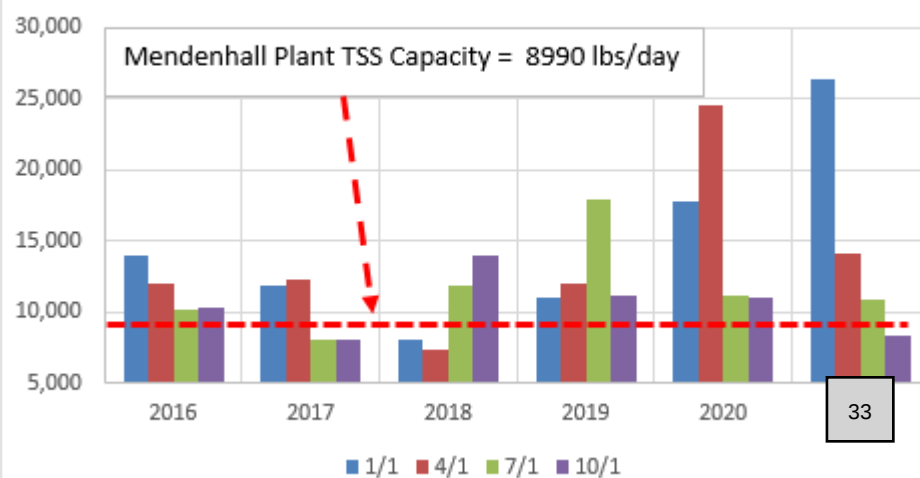
Quantity & Quality Problem



MWWTP lbs per day BOD



MWWTP lbs per day TSS





MWWTP Ind. Users

- The Industrial Users Survey was completed in 2021
- Identified likely sources for Mendenhall issues.
 - Organic Loading (BOD and TSS)
 - Capitol Disposal Landfill
 - Alaskan Brewing Company
 - Bartlett Regional Hospital
 - Major Food Service Facilities
 - Costco
 - Fred Meyer
 - Super Bear IGA
 - Safeway
 - FOG Loading
 - 138 food service facilities in the Collection area





FOG and FSE's

FSE = Food Service Establishment

FOG = Fats, Oils & Grease

- Utility Action Items:
 - Education on FOG impacts to Utility via outreach.
 - Communication of the following:
 - The CBJ has FOG requirements
 - FSEs need to have a Grease Removal Device (GRD)
 - CBJ Code 75.02.080 - Use of public sewers; regulations
 - FSE's must clean it regularly with pump outs
 - They must keep records of the cleanings
 - CBJ will enforce this if needed.
 - Help establish a Pumper Program
 - Start tracking FOG Cleaning as a line item in Work orders.
 - Establish a FOG Inspection Program



