



ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE AGENDA

April 21, 2025 at 12:10 PM

Assembly Chambers/Zoom Webinar

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

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

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

C. ROLL CALL

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES

1. March 17, 2025 - Regular Meeting

F. AGENDA TOPICS

2. Funds Transfer to On-route Charging (D71-091) from Valley Transit Center (D71-089) - Action Requested

3. Funds Transfer to Zero Waste Program CIP (D12-103) and Closure of RecycleWorks Consolidated Facility CIP (D77-001) - Action Requested

4. Funds Transfer Request of \$75,000 from P&R Deferred Maintenance CIP (P44-091) to DT/Glacier Mech/Elect Upgrades CIP (F21-041) - Action Requested

5. Water CIP Closeouts and Transfers to Fund Construction of Cope Park Pump Station (W75-070) - Action Requested

6. Lone Sailor Memorial Statue - Action Requested

7. Mendenhall River Drainage Outfall Culverts Update (Check Valves) - Information Only

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

9. CBJ Grant Strategy Update – Q3 FY2025 - Information Only

G. PWFC 2025 ASSEMBLY GOALS

10. PWFC Milestones

H. CONTRACTS DIVISION ACTIVITY REPORT

11. March 13, 2025, to April 11, 2025

I. NEXT MEETING DATE

12. May 5, 2025 at 12:10PM

J. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.

ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE MINUTES - DRAFT



March 17, 2025 at 12:10 PM

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A. CALL TO ORDER

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C. ROLL CALL

Members Present In-Person: Chair Hughes-Skandijs, Ms. Hall, Mr. Kelly

Members Present Via Zoom: Mr. Smith

CBJ Staff Present: EPW Director Denise Koch, EPW Deputy Director Nate Rumsey, Chief CIP Engineer John Bohan, Port Director Carl Uchtyl, Environmental Project Specialist Dianna Robinson, Grants Manager Ashley Heimbigner, Attorney Sherri Layne (Zoom), Streets & Fleet Superintendent Scott Gray (Zoom), Capital Transit Superintendent Rich Ross (Zoom), Administrative Officer Breckan Hendricks, and Meeting Clerk Kevin Allen.

Other: Janet Goodrich (Zoom) and Terra Miller-Cassman (Zoom) with Jacobs Engineering

D. APPROVAL OF AGENDA - no changes or comments.

E. APPROVAL OF MINUTES

1. February 24, 2025 - Regular Meeting - Approved with no changes.

F. ITEMS FOR ACTION

2. Draft FY2026 Six-Year Capital Improvement Program (CIP)

Director Koch explained that the Six Year CIP was first introduced in January. While the funding for the 'out years' is not yet secured, the plan still provides people with a clear sense of the city's long-term priorities and strategic direction moving forward.

John Bohan, Chief CIP Engineer, stated that the first year projects listed in the resolution are the most important, as they are what is being proposed to be funded by the FY26 budget. He said that this six-year plan is the City's and each department's roadmap for long-term projects. He explained the CIP process, which started in October, where engineering pinged all the departments for their priority lists and started to work with them on putting those together to get each department's comprehensive list of the current year funding and six year projects by December. Finance then did funding projections for next year's sales tax, which gave them funding allocations for the year, and in January, they drafted the CIP resolution and introduced it to the Assembly. He voiced that then the Six-year CIP was reviewed at PWFC, and then reviewed by the Assembly Finance Committee, Planning Commission, and SRRC. On April 28th, at the Regular Assembly Meeting, the public will have the opportunity to make public comment on the CIP, and June 15th is the deadline to pass the CIP. Mr. Bohan went over the CIP funding categories, which include voter approved 3% sales tax, voter approved special 1% sales tax, passenger fees, and enterprise funds.

Mr. Kelly asked for an explanation on how childcare fit in as a capital project.

Mr. Bohan stated they were voter approved needs that made it to the ballot, so affordable housing and childcare were two of the projects nominated for the ballot initiative for special sales tax. He added that those projects do not live in the CIP except for generating the funding from sales tax.

Chair Hughes-Skandijs added that they have a meeting at the Assembly where they discuss and debate about this, on what should or should not be on there, and then send it out before reauthorization.

Mr. Bohan briefly discussed unscheduled funding and how projects are selected for funding. He stated that each department provides priority lists, and then CIP Engineering works with each department to identify what priorities will fit within the available funding, and any unfunded projects will move to the next fiscal year priority list. He noted that most FY26 CIP projects are infrastructure maintenance, and this year they are at 67% of sales tax funding going to infrastructure maintenance.

Ms. Hall moved that the Public Works and Facilities Committee forward the revised FY26 CIP to the Full Assembly for introduction and inclusion into the FY26 budget review process. She asked for unanimous consent.

The motion passed.

3. Juneau Solid Waste Study

Director Koch noted that they have been talking about wastewater in PWFC for the almost four years she has been with the City, but that pales in comparison to the 40 years the community has been talking about waste and doing studies on it, and now they are coming to a point where they have to make a decision. She stated that they did a Waste Characterization Study, and did a Feasibility and Capital Cost Study. She expressed that most municipal solid waste in this community goes to the landfill, which is privately owned, so if the landfill closes, they need to have a plan in place on what to do with all waste. She voiced that the three high-level options all include building a transfer station to deal with waste, where they can either send it down south, send it to a local landfill, or do some sort of waste-to-energy technology. Director Koch said that if Juneau is interested in getting control of the waste stream, a transfer station would be a critical part of that. She stated that the critical question for PWFC and the whole Assembly is whether CBJ wants to have some level of control over our waste or if they like the way things are now. She suggested the next step be to dig a little deeper into the operational cost.

Janet Goodrich, of Jacobs Engineering Group, stated that a landfill will take at least 10 years from inception to garbage coming in there, transfer stations can be a little less than that, and waste to energy can take even longer than those. She expressed that since their system is not owned entirely by the private sector and there is a potential landfill closure, it is important that CBJ look at a way to establish control over their future.

Terra Miller-Cassman, of Jacobs Engineering Group, discussed the Juneau Solid Waste Study. She stated that CBJ asked them to identify future waste disposal options and work with them to narrow some of the solutions. She stated that the objective for the study was to conduct a high-level evaluation of the capital costs and logistical feasibility in relation to three solid waste management scenarios, with the intention of initiating conversations around future solid waste management in Juneau. The study covered the current waste stream in Juneau and looked at a rough order of magnitude for capital costs for constructing each facility and the relevant regulations and permit requirements. She went over the assumptions they had to make for the study and the flow of waste in each scenario. She expressed that an important point is that the transfer facility is a key component for all three scenarios, which would serve as an interim waste management solution while CBJ explores disposal options. It would help better manage large influxes of waste, and it could act as a centralized point for waste management. She explained that with the option of a local landfill with the CBJ, waste would be routed from the

transfer facility to a landfill within Juneau for disposal and the recyclables would be transported to local or export markets. With the offsite transport scenario, wastes at the transfer facility would be consolidated and then prepared for offsite shipping by barge, which would likely require a larger transfer facility than the other two scenarios. She noted the capital costs would be lower with this scenario. With the waste-to-energy facility scenario, waste and recyclables from the transfer facility would be routed to the waste-to-energy plant. She noted that as it stands, the power produced from a waste-to-energy plant would not provide an additional electricity benefit for the CBJ, and it would not be within Juneau's best interest to have diversion programs to divert wastes for recycling or composting. Ms. Miller-Cassman went over the capital costs estimates for a transfer facility, which were estimated at \$9 to \$20 million for a local disposal facility and \$14 to \$40 million for an offsite transport facility. In regard to landfill costs, a 50-year landfill would cost between \$50 to \$162 million, and a 100-year landfill would cost \$99 million to \$323 million. She then discussed the waste-to-energy capital costs, which was estimated around \$90 million for Juneau. She said that based on the findings from the study, they hope to help CBJ determine the desired level of control over the future of waste management, and a key component of that is constructing a transfer facility that can be used for each scenario. She added that CBJ can start gauging operational costs from engaging with shipping partners and haulers.

Mr. Kelly asked what they thought about having a transfer facility to transfer waste out of town until they could get a new landfill built, considering they might have less than 10 years left for the current landfill, and it taking as long as 30 years to permit a new one.

Ms. Miller-Cassman responded that seems like the most feasible, immediate option, as having a transfer facility would allow that flexibility, and they could start by transporting offsite while they are developing onsite disposal of some kind.

Ms. Goodrich added that option gives them flexibility regardless of what they choose as the long term solution.

Mr. Smith asked how much this would cost their average household or residence, as that is an important piece of the whole plan and possible solution.

Ms. Miller-Cassman answered that is something CBJ has started to discuss and there are options for starting to evaluate that.

Director Koch agreed that they need to know what residents are going to pay for different options, and she strongly recommends investing and going to the next step to get more detailed information about operational costs.

Mr. Kelly moved that the Public Works and Facilities Committee recommend a presentation about this topic at the Committee of the Whole and that we allocate funding for a high-level operating cost study for scenarios A, B, or a possible combination of A and B. He asked for unanimous consent.

The motion passed.

4. Token Transit Promotional Launch

Director Koch explained that they talked about the Token Transit App back in July, which allows people to pay electronically. She said they are requesting permission to run a promotion for 50% off for one week for the app, to be able to roll it out with some economic incentive.