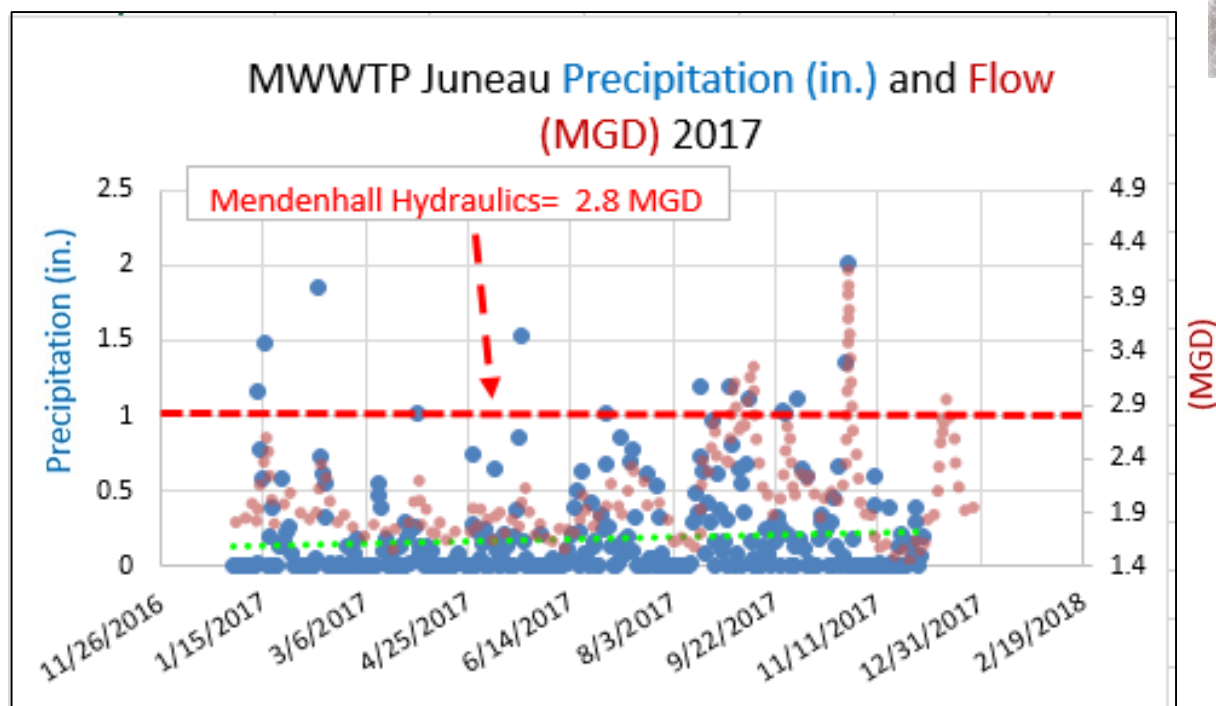
Data - MWWTP

- High Flow

Generally follows precipitation

Root Cause: Infiltration and Inflow (I&I)

Quantity Problem





Precip Infiltration

Inflow and Infiltration (I&I) abatement

- Potential Sources
 - Leaking Infrastructure
 - Storm Water piped to Sanitary sewer
 - Businesses
 - Homes
- To stop it, we have to find it. How?





Precip Infiltration

- The Plan

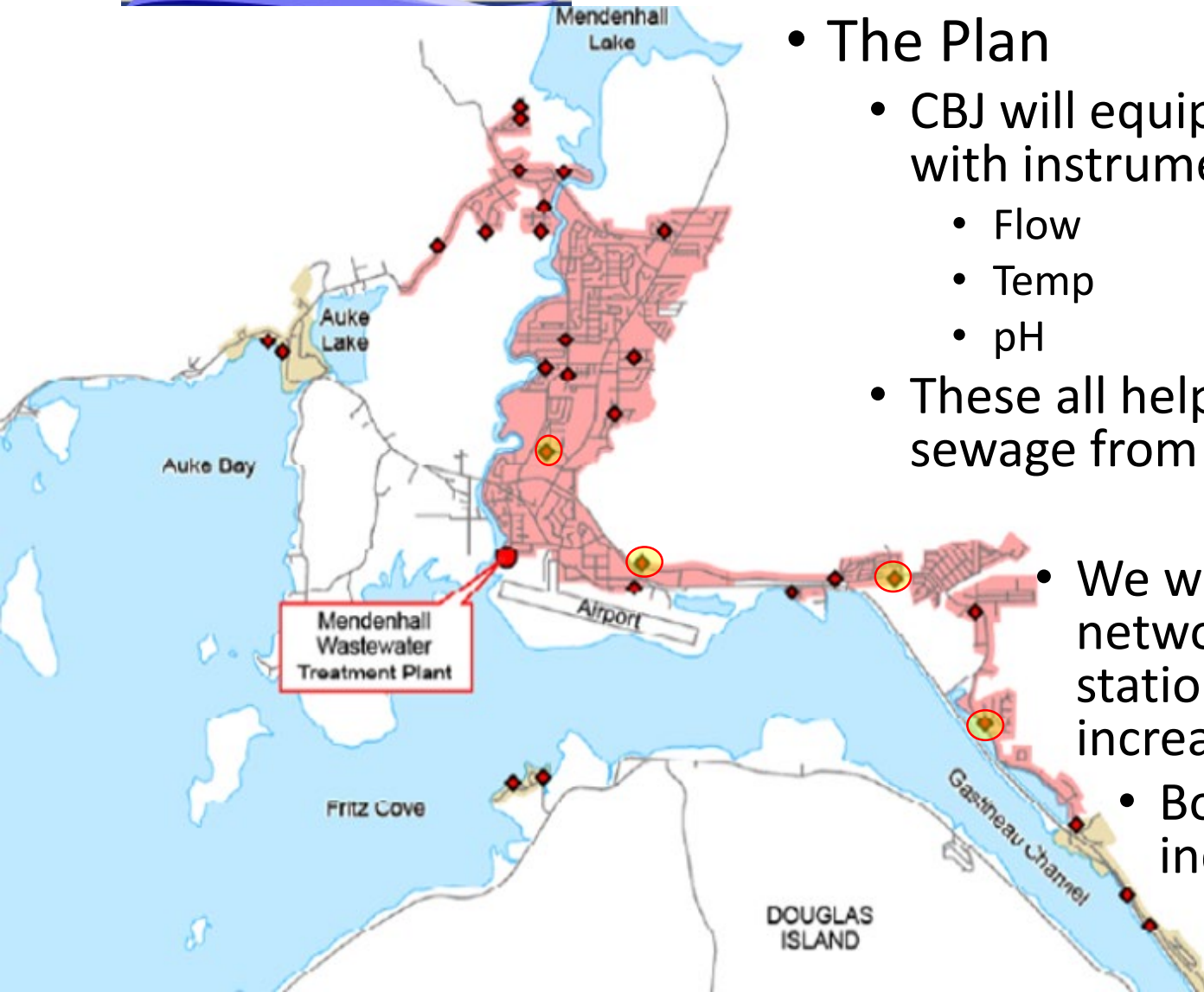
- CBJ will equip key liftstations with instruments: ○