Ms. Hall asked if the traditional method would also remain an option for people that do not have access to a smartphone.

Director Koch answered yes, and the only option that is going away is the use of physical tokens.

Ms. Hall moved that the Public Works and Facilities Committee authorize the 50% discount off the regular fare price for one week and forward to the Full Assembly for approval. She asked for unanimous consent.

The Motion passed.

5. Lone Sailor Memorial Statue

Director Koch explained this project is being proposed by Pioneers of Alaska, and there are memos from the Port Director and the City Manager on this. She expressed that if PWFC decides to move forward with this project, they would consider it part of the public art process and it would require a resolution. She noted there is a draft resolution for their consideration.

Ms. Hall asked if this could be reviewed by the Historical Resources Advisory Committee before the Committee takes action on it.

Mr. Uchytel answered yes.

Chair Hughes-Skandijs agreed that would be a good idea.

Mr. Kelly moved that the Public Works and Facilities Committee forward to the Historical Resources Advisory Committee before coming back to the Public Works and Facilities Committee. He asked for unanimous consent.

The motion passed.

G. INFORMATION ITEMS

6. CBJ Grant Strategy Update - Q3 FY2025

Director Koch recommended that people take a good look at the grants memo, as it has been around eight months since they have had a comprehensive update on grants. She explained that when they brought up grants in January, those were only related to flooding. She expressed that they have a wonderful grants manager and subject matter experts who have done a lot of work applying for grants and have been successful.

7. Mendenhall Wastewater SCADA Upgrade Project Update

Director Koch noted that this is around a \$4 million project at the Mendenhall Wastewater Treatment Facility, which is the anchor wastewater treatment plant for this community. It is substantially complete and done a little under budget. She said the SCADA system is like the brain of the plant, and the machine was from the 1980s, so they made a major update with this project.

H. PWFC 2025 ASSEMBLY GOALS

8. PWFC Milestones

I. CONTRACTS DIVISION ACTIVITY REPORT

9. February 14, 2025 to March 12, 2025

J. SUPPLEMENTAL MATERIALS

10. DRAFT FY 2026-2031 Capital Improvement Program (CIP) Book

11. Jacobs Engineering Draft Technical Memo

K. NEXT MEETING DATE

12. April 21, 2025 at 12:10PM

L. ADJOURNMENT

The March 17, 2025 PWFC Meeting was adjourned at 1:10 p.m.

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DATE: April 21, 2025

TO: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: Rich Ross, Capital Transit Supervisor

SUBJECT: Funds Transfer to On Route Charging Project CIP (D71-091) from Valley Transit Center (D71-089)

Staff recommend the transfer of \$25,880 from CIP D71-089 Valley Transit Center (VTC) to the CIP D71-091 On Route Charging to fund the planning and installation of bus charging equipment/infrastructure.

The construction completion costs of \$4,366,619 allocated to the Valley Transit Center Construction CIP were \$255,186 under budget. That leaves \$25,880 available for transfer to the On Route Charging (D71-091) to fund non-reimbursable project costs (e.g., project administration, costs prior to the grant awards). incurred during the final stages of the Valley Transit Center construction.

The seven new electric Gillig buses that were placed into service in February 2025 require completed charging infrastructure in order to meet the Summer 2025 route scheduling goals. The Bus Barn charging infrastructure and the On Route Charging infrastructure at the Valley Transit Center are under construction and projected to be completed in the Summer of 2025. Staff recommends this transfer.

Transfer From:		
D71-089	Valley Transit Center	(25,880.00)
Transfer To:		
D71-091	On Route Charging	25,880.00

Action Requested

Staff requests the transfer of \$25,880 from D71-089 Valley Transit Center to D71-091 On Route Charging be forwarded to the full Assembly for approval.



Engineering and Public Works Department
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: April 21st, 2025

TO: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: Dianna Robinson, Environmental Project Specialist

SUBJECT: Funds Transfer to Zero Waste Program CIP (D12-103) and Closure of RecycleWorks Consolidated Facility CIP (D77-001)

The RecycleWorks Consolidated Facility CIP (D77-001) was created in 2019 to partially fund the construction of CBJ's Household Hazardous Waste facility building.

Work is complete on this project, and Finance needs to capitalize the asset for financial statement purposes. The CIP currently has \$219,806.59 remaining in it.

As the Zero Waste CIP is used for solid waste disposal and diversion planning, and 2025 Assembly Goal 5.A states, "Implement a zero waste or waste reduction plan, including development of the zero-waste subdivision," staff is requesting the transfer of these funds to the Zero Waste CIP, D12-103, which has a remaining balance of \$201,643.02, for use in our ongoing solid waste planning and zero waste projects.

Action Requested

Staff requests the transfer of the remaining balance of \$219,806.59 from CIP D77-001 (RecycleWorks Consolidated Facility) to CIP D12-103 (Zero Waste Program). We ask that this transfer be forwarded to the full Assembly for approval.



DATE: April 21, 2025

TO: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: Jeanne Rynne, City Architect

SUBJECT: Funds Transfer Request of \$75,000 from P&R Deferred Maintenance CIP (P44-091) to DT/Glacier Mech/Elect Upgrades CIP (F21-041)

Staff recommends transferring \$75,000 from CIP P44-091 P&R Deferred Building Maintenance to the CIP F21-041 DT/Glacier Mech/Elect Upgrades to replace the vehicle exhaust system at the Aircraft Rescue and Fire Fighting (ARFF) apparatus bay at the Glacier Fire Station.

The existing vehicle exhaust system serving the ARFF apparatus bay is not properly capturing and removing the harmful vehicle engine fumes from the building, putting staff at risk. The vehicle exhaust system is not working properly due to guide mechanism and capture equipment failures. The current system relies on a hose connection to the vehicle, which varies with the vehicle. Consequently, toxic exhaust fumes can propagate throughout the apparatus bay where staff work.

The proposed project would replace the existing vehicle exhaust system with a new air filtration system and exhaust fan. The new system would be identical to the systems recently installed and currently operating at the Glacier, Downtown, Douglas, and Auke Bay Fire Station's vehicle apparatus bays. Standardization of the vehicle exhaust systems will facilitate maintenance and stocking of spare parts. This system is universal and does not require a connection to the vehicle to function properly, so is compatible with all vehicles.

The Glacier Fire Station Mechanical & Electrical project (CIP F21-041) was established to replace the generator at the Downtown Fire Station and to replace the boiler and make other needed mechanical and electrical upgrades at the Glacier Fire Station. This work has recently been completed, leaving a fund balance of \$140,000. Construction cost for the new vehicle exhaust system is estimated between \$130,000-\$150,000, yielding a total project cost of \$215,000. The additional \$75,000 needed is proposed to come from the P&R Deferred Maintenance CIP (P44-091).

Transfer From:		
P44-091	P&R Deferred Maintenance	(\$75,000)
Transfer To:		
F21-041	DT/Glacier Mech/Elect Upgrades	\$75,000

Action Requested

Staff recommends the transfer of \$75,000 from CIP P44-091 P&R Deferred Building Maintenance to the CIP F21-041 DT/Glacier Mech/Elect Upgrades be forwarded to the full Assembly for approval.



TO: Alicija Hughes- Skandijs, Chair
Public Works and Facilities Committee

DATE: April 21, 2025

THROUGH: Denise Koch, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Water CIP Closeouts and Transfers to Fund Construction of Cope Park Pump Station

Staff requests the transfer of approximately \$933K from multiple completed Water Utility CIP projects to provide adequate funding to construct the Cope Park Water Pump Station. This funding transfer will provide the remainder of the funding needed to bid this project this spring with construction beginning later in the 2025 construction season. The estimated project cost for the replacement of the Pump Station is \$2.5 million.

The Cope Park Pump Station is a critical water pump station that provides high-pressure water and fire protection to the higher elevations of downtown, above 5th Street, the Highlands, and Star Hill. The Cope Park Pump Station is roughly 50 years old and in need of replacement. In addition, the pump station building is not compliant with current electrical codes for clearances from electrical components and panels.

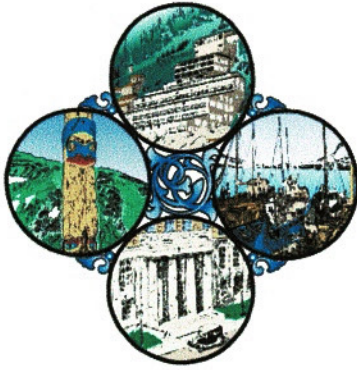
The requested CIPs to be closed and funds transferred are tabulated below. Adequate funding (\$50k) has been left in the Cedar Park Pump Station Replacement CIP to complete and close the project, which is nearly complete at this time. After completion of the Cedar Park project, the remaining funds would also be transferred to the Cope Park Pump Station CIP.