- Flow
- Temp
- pH

- These all help distinguish sewage from stormwater.

- We will also engage a network of weather stations to match flow increases to rainfall.

- Both occurring indicate I&I.





We'll keep you updated!!



Engineering and Public Works Department
 155 South Seward Street
 Juneau, Alaska 99801
 Telephone: 586-0800 Facsimile: 586-4565

MEMORANDUM

DATE: November 4, 2022
TO: Chair Bryson and Public Works and Facilities Committee
FROM: Katie Koester, Engineering and Public Works Director
SUBJECT: Update on Juneau North Douglas Crossing

The purpose of this memo is to summarize project and the public outreach process of the Juneau Douglas North Crossing (JDNC) Planning and Environmental Linkage (PEL) Study, as well as the Northwest Douglas Sub-Area Study. Both of these studies are contracted to DOWL Engineering. There is a robust [project website](#) that contains technical details on the project, the time line, process and opportunity to comment. PWFC will also be taking public comment at this meeting.

PEL Process Overview

The PEL process is used by government agencies to identify and evaluate the Purpose and Need (P&N) of a project and to recommend alternatives. The PEL process does evaluate a no-build option if it suits the P&N. The PEL process provides opportunities and public input and involvement, and the analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

Active Stage of the PEL

Currently, DOWL is evaluating and screening crossing corridors that were identified in July of 2022 by the PEL Technical Advisory Committee (TAC) and the Stakeholder Advisory Committee (SAC) at the Alternatives Development Workshop. Here is a list of the workshops and public outreach that has been conducted regarding the JDNC PEL:

1. April 25, 2022 - TAC Meeting No. 1, online
2. April 27, 2022 - SAC Meeting No. 1, online
3. May 11, 2022 - PEL virtual open house, online
4. July 19, 2022 - TAC & SAC Alternatives Development Workshop, in-person, Juneau, AK
5. September 17, 2022 - Pop-up listening sessions, Eaglecrest Ski Area and Vintage Park, Juneau, AK
6. September 27, 2022 - Meeting and update to North Douglas Neighborhood Association, in-person
7. October 26, 2022 - Meeting and update to Bonnie Brae Neighborhood Association, in-person
8. November, 2022 - TAC & SAC Alternatives Development Workshop, in-person, Juneau, AK
9. December 12, 2022 (scheduled) - PEL open house No. 2, in-person, at the JAHG, Juneau, AK

North and West Douglas Sub-Area Study

To supplement the PEL process and study, DOWL was contracted to perform a “sub-area study” on the North and West Douglas Island area. This study is not an area or neighborhood plan, but rather a compilation of existing data, professional opinions on development possibilities, and potential land-use scenarios. Currently, DOWL has performed meetings with local developers and engaged with stakeholders such as Goldbelt, National Forest Service, Eaglecrest Ski Area, and North Douglas Neighborhood Association, in an effort to better understand the potential and future options in that region of the CBJ. Currently, DOWL is working on their draft report for CBJ review. DOWL is scheduled to provide an update to PWFC on the sub-area study at the January meeting.

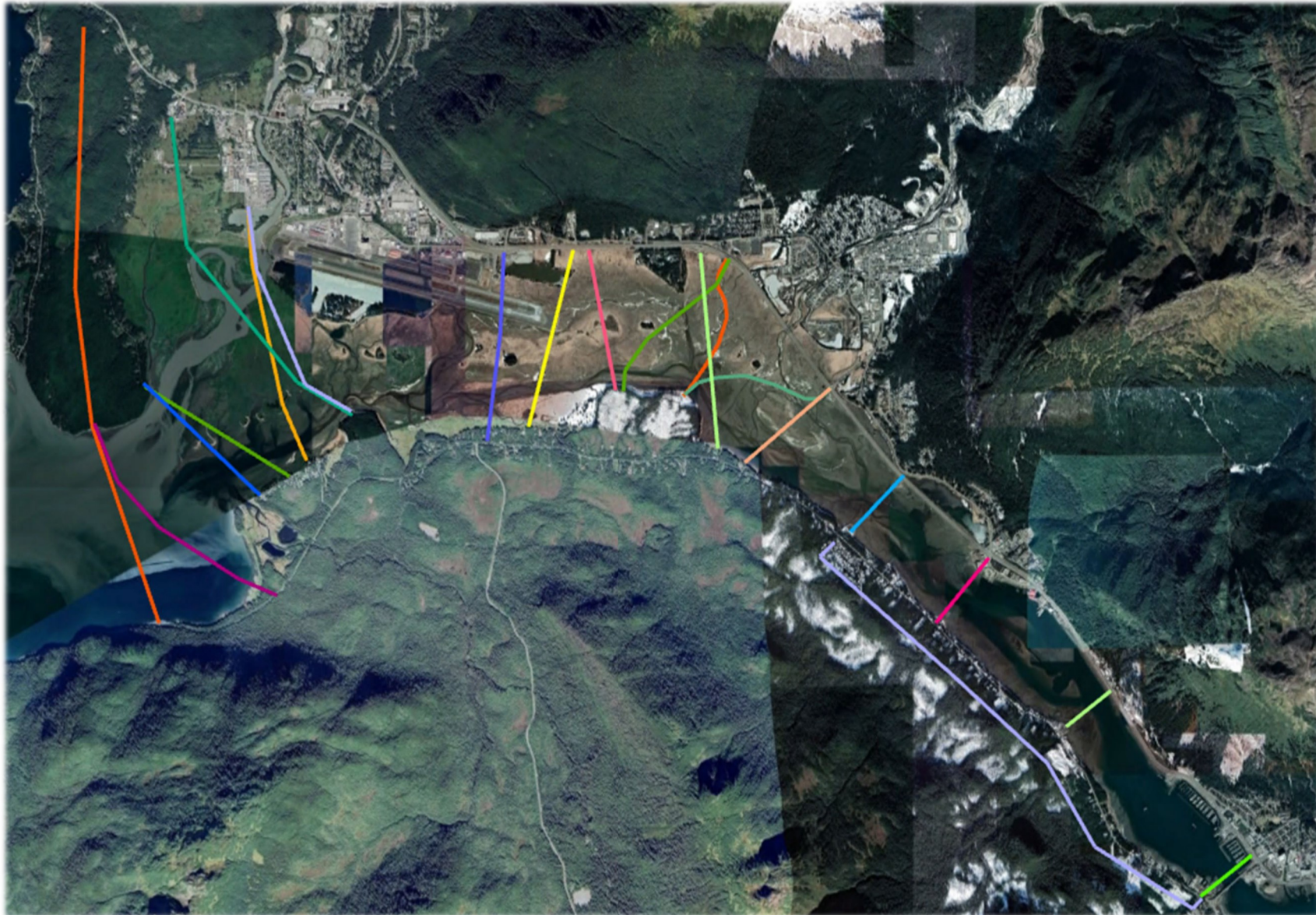
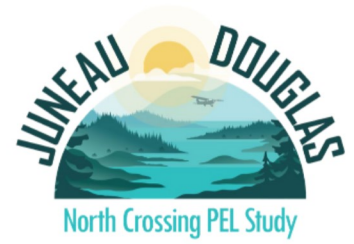
Grant Opportunities