TRANSFER FROM		Amount to be transferred	notes
W75-056	LCB Fuel Tank Removal and Reloc	\$75,882	Project Complete Close CIP after applying overhead
W75-057	Lee Street Pump Station Replac	\$370,480	Project Complete Close CIP after applying overhead
			Leaves \$50k for project closeout - close CIP once work complete and move remaining funds after
W75-062	Cedar Prk Pump Stn Gen & Tnk R	\$389,273	completion to Cope Park CIP.
W75-077	Aurora Vault Removal	\$97,169	Project Complete Close CIP after applying overhead
Amount to TRANSFER TO Cope Park Pump Station CIP		\$932,804	
W75-070	Cope Park Pump Station Upgrade	\$1,568,228	
balance after transfer		\$2,501,032	

Action Requested

Staff requests the transfers listed in the above table be transferred to CIP W75-070 – Cope Park Pump Station Upgrade be forwarded to the full Assembly for approval.

cc. Brian McGuire, Utilities Supt. Alan Steffert, Utilities Engineer



**City and Borough of Juneau, Alaska
Historic Resources Advisory Committee**

April 14, 2025

Subject: HRAC Review of Lone Sailor Statue Review

To: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

The Historic Resources Advisory Committee reviewed the proposal to install the Lone Sailor Statue along the Juneau waterfront at its regular meeting held on April 2, 2025.

The committee had a quorum of five members attend the meeting and received a presentation from Tom Dawson representing the Pioneers of Alaska regarding the statue placement. The committee heard testimony and considered the proposal.

Role call of the members was called and adopted the motion to support the placement of the statue as documented in the attached draft minutes of the meeting.

Sincerely;

Gary Gillette, Chair

cc; Scott Ciamber, CDD Planner
Denise Koch, Engineering Director
Breckan Hendricks, Engineering Administrative Officer

Draft Minutes Attached



(907) 586-0715
CDD_Admin@juneau.gov
www.juneau.org/community-development
155 Heritage Way • Juneau, AK 99801

Historic Resources Advisory Committee Agenda

April 2, 2025 at 5:00pm

Downtown Library Large Meeting Room

MEETING MINUTES

A. CALL TO ORDER

Chair Gillette called the meeting to order at 5:04 PM.

B. LAND ACKNOWLEDGEMENT

We acknowledge the Áak'w Kwaan and T'aaku Kwaan as the original owners and inhabitants of the City & Borough of Juneau. We are grateful to be here in your ancestral homeland as we come to you from areas of Alaska and beyond. We are thankful that you have permitted us to live here and make this land our home. Gunalchéesh.

C. ROLL CALL

Committee Members Present: Gary Gillette, Dorene Lorenz, Cheryl Jebe, and Steve Winker.

Committee members present via zoom: Shannon Crossley

Committee members absent: Jerrick Hope-Lang, Robin Brenner

Staff present: Scott Ciambor, CDD Planning Manager

Members of the public present: Tom Dawson, Kirby Day, Carl Uchytel

D. APPROVAL OF AGENDA

Chair Gillette motioned that the agenda be approved. Ms. Lorenz seconded the motion. Motion approved. 6-0 .

E. APPROVAL OF MINUTES

1. March 12, 2025 minutes, Vice-Chair Lorenz motioned to be approved with unanimous consent.

F. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

G. AGENDA TOPICS

2. New Business:

1. Lone Sailor Statue- Pioneers of Alaska are spearheading the Lone Sailor project and asking for a recommendation from HRAC to the Assembly about whether or not we have any feedback and recommend the statue placement move forward. The statue will honor those Americans who enlist in sea service. Vice Chair Lorenz made a motion to accept the proposal and the motion passed with 5-0 consent.



(907) 586-0715
CDD_Admin@juneau.gov
www.juneau.org/community-development
155 Heritage Way • Juneau, AK 99801

2. ADOT Review Loop Road Intersection- HRAC reviewed the DOT plans on intersection work and refrained from providing any comments on the preliminary Area of Potential Effects and the identification efforts.

3. Old Business:

1. Response from HRAC to HRC on proposed changes to the HRAC charter. Review the letter to the Assembly and review how the CLG was set up originally making the Assembly the Historic District Commission with an advisory committee of professionals. Technically, all of the issues that go before HRAC should go before the Assembly, as intended. The board is comprised of professionals that meet the requirements, so the Assembly does not need to meet those to retain the CLG status. If we remove the clause that allows HRAC to advise the Assembly, the Assembly would need to respond to all agenda items that were handled by HRAC in the past. The letter to HRC is to inform the Assembly of these facts and advise them to keep the charter language as-is, to maintain the CLG status of Juneau.

H. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

I. NEXT MEETING DATE – May 7, 2025

J. ADJOURNMENT

Vice-Chair Lorenz motioned that the committee at 5:48 PM adjourn the April 2, 2025, HRAC meeting. Motion approved.

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

TO: Chair Hughes-Skandijs
Public Works and Facilities Committee

DATE: March 6, 2025

FROM: Katie Koester, City Manager

RE: Lone Sailor Statue

The attached memo from Port Director Uchytel forwards a recommendation from the Docks and Harbors Board to endorse installing a "Lone Sailor Statue" along the Seawalk in downtown Juneau. The Pioneers of Alaska are spearheading a fundraising campaign to install this statue as part of the Navy Memorial City Program. The memo recommends placing the statue somewhere along the waterfront between Marine Park and the Taku Dock. However, no final location has been determined.

At this time, the Pioneers of Alaska are requesting CBJ provide a space for the statue. Costs for site preparation and installation will be covered by Pioneers of Alaska. The Pioneers of Alaska need concurrence from the host city to be able to complete their application to the Navy Memorial City Program.

The Public Works and Facilities Committee has a process for public art that involves a recommendation from the committee to the Assembly to accept the art. That recommendation turns into a resolution that outlines the duties and responsibilities of each party and is adopted by the Assembly. The most recent public art acceptance that went through this process was the mural at the Elizabeth Peratrovich Plaza via [Resolution 2961](#).

Requested Action: If the Committee supports installing a Lone Sailor statue along the waterfront, I recommend the following motion:

"Move to introduce a Resolution Authorizing the Installation of a Lone Sailor statue along the CBJ waterfront at the time that funding becomes available for a statue and authorize the City Manager to enter into a Memorandum of Agreement with Pioneers of Alaska for Installation and Maintenance of the statue."

Attachments:

1. *Lone Sailor Memorial Docks & Harbors Memo*
2. *Draft Resolution No. 3096*



Port of Juneau

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

From: Carl Uchytel
Port Director

To: Public Works & Facilities Committee

Thru: (1) Docks & Harbors Operations-Planning Committee **approved 1/22/24**
(2) Docks & Harbors Board **Approved 1/30/25**
(3) City Manager

Date: January 22nd, 2025

Re: LONE SAILOR MEMORIAL

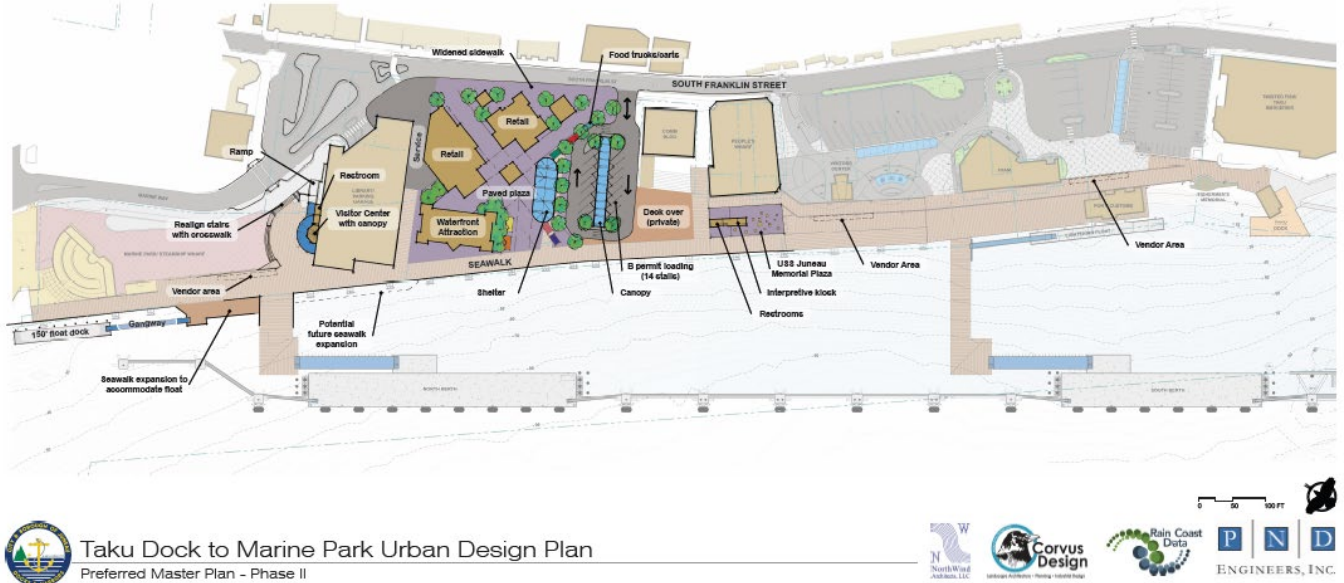
- At the September 26th, 2024 Docks & Harbors Board meeting, members from the Pioneers of Alaska presented a plan to erect a statue of the [Lone Sailor](#) along the Juneau waterfront. The “United States Navy Memorial” oversees the casting of the statue and the authorization of placement. From their website:

The Lone Sailor statue is the iconic symbol representing the United States Navy Memorial’s mission to Honor, Recognize, and Celebrate the men and women of the Sea Services, past, present, and future; and Inform the public about their service. These meaningful statues provide a reminder to active duty, veterans, and civilians that they serve a grateful nation. The Navy Memorial’s Statue City Program began in 1997 with the placement of a Lone Sailor statue at Recruit Training Command in Great Lakes, IL. There are 19 Lone Sailor Statues around the world, including the original on Navy Memorial Plaza in Washington, DC.

- The Pioneers of Alaska have begun the process to acquire the Lone Sailor statue and ask for permission to locate along the downtown Seawalk. The details from the Navy Memorial are outlined below and identification of an appropriate location is paramount to the Pioneers of Alaska to move forward with their civic plans.

The process for placing a statue begins with a written request to the Navy Memorial identifying location, timeline, and fundraising plan for the project. Once the project is approved and the initial deposit of \$50,000 is raised, the statue is guaranteed upon site preparation and final payment. The Navy Memorial asks to raise at least \$350,000 for the statue, which includes the statue, crating, transportation, a description, a link for fundraising on the Navy Memorial website, a special bronze plaque provided explaining the Lone Sailor, and Navy Memorial leadership attendance at events including fundraisers and the dedication ceremony. The cost of the statue does not include land acquisition, site preparation, or other costs that the local committee may incur. The Lone Sailor statue is 7’ 4” tall and, together with the sea bag, weighs 977 pounds. The Navy Memorial serves as an advisor to the project and, as an IRS-approved 501(c)(3) tax-exempt organization, manages tax-deductible donations to support the project.

3. The most logical choice for the Lone Sailor statue would be in the area denoted in the [Marine Park to Taku Dock Urban Design Plan](#) as “waterfront attraction”.



Although there have been several ideas for this area, it seems reasonable that placement of the Lone Sailor statue could reside here until a higher and best use is determined. At that point, there may be other opportunities to relocate the statue to an improved USS JUNEAU Memorial site, the existing USS JUNEAU Memorial site, the potential uplands park at the Huna-Totem Dock or a location to complement the Coast Guard Dock improvements for the STORIS.

4. I recommend support of the Pioneers of Alaska (Igloo 6) efforts to place a Lone Sailor statue in the vicinity of the Waterfront Attraction identified in the Marine Park to Taku Dock Urban Design Plan.

#

Encl: (1) Photo of Lone Sailor Statue
(2) Documents provided by Pioneer of Alaska at the September 26th, 2024 Board Meeting

Copy: Pioneers of Alaska (Igloo 6)
Tourism Director



Lone Sailor Statue at Normandy Beach

(enclosure 1)

K250



JUNEQU LONE SAILOR

(enclosure 2)

**USS Juneau Memorial
Phase One: United States Navy Memorial
Lone Sailor Project**

Contact:

Fred Thorsteinson
907.321.8868
fredthorsteinson@gci.net

Leadership:

Pioneers of Alaska Igloo No. 6
Navy League Juneau Council
Veterans of Foreign Wars Taku Post 5559
American Legion Auke Bay AK Post 25

Stakeholders:

City and Borough of Juneau
Juneau Arts & Humanities Council
US Coast Guard Auxiliary Flotilla 1-1, District 17

Project Description: The mission of the Lone Sailor United States Navy Memorial is to honor, recognize and celebrate the men and women of the Sea Services, past, present and future; and to inform the public about their service.

Juneau’s Lone Sailor bronze statue is Phase One of the planned upgrade and relocation of the USS JUNEAU Memorial to a more prominent location and larger display.

Estimated Cost: \$500,000

Initial Deposit: \$50,000
Site Preparation: \$140,000
Statue Acquisition/Delivery/Installation: \$300,000
Unveiling Celebration/Commemorative Mementos: \$10,000

Naming Rights: A 48” x 35” bronze plaque on the base of the statue is dedicated to donor naming. Additional opportunities would be available for significant financial support of the greater USS Juneau Memorial.

Timeline:

2024 Deposit on Statute
2025 City and Borough of Juneau Determines Site
Fundraising
Site Preparation
2026 Installation
October 13 Unveiling of Statue



Lone Sailor City Statue Timeline

PROJECT OVERVIEW

The Lone Sailor City Statue Program aligns with the United State Navy Memorial's mission *to Honor, Recognize and Celebrate the men and women of the Sea Service, Past, Present, and Future; and to inform the public about their service.* This document outlines the steps to successfully bring this statue project to fruition.

PHASE 1: PLANNING, SITE SELECTION AND REGULATORY APPROVALS

- Clarify the purpose and theme of the statue in consultation with stakeholders.
- Identify and finalize the statue's location.
- Conduct thorough historical research and collaborate with artists and designers to create a concept. (Statue Specifications available)
- Check local regulations and obtain necessary permits for statue installation.

PHASE 2: COMMUNITY ENGAGEMENT

- Engage with the community to gather input and support for the project.
- Host public forums and surveys to collect feedback, incorporating community feedback into the design.

PHASE 3: FUNDRAISING *

- Develop a comprehensive fundraising strategy and plan.
- Identify potential donors, sponsors, and partners.
- Execute fundraising activities, events, and donor outreach.

*U.S. Navy Memorial does not fundraise for city statues.

PHASE 4: FINANCIAL COMMITMENT AND AGREEMENT

- Review and sign agreements between the project lead and U.S. Navy Memorial.
- Initial deposit of \$50,000 to U.S. Navy Memorial.
- Final payment of \$300,000 must be received before statue is shipped.

PHASE 5: STATUE AND PLAQUES (4-6 WEEKS)

- Once the deposit has been made, the contract signed and delivery date has been confirmed, the foundry will schedule the patina process based on when the statue is to be shipped. The patina process can take four to six weeks.

PHASE 6: INSTALLATION PLANNING (TIME DEPENDENT ON RESPECTIVE LOCATION)

- Develop a detailed plan for the installation process.

PHASE 7: STATUE DELIVERY AND INSTALLATION

- Final payment of \$300,000 due before statue is shipped.
- Packaging and crating take one to two weeks.
- Statue is shipped from the foundry in New York.
- Delivery estimate depends on location and shipping method.

PHASE 8: DEDICATION CEREMONY

- Work with the U.S. Navy Memorial to plan the Dedication Ceremony

PHASE 9: POST-IMPLEMENTATION

- Maintenance and Preservation (Ongoing).
- Educational Outreach (Ongoing).

THE LONE SAILOR

PLACING A LONE SAILOR STATUE IN CITIES AROUND THE WORLD

www.NavyMemorial.org



The Lone Sailor has become the iconic symbol of the men and women who have served, are serving or will serve in the Navy. He's called the Lone Sailor, yet he is hardly ever alone. He is about 25 years old, a senior second class petty officer who is fast becoming a seagoing veteran. He has done it all -- fired weapons in war, provided humanitarian assistance in far-away lands, been attacked by the enemy and defended our freedom. He has made liberty calls in great cities and tiny villages where he was a tourist, ambassador, adventurer, friend, and missionary to those less fortunate and representative of our way of life. His shipmates remember him with pride and look up to him with respect.

The Lone Sailor statue was sculpted by Stanley Bleifeld and first dedicated at the U.S. Navy Memorial in Washington, DC on October 13, 1987, as a symbol of the U.S. Navy Memorial's mission to *Honor, Recognize and Celebrate the men and women of the Sea Services, past, present and future; and to Inform the public about their service.*

The original Lone Sailor statue stands watch in Washington, DC.

By placing additional Lone Sailor statues around the world, we honor, recognize and celebrate these men and women wherever they serve. In addition to the original statue in Washington, DC, 17 Lone Sailor statues have been placed around the world.



The Lone Sailor statue at the Pearl Harbor Visitor Center in Hawaii, overlooking the USS Arizona.

LOCATIONS:

- Adelup Point, Guam
- Baton Rouge, LA
- Bremerton, WA
- Burlington, VT
- Cleveland, OH
- Dallas, TX
- Fort Lauderdale, FL
- Great Lakes, IL
- Long Beach, CA
- Norfolk, VA
- Normandy, France
- North Charleston, SC
- Orlando, FL
- Pearl Harbor, HI
- San Francisco, CA
- Washington, DC
- Waterloo, IA
- West Haven, CT

The process for placing a statue begins with a written request to the Navy Memorial identifying location, timeline, and fundraising plan for the project. Once the project is approved and the initial deposit of \$50,000 is raised, the statue is guaranteed upon site preparation and final payment. The Navy Memorial asks to raise at least \$350,000 for the statue, which includes the statue, crating, transportation, a description, a link for fundraising on the Navy Memorial website, a special bronze plaque provided explaining the Lone Sailor, and Navy Memorial leadership attendance at events including fundraisers and the dedication ceremony. The cost of the statue does not include land acquisition, site preparation, or other costs that the local committee may incur. The Lone Sailor statue is 7' 4" tall and, together with the sea bag, weighs 977 pounds. The Navy Memorial serves as an advisor to the project and, as an IRS-approved 501(c)(3) tax-exempt organization, manages tax-deductible donations to support the project.



For more information regarding the U.S. Navy Memorial's Lone Sailor or the Lone Sailor Statue City Program, please contact Kendra Greenwaters at kgreenwaters@navymemorial.org or 202-380-0726.