One objective of the PEL is to set the project up with enough preliminary data to be able to apply for funding opportunities. As you are aware, this project has \$7 million in a Senate appropriations bill for environmental (NEPA) and some design. This funding will not be secured until its final passage, which could happen sometime in the spring of 2023. We have estimated that the project needs an additional \$13 million to get through final design. There are a couple of large grant opportunities out there that could be a good fit for the next phase of the project, RAISE and the Rural Surface Transportation Grant Program. I will be working with our lobbying firm, Blank Rome on vetting those opportunities in anticipation of an application in 2023.

Enc:

Ideas for Crossing Locations

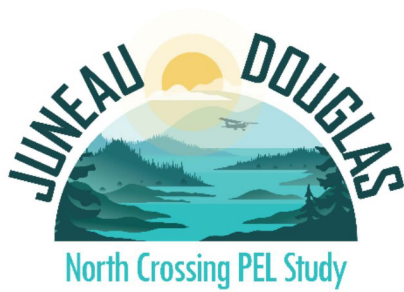
PEL Fact Sheet (September 2022)



**IDEAS FOR
CROSSING
LOCATIONS
WE HAVE
HEARD
SO FAR**



State Project No. SFHWY00299
Federal Project No. 0003259



September 2022

PEL STUDY FACT SHEET

Study Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

Study Area

The study area is between mainland Juneau in the area north of the existing Douglas Island Bridge.



PEL Study Schedule

SPRING 2022



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes

SUMMER / FALL 2022



Evaluation Criteria, Develop & Screen Alternatives

Identify Crossing Alternatives and Develop Screening Criteria

WINTER 2022 / 2023



Evaluate, Refine, & Select Alternatives

Preferred Alternatives, Screening, Draft PEL Study

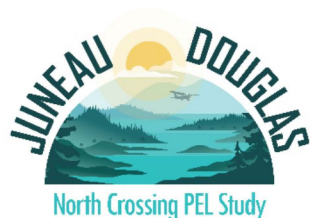
SPRING 2023



Finalize Documentation

Public Comment Period (30 days) and Finalize PEL Study





WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY AND WHAT ARE THE BENEFITS?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

How can I get involved?

- Contact the PEL study team: JDNorthCrossing@dowl.com
- Visit the PEL study website at: www.JDNorthCrossing.com
- Sign up to receive study update emails from the website
- Participate in Public Meetings, information available on the website

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Points of Contact

Marie Heidemann
DOT&PF Project Manager
(907) 465-4477

Nina Keller
DOWL PEL Assistant Project Manager
JDNorthCrossing@dowl.com
(907) 562-2000

Irene Gallion
CBJ Liaison
(907) 586-0753

For the latest updates and additional information about the study, visit:

www.JDNorthCrossing.com

PWFC Action Items to Advance 2022 Assembly Goals 9.26.2022 Progress Report

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

Implementing Action Item	PWFC Action	9.26.22 Progress Report
<u>3c. Long term strategic planning for CIPs</u>	Committee work to engage in Big Picture Capital Project Planning; build on Legislative Priority List process.	9.26.2022 Starting Legislative Priority List process
<u>3f. Maintain Assembly focus on deferred maintenance including BRH and JSD;</u>	Do committee work so that Assembly can increase funding for deferred maintenance.	11.4.22. Assembly increased commitment to deferred maintenance in 1% that passed in October.