The Lone Sailor Statue Specifications

LONE SAILOR STATUE WEIGHT AND DIMENSIONS

Cast in bronze, the dimensions of the “Lone Sailor Statue” which comes in two pieces are:

Lone Sailor:

88” high x 36” wide x 26” deep

Weight: 633 lbs.

Seabag and Cleat:

47” high x 44” wide x 24” deep

Weight: 363 lbs.

LONE SAILOR STATUE INSTALLATION:

Eight 10-inch threaded rods will be provided with the statue. The rods are $\frac{3}{4}$ ”-10, 316 stainless-steel. There are four mountings on the underside of the Lone Sailor and four on the underside of the Seabag and Cleat. Recommended installation:

1. Use the templates provided with the sculpture to mark the mounting hole locations in its desired spot.
2. Drill the marked locations to their desired depth. UAP recommends drilling 8 inches embedment into concrete as well as oversizing the holes by $\frac{1}{8}$ inch. ($\frac{7}{8}$ ” drilled hole for $\frac{3}{4}$ ” rods)
3. Thread the rods onto each mounting, leaving approximately 8” of rod extending below.
4. Move the sculptures into place and dry fit to their corresponding mounting holes.
5. If this will be a permanent installation, after dry fitting the sculptures to ensure their fit, fill hole $\frac{1}{4}$ way with industrial epoxy. We recommend the product Hilti Hit-HY 200 or equivalent. (See file HIT-HY-200-200-A-200-R-Product-Data-2016680 for installation specifications)

BRONZE PLAQUE INFORMATION: (Optional)

The Navy Memorial will provide up to three bronze plaques along with the statue. The following are notional sizes and topics:

Plaque #1 Who is the Lone Sailor: 42” H X 32” W. This plaque explains who the Lone Sailor and is and what he represents. The first draft for this plaque is below and can be edited to suit the situation and location of the Sailor.

Plaque #2 Lone Sailor at XXX Location Description: 42” H X 32” W This plaque explains “why” the statue is in that location and provides a connection between the Lone Sailor and the area. The group leading the statue project provides the first draft.

Plaque #3 Donor Plaque: 48” H X 35” W This plaque acknowledges who is responsible for placing the statue in that area (leaders and donors and contributors.)

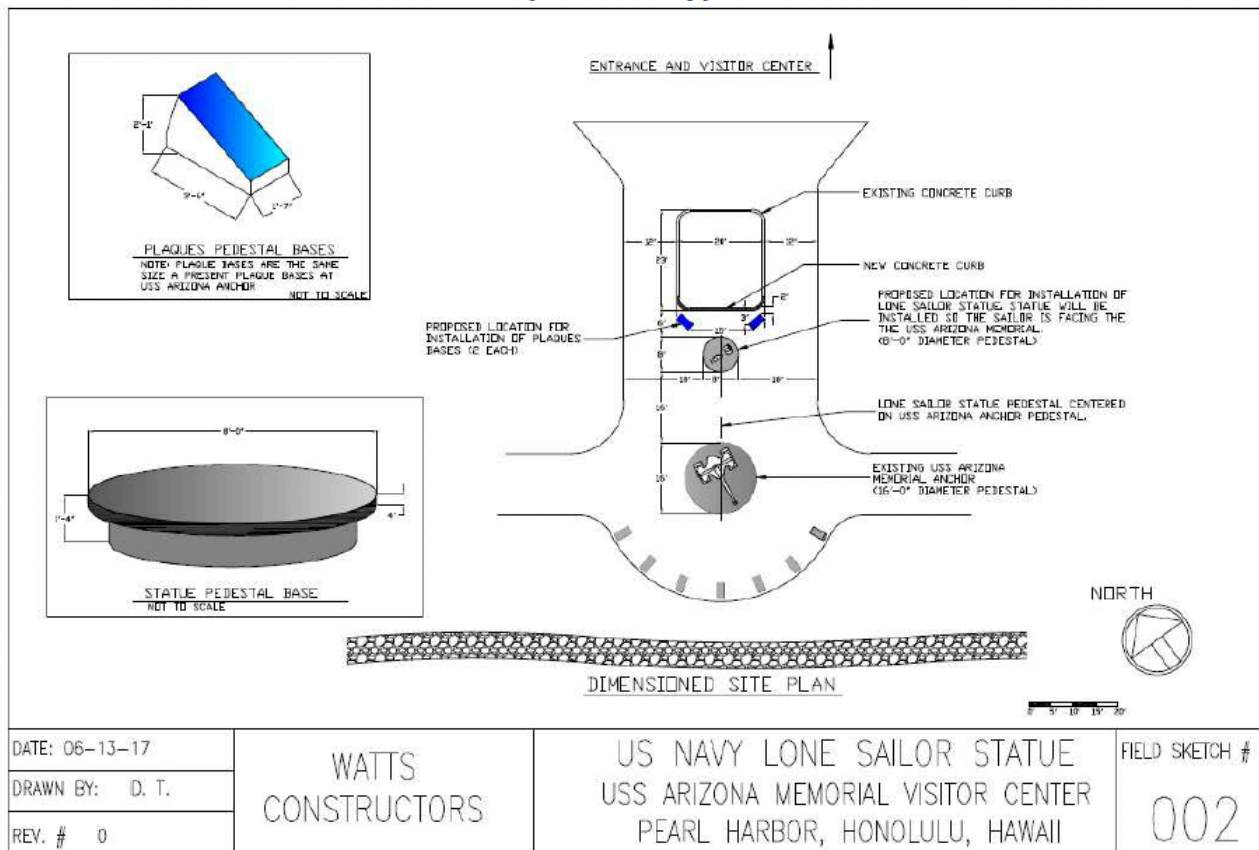
Plaque Base Weight: The base is dependent upon what materials are used by the location and is the purview of the site designer.

BRONZE PLAQUE WORDING (First draft for plaque)

The Lone Sailor represents the men and women who have served, are serving, or will serve in the United States Navy. He's called the Lone Sailor, yet he is hardly ever alone. He is about 25 years old, a senior second-class petty officer who is fast becoming a seagoing veteran. He has done it all -- fired weapons in war, provided humanitarian assistance in far-away lands, been attacked by the enemy, and defended our freedom. He has made liberty calls in great cities and tiny villages where he was a tourist, ambassador, adventurer, friend, and missionary to those less fortunate. His shipmates remember him with pride and look up to him with respect.

The Lone Sailor is an iconic symbol of the Navy Memorial's mission to Honor, Recognize, and Celebrate the men and women of the Sea Services, past, present, and future; and to Inform the public about their service.

NOTIONAL DESIGN FOR STATUE BASE (for info only)



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Presented by: The Manager
Presented: 03/17/2025
Drafted by: Law Department

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3096

A Resolution Authorizing the Installation of a Lone Sailor Statue Along the Waterfront and Authorizing the City Manager to Enter into a Memorandum of Agreement with Pioneers of Alaska for Installation and Maintenance of the Statue.

WHEREAS, the Lone Sailor statue is the iconic symbol representing the United States Navy Memorial’s mission to honor, recognize, and celebrate the men and women of the Sea Services, past, present, and future, and to inform the public about their service; and

WHEREAS, these meaningful statues remind active-duty service members, veterans, and civilians alike that they have served a grateful nation, and the Navy Memorial's Statue City Program, which began in 1997 with the placement of a Lone Sailor statue at Recruit Training Command in Great Lakes, IL, now includes 19 Lone Sailor statues around the world, including the original on Navy Memorial Plaza in Washington, DC; and

WHEREAS, the Pioneers of Alaska have begun the process to acquire the Lone Sailor statue and ask for permission to locate it along the downtown Seawalk; and

WHEREAS, the Docks and Harbors Board of Directors recommended the Assembly allow the statue be placed on the timber deck area between the Alaska Steamship and Cruise Ship Terminal Docks at their January 2025 meeting.

BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. That the Assembly hereby authorizes the installation of a Lone Sailor statue in the timber deck area between the Alaska Steamship Dock and the Cruise Ship Terminal Dock.

Section 2. That the Assembly hereby authorizes the City Manager to enter into a Memorandum of Agreement with Pioneers of Alaska for installation and maintenance of the statue.

Section 3. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____, 2025.

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Attest:

Beth A. Weldon, Mayor

Elizabeth J. McEwen, Municipal Clerk



TO: Alicija Hughes- Skandijs, Chair
Public Works and Facilities Committee

DATE: April 21, 2025

THROUGH: Denise Koch, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Mendenhall River Drainage Outfall Culverts – Check Valve Update

CBJ Engineering has been systematically reviewing and making improvements to stormwater drainage systems in the Mendenhall Valley since the 2023 glacial lake outburst flood (GLOF) to prevent the backflow of flood waters into the area. This memo provides an overview and update regarding those efforts.

After the record August 2024 GLOF and again after the October 2024 GLOF, inspections were made of the existing check valves and the ones that were installed in July 2024. All the check valves were found to be operating in good condition.

In addition to inspecting the check valves installed in July 2024, other river outfalls were inspected to determine whether additional culvert pipes could be vulnerable to a GLOF. Seven additional CBJ drainage culverts were found from Dimond Park down to Brotherhood Bridge that could be impacted from flooding at greater heights than was experienced during the August 2024 GLOF, and would help protect the schools and valuable infrastructure at Dimond Park and the SEAHRC Health Clinic, Trillium Landing and Riverview Senior Living as well as other valuable infrastructure in the Vintage Boulevard and Clinton Drive area.