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

Implementing Action	PWFC Action	
<u>5a. Develop a zero waste or waste reduction plan</u>	Establish framework for stakeholder engagement; Define goals for composting and level of municipal involvement	11.7.22 1) Hired a new Environmental Project Specialist, Dianna Robinson, with extensive experience in zero waste. She'll start Nov 14. 2) Congressionally Directed Spending Request for \$2.5M municipal composting facility included in Senate appropriations bill.
<u>5b. Develop strategy to measure, track and reduce CBJ energy consumption.</u>	Support and follow efforts of Facilities Maintenance to implement an Energy Management and Information System (EMIS)	5.02.22 Presentation from Building Maintenance
<u>5c. Implement projects and strategies that advance the goal of reliance on 80% renewable energy sources by 2045</u>	Do committee work on Green House Gas (GHG) Emissions data collection/ measuring initiative to ensure a useful metric the Assembly can support	8.08.22 Staff work underway with Dynamhex for community wide GHG emissions measurement tool.
	Define CBJ's role in providing EV charging infrastructure and electricity to the community. Support efforts to continue building the EV charging network to provide convenient and affordable EV charging for the public and to lay the groundwork for applying for grants.	11.7.22 1) Installed new EV chargers at 5 locations this summer. 2) Prodded AEA to hold workshop in Juneau, which was held on 11/3. NEVI Phase 1 will focus on the Railbelt. However, there will be competitive grants as well. However, the federal gov has not yet issued guidance or grant applications. AEA likely to hold more workshops once the guidance is issued. Could be potential for regional plans or coordination through SE Conf. 3) Electric Buses - Received 2020 No Lo Grant for 7 buses on 10/24. Ordered 7 new 35 ft. Gillig buses the same day! Then takes 16-24 month for delivery. 4) Dock Electrification - Assembly passed \$2.6 to advance. CBJ is also awaiting a new port electrification grant to be released soon for application.
<u>5d. Develop climate change adaptation plan</u>	Review "Juneau's Changing Climate & Community Response"	8.08.22 Report released: https://acrc.alaska.edu/docs/juneau-climate-report
<u>5e. Develop strategy to reduce abandoned/junked vehicles.</u>	Do committee work to support the Assembly in increasing funding for junk vehicle disposal, including possible incentives.	9.26.22. Guidance requested on junk vehicle next steps (round up, targeted removal, incentives).

MEMORANDUM



TO: Katie Koester
Engineering & Public Works Director

FROM: Caleb Comas
Contract Administrator

Date: November 4, 2022

SUBJECT: Contracts Division Activity
September 23, 2022 to November 3, 2022

Current Bids – Construction Projects >\$50,000

BE22-127	JNU Rehabilitate Access Road	NTP issued on 10/4/2022 to SECON for \$2,272,463.
BE22-108	Glacier Fire Station M/E Upgrades & Juneau Fire Station Generator Replacement	NTP issued to Dawson Construction, LLC on 10/12/22 for \$1,890,770.
BE23-042	BRH MRI & CT Replacement	NTP issued to Cornerstone General Contractors on 09/29/22 for \$2,329,698.
BE23-123	Teal Street Reconstruction	Bids due December 1, 2022. Engineer Estimate \$1.8M-\$2.0M.
BE23-120	Cedar Drive Pavement Drainage & Utilities Improvements	Bids due December 6, 2022. Engineer Estimate \$1.2M-\$1.5M.
DH23-010	Statter Harbor Phase IIIC – Restrooms and Covered Shelter	4 Bids received on 10/21/22, Award in progress to Dawson Construction for \$1,578,494.
BE23-024	Savikko Park Improvements	2 Bids received on 11/02/22, Award in progress to Admiralty Construction for \$923,310.
BE23-163	Kaxdigoowu Héen (Riverbend) School Water Damage Repair Phase II	Bids due November 15, 2022. Engineer Estimate \$250,000-\$300,000.