Two culvert crossings along Back Loop Road, adjacent to the Back Loop bridge, were also identified as needing to be addressed as they pass flood water under Back Loop Road. Due to the configuration of these pipe draining in the direction of the river flow, check valves would not prevent flood waters from passing through. Temporary plugs will be installed in each of these culverts immediately before the GLOF and removed after the GLOF flooding has subsided, to prevent flood waters from inundating under Back Loop Road into Mendenhall River School Playground and Tournure Street Area. CBJ will be coordinating this work with the Alaska Department of Transportation & Public Facilities to ensure they are plugged immediately prior to the next GLOF.

The check valves were ordered in late February 2025, including the check valves needed for the drainage pipes installed through the HESCO Flood Barriers. The check valves are expected to ship from the manufacturer in mid-June and should be in Juneau by the end of June for immediate installation.

Attachment:

1. Culvert Outfalls – Back Loop and Dimond Park to Brotherhood Bridge Mendenhall River
2. Drainage Outfall Culverts – Update – Check Valves Installed! August 5, 2024

36" Culverts

Section F, Item 7.

**CULVERT OUTFALLS
TO RECEIVE CHECK
VALVES IN JUNE 2025**

**Dimond Park to
Brotherhood Bridge**

12", 18" and 36" Culverts

**Existing 18"
Culvert with
Existing Swing
Gate Check Valve**

24" Culvert

24" Culvert

**CULVERT OUTFALLS
REQUIRING PLUGS
JUNE 2025**

Back Loop Road

Culvert End
requires plug
before GLOF

Culvert End
requires plug
before GLOF

DATE: August 5, 2024

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Mendenhall River Drainage Outfall Culverts- Update – **CHECK VALVES INSTALLED!**

The eight culverts along Meander / Rivercourt Way and Marion Drive have check valves installed and complete as of July 19. The last update, on April 15, was a transfer request to help fund the check valve project. The PWFC recommended the request to the full Assembly for approval. The formal transfer was approved on April 29, 2024.

All pieces of the work aligned perfectly to allow this project to be completed by mid-July and for a very reasonable cost. The neighbors were very amenable to allowing access to the culverts across their private property (and not just limited to the formal drainage easements), allowing the contractor to avoid and minimize damage to yards and associated landscaping items (saving the project significant demolition and restoration costs). The In-line check valve manufacturer held true to the expedited manufacturing timeline of half what they normally provide (they had them ready for shipping in 5 weeks as opposed to their normal 10 to 13 weeks), and the contractor began installing them the week they arrived on the barge lines and had them completed within a week of starting. The project cost was about \$130K (\$112K - check valves purchase and construction contractor bid, \$18K staff time for resident outreach, coordination, property documentation, bid preparation and project inspection.)

- **One-way check valve:** Is installed inside of the culvert with a pressure fit band sealing to the inside of the culvert. The rubber diaphragm (internal to pipe) remains sealed except when the inside water pressure is greater than the water pressure outside of the pipe. (Outside water pressure typically nonexistent except during flood events.)



Figure 1 Image of Trailer load of In-line Check Valves



Figure 2 Image of installation of check valve at Rivercourt Way.



Figure 3 Image of installation of check valve at Rivercourt Way.



Figure 4 Image of the installed and functioning check valve – Meander at Northland Outfall

ATTACHMENT

Meander Way and Marion Drive Culvert Outfalls Check Valve Installations - July 2024

Marion Dr. at Taku Outfall - 24"
Installed week of 7-15-24

S. Marion Dr. Outfall - 18"
Installed week of 7-15-24

N. Meander Outfall - 18"
Installed week of 7-15-24

Meander at Stream Ct Outfall - 24"
Installed week of 7-15-24

Meander at Northland Outfall - 20"
Installed week of 7-15-24

Rivercourt 24" Outfall
Installed 7-11-24

Meander at Stephen Richards Outfall - 20"
Installed week of 7-15-24

Meander at Center Ct outfall - 20"
Installed 7-12-24



DATE: April 21, 2025

TO: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: Bridget LaPenter, P.E., Chief General Engineering

SUBJECT: Juneau Douglas North Crossing (JDNC) Project Update

Below is an update on the Juneau Douglas North Crossing (JDNC) project, which continues forward progress.

JDNC Planning and Environmental Linkages (PEL) Study

The Alaska Department of Transportation and Public Facilities (DOT&PF) and its consultant, DOWL, released the Final Level 2 Screening results in February 2025 to technical and stakeholder groups. The results were updated to reflect wetland impacts and estimated cost, leading to the removal of the Mendenhall Peninsula alternative due to excessive cost (see below).

Level 2 Screening Results: Estimated Costs							
	No Build	Mendenhall Peninsula	Sunny Point West	Sunny Point East	Vanderbilt	Twin Lakes	Salmon Creek
Construction	\$0	\$1.1B	\$490M	\$530M	\$340M	\$360M	\$390M
Annual Maint.	\$0	\$365K	\$150K	\$175K	\$90K	\$65K	\$70K

Since the last update, DOT&PF has been unable to obtain relevant information on the Salmon Creek alignment through direct communication with the Federal Energy Regulatory Commission (FERC). As a result, DOT&PF submitted a Freedom of Information Act (FOIA) request to better assess the risks associated with the Salmon Creek Dam and potential dam failure. The Salmon Creek alternative remains under consideration and will be evaluated further during the National Environmental Policy Act (NEPA) process.

A Joint Advisory Committee Meeting was held on March 4, 2025, to present the Level 2 Screening findings and gather stakeholder feedback. The updated scoring criteria has been uploaded to the JDNC project website (<https://www.jdnorthcrossing.com/>), and DOWL will summarize Advisory Committee comments in the Draft Final PEL document.

Looking Ahead

Below is an estimated timeline of activities until PEL project close out:

- April 2025 – Statewide Environmental Office (SEO) review and comment period (5 weeks).
- May 8, 2025 – Deadline to release Final Draft PEL document to public.
- May 15, 2025 (5p-7p) – Final Public Open House and public comment period begins. The draft final PEL document will undergo a 30-day review process, with a public open house held one week into the review period. The public will then have three additional weeks to submit comments before the document is finalized.
- June 7, 2025 – Tentative date the public comment period closes.
- June 2025 – PEL study is finalized, incorporating public feedback. The Final PEL Study document is anticipated to be completed by mid-to-late June 2025.

Additionally, negotiations continue on the CBJ Memorandum of Agreement (MOA) with DOT&PF. Due to significant administrative changes and resource constraints within the Federal Highway Administration (FHWA), there has been a noticeable slowdown in operations. At this time, it remains unclear when or if our grant agreement for \$16.464M will be processed. We continue to monitor the situation closely and will provide updates as more information becomes available.



DATE: April 21, 2025

TO: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: Ashley Heimbigner, Grants Manager

SUBJECT: CBJ Grant Strategy Update – Q3 FY2025

Federal Grants

Since the last update in July 2025, two major events have caused a significant shift in the operational needs and strategy of the Grants Manager – the August 2024 Glacial Lake Outburst Flood (GLOF) Disaster and the presidential transition in January 2025. The department is heavily focused on pursuing every available opportunity to secure funding, technical assistance, and in-kind support for both immediate and long-term flood response and resilience efforts. A summary of these funding activities was shared at the January 27, 2025, PWFC meeting¹; an updated version is on page 2 of the attached.

The new presidential administration and the recently released executive orders have disrupted nearly all federal funding programs, with potential impacts ranging from communication delays and re-written and delayed Notices of Funding Opportunities (NOFOs) to a complete freeze on grants and funding identified as conflicting with the President's executive orders. As an example, CBJ was awarded a \$4M USDOT Charging and Fueling Infrastructure grant on January 10, 2025, to plan for and install community public charging infrastructure for their private vehicles throughout Juneau. The kick-off meeting with USDOT for this grant was put on an indefinite delay and we have not heard from the program office since.

CBJ currently receives or has been awarded a grant for federal funding for both capital and operational activities from an alphabet soup of federal agencies, including USDOT, USACE, EPA, DHHS, MARAD, DOJ, FTA, DOE, FAA, and others. Each agency is undergoing its own review process, with little information being shared with funding recipients. We have not yet been notified of any grants or funding that has been rescinded due to the executive orders. However, CBJ initially paused discretionary grant activities that were not mission critical and could be at risk to avoid an unfunded liability. For example, shortly after the initial federal funding freeze in late January, CBJ postponed all contractor work related to the USDOT Safe Streets and Roads for All (SS4A) grant. We were also waiting to begin work on a USDOT Reconnecting Communities and Neighborhoods grant that funds community engagement, equity analysis and preliminary design and engineering for the Lemon Creek Multimodal Pathway. USDOT distributed a March 11, 2025 [memo](#)² noting that "projects with executed grant agreements in place that are fully obligated" will *not* be subject to further review. Both of the USDOT grants mentioned above fall into this category and staff look

¹ <https://mccmeetingspublic.blob.core.usgovcloudapi.net/juneauak-meet-8ad4ade0313b4cf882a4c5762caa70a3/ITEM-Attachment-001-3f722f709e87469c9b0d1a60b4e620d9.pdf> and <https://mccmeetingspublic.blob.core.usgovcloudapi.net/juneauak-meet-8ad4ade0313b4cf882a4c5762caa70a3/ITEM-Attachment-001-3641573ca435463fb1497f38b7ade76b.pdf>

² <https://www.apta.com/wp-content/uploads/DOT-OST-MEMO-Competitive-Grant-Guidance-03-11-2025.pdf>

forward to resuming this work. It may likely experience further delays given that the three staff in the Alaska office associated with these programs departed the agency on April 18, 2025.

Despite the uncertainty, the department continues to research, share, and collaborate on State, private, and non-profit funding opportunities and applications across CBJ departments and partner agencies. We have also been completing grant award agreements, moving projects forward, scoping future projects, and completing necessary reporting requirements. A list of planned and recently submitted applications is listed in the attachment.

Beyond traditional grants, we continue to research and pursue relevant funding opportunities that align with CBJ's needs and goals. These include partially forgivable loans³ and rebate programs ([Direct Pay](#)⁴).

While we currently have more questions than answers, CBJ staff are closely monitoring all federal funding and maintaining close communication with program officers where possible and will notify this body as more information comes available.

Congressionally Directed Spending

CBJ submitted the following FY26 requests for Congressionally Directed Spending to Senator Murkowski's Office, which were due on February 28, 2025.

The submitted projects were selected based on the FY2026 CBJ Legislative Capital Priorities list, project diversity, and their relevance to federal funding available this fiscal year.

- **Glacial Lake Outburst Flood (GLOF) Long Term Mitigation, USACE** - \$10M
- **GLOF Disaster Mitigation – Protection of MWWTP** - \$2.976M
 - Construction of a sheet pile wall; prevent repetitive damages to armoring at MWWTP
- **GLOF – Flood Resilience on the Mendenhall River** - \$3.7455M
 - Site preparation and deployment of Phase 2 flood barriers
- **Mendenhall WW Treatment Plant: Fats, Oils, Grease, Grit Removal (FOG)** - \$5.95M
- **Statter Harbor Wave Attenuator** - \$1.5M (*Resubmittal from FY25*)
- **Capital Civic Center** (*Support of Partnership Request*)

Congressman Begich began accepting CDS requests, which were due the week of April 14, 2025. CBJ submitted the same list of projects as those noted above, excluding the "GLOF Disaster Mitigation – Protection of the MWWTP" per recent advice from FEMA and the delegation that this project was better suited to the [FEMA Public Assistance 406 Mitigation program](#)⁵.

FY2026 State of Alaska Capital Appropriation

CBJ submitted all projects noted in the adopted [FY2026 Legislative Capital Priorities](#)⁶ to the CAPSIS portal, which is the process used to identify community capital priorities and funding needs for consideration by the Alaska State Legislature. Juneau's legislative delegation has been transparent about the very limited funding available for capital projects this year, however, CAPSIS continues to provide a meaningful opportunity to communicate community needs to the Legislature.

Attachment:

April 2025 EPW Planned and Pending Applications

³ <https://dec.alaska.gov/water/technical-assistance-and-financing/state-revolving-fund/>

⁴ <https://www.whitehouse.gov/cleanenergy/directpay/>

⁵ <https://www.fema.gov/emergency-managers/practitioners/recovery-resilience-resource-library/public-assistance-406>

⁶ https://juneau.org/wp-content/uploads/2025/03/FY26-CBJ-Legislative-Capital-Priorities-List_Adopted-2.pdf

April 2025 EPW Grant Application Update

Awarded, planned, and pending (submitted) applications from spring 2024 – April 2025

Section F, Item 9.

Grant Name	Source	Lead Department	Project Name/Scope	Amount	Local Match (Funds and/or In-kind value)	Status
Port Infrastructure Development Program	MARAD	D&H	Aurora Harbor Drive Down Float	\$11.15 million	\$2.79 million	Awarded (Paused)
Charging & Fueling Infrastructure Grant (CFI) – Round 2¹	USDOT	EPW	Public EV Charging Infrastructure	\$5 million	\$1 million	Awarded (Paused)
Renew America’s Schools Prize	DOE SCEP	EPW/JSD/AML ²	JSD HVAC Controls & Energy Upgrades	\$7M (shared between 3 School Districts)	TBD	Awarded
Low or No Emission and Grants for Buses and Bus Facilities Programs	FTA	Capital Transit	Acquisition of seven electric busses (including replacement of Proterra Bus), charging infrastructure	\$11.86 million	\$1.88 million	Awarded
Waste to Energy Technical Assistance	NREL	EPW	Waste-to-Energy Technical Assistance – Municipal Solid Waste	40 hrs tech assistance	\$0	Awarded
Thriving Communities Technical Assistance Program	USDOT	CDD	Partnership with Tlingit & Haida, THRHA – Kowee Creek Area Dev	2 years technical asst.	\$0	Awarded
Transformational Habitat Restoration & Coastal Resilience	NOAA	SEAWC ³ +EPW	Restoring salmon habitat and reducing disaster risk in the Mendenhall River	\$1.5 million	TBD	Awarded
Safe Streets for All - FY23	USDOT	EPW	Supplemental Planning for Action Plan – Focus on Lemon Creek Area	\$86,000	\$21,500	Awarded
EECBG - Energy Efficiency & Conservation Block Grant	DOE	EPW	EV Truck for Utilities Fleet	\$76,100	\$0	Awarded
Reconnecting Communities and Neighborhoods – FY23	USDOT	EPW	Lemon Creek Multimodal Path – Planning, Engagement, Design, Eng.	\$653,520	\$163,380	Awarded
2023 Community Transportation Prog. (CTP)	AKDOT&PF	EPW	Vintage Park Road Safety Improvements	\$6.39 million	\$2.13 million	Awarded
2023 Transportation Alt. Prog. (TAP)	AKDOT&PF	P&R	Montana Creek Bridge Replacement	\$2.22 million	\$220,558	Awarded

¹ CBJ’s FY23 CFI application was deemed “Highly Recommended” and is under consideration for supplemental funding under “Round 1” while also reapplying for “Round 2” funding (application due August 28, 2024). CBJ can only be awarded for one but not both awards.

² Multi-district application submitted by Alaska Municipal League. CBJ/JSD is one of three school districts that will receive a portion of the total award.

³ CBJ would be a subawardee in grant submitted by Southeast Alaska Watershed Council. Work would be focused around protection of the bank near the Dimond Park Fieldhouse through an engineered log jam.

Hazard Mitigation Grant Program (HMGP)	AKDHS&EM/ FEMA	Emergency Management	Juneau Hazard Mitigation Plan Update	\$111,600	\$12,400	Av
SWIFR (Solid Waste Infrastructure for Recycling)	EPA	EPW	Compost Facility + Grinder ⁴	\$5 million	\$0	Submitted
Environmental & Climate Justice Community Change Grant	EPA	EPW	Lemon Creek Multimodal Pathway Construction + Disaster Debris Equip	\$19.7M	\$0	Submitted
Thriving Communities Grant – Type 3	Philanthropy Northwest	EPW	Highlands Storm Drainage System Study and Design/Engineering	\$320,000	\$0	Submitted (Paused)
Thriving Communities Grant – Type 2	Philanthropy Northwest	EPW	Emergency Operations Plan Update	\$180,000	\$0	Submitted (Paused)
Rural and Tribal Technical Assistance	USDOT, BAB	EPW	North Douglas Transportation Corridor Feasibility Study	\$580,000	\$0	Submitted (Paused)
Climate Smart Communities Initiative: Community based climate resilience	CSCI	EPW + AML	Development of Climate Resilience and Adaptation Plan, building off Hazard Mitigation plan	\$100,000	\$0	Submitted (Paused)
Clean Ports Program	EPA	D&H, EPW	Shore Power at Dock 16B	\$58.33 million	\$6.57 million	Not Awarded
PRO Housing Grant	HUD	CDD	Gap financing (thru JAHF) for 0%-80% AMI affordable housing projects.	\$3M	\$0	Not Awarded
Active Transportation Infrastructure Investment Program (ATIIP)	FHWA	EPW	Lemon Creek Multimodal Path Final Engineering & Design	\$800,000	\$200,000	Not Awarded

⁴ CBJ received \$2.5 million in FY23 CDS funds to support the construction of a municipal compost facility. CDS funds will be used for design, engineering and site preparation. Additional funds are required for building construction.

CBJ Flood Funding Status (Updated April 2025)

The following table provides an overview of many of the relevant funding programs and activities CBJ staff are engaged with in various capacities.