Current RFPs – Alternative Procurement

RFP E22-278	Construction Manager at Risk (CMAR) for the MWWTP SCADA Upgrades	NTP sent to Dawson Construction on 10/26/2022 for \$75,000.
RFP E23-156	Construction Manager at Risk (CMAR) for the BRH ED Addition & Renovation	3 SOQs received, 2 Vendors selected to propose on RFP E23-156b, proposals due 11/09/22.

Current RFPs – Services

RFP E23-030	Lemon Creek Reservoir Evaluation	NTP sent to PND Engineers, Inc. 10/17/2022 for \$41,560.00 .
RFP E23-129	BRH Parking Garage Study	NorthWind Architects, LLC, was the sole proposer, contract negotiations in progress.
RFP E23-034	JPD Drug Enforcement Addition Design	NorthWind Architects, LLC, was the sole proposer, contract negotiations in progress.
RFP E23-152	Marine Park Planning and Schematic Design Services	Four proposals received on 10/27/2022, under evaluation.
RFP E23-076	Design Services for Crow Hill Drive Resurfacing & Utility Rehabilitation	Two proposals received, awarded to DOWL, contract negotiations in progress.
RFP E23-136	Contract Administration and Inspection Services for Harris Street Reconstruction	Proposals due 10/5/22.

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

PA 3 to RFP E20-139(NWA)	Archeological Survey of the relocated Mt. Jumbo Trail	NTP issued to NorthWind Architects, on 10/27/22 for \$22,676.
AM 3 to RFP E21-181	CA&I for Capital Avenue	NTP issued to DOWL on 10/21/22 for \$22,952.50.
AM 2 to RFP E22-034	Design and CAI for JNU Parking Lot Improvements	NTP issued to DOWL on 10/11/22 for \$397,907.
AM 2 to RFP E22-250	CA&I for Meadow Lane Improvements	NTP issued to Homeshore Engineering on 11/03/22 for \$25,920.
AM 1 to RFP E23-076	Design for Crow Hill Resurfacing & Utility Rehabilitation	NTP issued to DOWL on 11/02/22 for \$146,130.
AM 2 to RFP E22-296	Design and CA for the Capital Civic Center	NTP issued to Northwind Architects on 10/31/22 for \$57,388.
AM 1 to RFP E22-276	Douglas Area Utilities Evaluation and Scoping	NTP issued to proHNS on 10/31/22 for \$23,334.50.
MR22-335	Culvert Replacement	NTP issued to Cheeseman Construction on 10/26/22 for \$55,500.

Construction Change Orders (>\$20,000)

CO 3 to BE20-268	Capital Transit Valley Transfer Station	Bonding letter issued on 10/21/22, \$74,950.
------------------	---	--

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

PA 3 to RFP E22-308(E)	East Valley Reservoir Hazard Trees & Channel Stabilization	NTP issued to Enco on 10/12/22 for \$24,500.00.
AM 1 to PA 2 RFP E22-308(E)	East Valley Reservoir Bailing	NTP issued to Enco on 10/11/22 for \$37,500.00.

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

PA 1 to RFP E22-274(N)	Gravel Pit Asphalt Dump Area Drainage Repair	NTP issued to North 40 Construction Corporation, on 10/10/22 for \$50,000.
------------------------	--	--

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

PA 6 to E22-205(ACC)	CBJ Park Bathroom Stall Doors and Partitions	NTP issued to AK Commercial Contractors, Inc on 9/19/22 for \$37,088.
PA 1 to E22-308(A)	MR22-332 North Douglas Water Leak Repair	NTP issued to Admiralty Construction, Inc. on 8/19/22 for \$50,000.

MR E20-139 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

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