Funding Program	Agency/Funder	Partners	Scope	Amt Requested/Funded	Status/Notes
2024 Public Assistance	FEMA	N/A	Reimbursement for 2024 disaster recovery costs - public infrastructure (mitigation not eligible)	Approx. \$1.2M, final amount determined by FEMA	AWARDED. Working closely with FEMA/DMVA to gather all required documentation and reporting.
Transformational Habitat Restoration & Coastal Resilience grant	NOAA	Southeast Alaska Watershed Council (Awardee)	Bio-engineered bank stabilization for the west bank upstream of the Mendenhall River Ped Bridge.	\$1.5M	AWARDED (to SAWC). SAWC is soliciting for design consultant; CBJ will provide advisory and concurrence role.
ICDBG-IT	HUD	THRHA (Awardee)	Support for Phase 1 HESCO; THRHA designating funding from grant to assist with deployment the Phase 1 project.	\$900,000	AWARDED (to THRHA). Implementation with THRHA in progress.
USFS Participating Agreement	USFS	USFS, USACE	Joint effort to conduct watershed assessment, mapping, modelling, and glacier lake outburst flood planning and mitigation alternatives development.	\$1M	AWARDED. MOA signed. Coordinating with USACE and USFS to identify data needs that will best support the goals and needs of the GI.
General Investigation	USACE	Congressional Delegation	Investigation of long-term mitigation solutions	\$10M requested /\$4.75M awarded for pre-feasibility study technical work.	PARTIALLY AWARDED. \$4.75M awarded in 2025 American Relief Act (AAR) for pre-feasibility technical study. Additional funding requested via CDS process.
Technical Flood Fighting Assistance	USACE	Governor's Office	Requested immediate technical flood fighting assistance (advanced measures) from the USACE; included HESCO Barriers and related barrier equipment.	37,800 linear ft of HESCO, 400 SuperSacks, 112,000 regular sandbags, Polyethylene sheeting, Ongoing Technical Assistance.	IN PROGRESS. USACE technical experts are working closely with CBJ engineers and have made several visits to Juneau since September 2024. Materials have been requested for delivery this spring.
Community Development Block Grant - Disaster Recovery (CDBG-DR)	HUD	State of Alaska, others	TBD, Funding to "address long-term recovery needs, restoration of infrastructure/housing, economic revitalization, and mitigation in the most impacted and distressed (MID) areas."	TBD, \$18.6M dollars designated for two disasters in Alaska, including 2024 GLOF (Designated)	IN PROGRESS. AAR allocated \$18M to the State of Alaska for the 2024 GLOF and the 2023 Spring Floods (Kuskokwim River). Unclear how funding will be distributed between the two disasters until official announcement.
Environmental & Climate Justice Community Change Grant	EPA	Tlingit & Haida (Lead)	CBJ was a partner on Tlingit & Haida's CCG application, which included funding request for Phase 2 HESCO; Submitted our own application for disaster debris removal equipment.	Total T&H application requested \$20M for various projects (\$5M for Phase 2 HESCO)	REQUESTED. Application submitted. Recent EPA announcement ⁵ implies that they do not plan to make awards for this round.
Solid Waste Infrastructure for Recycling Grant (SWIFR)	EPA	Tlingit & Haida	Horizontal grinder for improved disaster debris management.	\$1.1M	REQUESTED. Application submitted.

⁵ <https://www.epa.gov/newsreleases/epa-administrator-lee-zeldin-cancels-400-grants-4th-round-cuts-doge-saving-americans>

Congressionally Directed Spending (CDS)	Various	USACE + FEMA	Requesting additional mitigation funding for GI Study and Phase 2 flood fighting, from most likely federal funders via CDS process	TBD	REQUESTED. CDS requests submitted to Sen. Murkowski's office in Feb 2025.
State Revolving Fund (Forgivable Loan)	Alaska DEC	N/A	Funding for the Phase 1 HESCO project.	\$7.83M; 50% forgivable; Working with ADEC to understand available funding and eligibility/timeline.	IN PREPARATION. Assembly provided permission to apply.
PROTECT	USDOT FHWA	N/A	TBD, awaiting new NOFO to determine applicable scope.	TBD	IN PREPARATION. Agency pulled funding opportunity in Feb; awaiting resigned NOFO.
Hazard Mitigation Grant Program (HMGP)	FEMA/DMVA	TBD	Received HMGP grant to update Hazard Mitigation Plan; Scope in development - targeting mid-term mitigation projects for future HMGP funding requests.	TBD, likely under \$2M available	IN PREPARATION. Application due October 2025; likely a year+ before funds awarded.
Building Resilient Infrastructure & Communities (BRIC)	FEMA	TBD	Scope in development, to be informed by H&H study and other forthcoming data + community needs.	TBD	CANCELED. CBJ prepping for FY26 submission in Jan 2026. FEMA canceled this funding program.
Flood Mitigation Assistance (FMA)	FEMA	TBD	Scope in development, to be informed by H&H study and other forthcoming data + community needs.	TBD	INELIGIBLE/ IN PREPARATION. CBJ ineligible in FY25, prepping for FY26 submission in Jan 2026. Unclear if this program may be canceled as well.
FMA Swift Current	FEMA	N/A	N/A	TBD	INELIGIBLE/ IN PREPARATION. Requires Fed Disaster Declaration; CBJ ineligible in FY25, prepping for FY26 application submission if relevant
Emergency Watershed Protection (EWP)	NRCS	N/A	N/A	N/A	INELIGIBLE. NRCS determined lack of nexus between GLOF disaster and funding program.
Watershed Protection & Flood Prevention Operations Program (WFPO)	NRCS	N/A	River-wide technical planning and implementation assistance.	N/A	UNFUNDED. CBJ requested program assistance. All Alaska study requests have been added to the national waitlist for funding.
Emergency Streamline & Shoreline Protection (Section 14)	USACE	N/A	N/A	N/A	NOT APPLICABLE. CBJ requested a feasibility study, USACE directed CBJ to General Investigation program.
Non-Federal Match for Federal Infrastructure Grants Program	Denali Commission	N/A	Request for funding to defray local cost share requirement for GI Study.	\$500k - \$1M	NOT AWARDED. Funding preference given to shovel-ready projects.

PWFC Action Items to Advance 2025 Assembly Goals

Approved at the 2/3/2025 Regular Assembly Meeting

PWFC Report Date: 4/21/2025

1. Housing - Assure adequate and affordable housing for all CBJ residents

	Implementing Actions	PWFC Committee Work:	Notes:
D	Continue planning and implementation of (re) development of Telephone Hill, Pederson Hill, 2nd/Franklin, and CBJ land recently re-zoned to encourage density.		<p>2.12.24 COW - Assembly provided direction on next planning steps. Staff to work on variations of Option C.</p> <p>8.5.24 Memo on tonight's COW.A</p> <p>12.2024- A Request for Information (RFI) began advertising in December 2024 to seek further information on development feasibility on Telephone Hill. The purpose of the RFI was to solicit qualified developers to determine potential incentives that could be offered from the CBJ to encourage and support the development of high-density, mixed-income housing in Downtown Juneau.</p> <p>2.19.2025 CBJ received a response to the RFI.</p>

2. Economic Development - Assure Juneau has a vibrant, diverse local economy

	Implementing Actions	PWFC Committee Work:	Notes:
C.	Complete design and build community support for West Douglas and Channel Crossing. Apply for construction funding and appropriate and/or bond for the local match.	<i>Engage the public and prepare the project for a successful grant application for full design including working with ADOT and identifying match.</i>	<p>2.16.24 - CBJ returned MOA with comments to DOT.</p> <p>3.7.24 DOT and DOWL held technical and stakeholder meeting on PEL. 3.11.24 DOWL presented Level 2 Screening results to PWFC. 4.11.24 DOWL and DOT extended the stakeholder comment period to this date per stakeholder request. 9.4.24 DOT issued an update to the Advisory Committees addressing concerns regarding the Salmon Creek alternative. 2.24.25 DOT/DOWL to hold the 7th and final PEL meeting on March 4. 3.17.25 PEL Level 2 Final Screening Scoring released. Mendenhall Peninsula alternative has been dismissed due to cost.</p> <p>DOT&PF/DOWL accepting comments. 4.15.25 Draft Final PEL document to be released on or about May 8th, 2025. Final Public Open House to be held in May 15th, 2025 (5p-7p). Comment period closes on or about June 7, 2025. PEL Study to be Finalized June 2025.</p>

PWFC Action Items to Advance 2025 Assembly Goals

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

	Implementing Actions	PWFC Committee Work:	Notes:
F	Maintain Assembly focus on regular operational maintenance. Develop strategy for addressing deferred vs capital needs for all CBJ facilities.	<i>Do committee work so that Assembly can increase funding for deferred maintenance.</i>	<i>11.4.22. Assembly increased commitment to deferred maintenance in 1% that passed in October.</i>

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

	Implementing Actions	PWFC Committee Work:	Notes:
A	Implement a zero waste or waste reduction plan, including development of the Zero Waste Subdivision.	Evaluate Juneau's Solid Waste situation holistically. Establish framework for stakeholder engagement. Define goals for composting and level of municipal involvement.	2.12.24 - COW authorizes EPW to spend funds from Zero Waste CIP to do a high-level study of future muni. waste disposal options. 2.22.24 - Staff held a solid waste Q&A session at the Mend. Library. 2.20.24 - EPA issued a final NEPA Finding of No Significant Interest (FONSI) for the \$2.5M development of a compost site. There are other application steps but CBJ believes that we may get authorization from EPA to access the CDS in Spring 2024. 3.7.24 - Staff held a solid waste Q&A session at the DT Library. 4.15.24 EPW includes a memo along with a JCOS letter of support in PWFC packet to authorize high-level study. 7.15.24 PWFC provides guidance on procurement method for compost operator. 8.5.24 PWFC provided draft results of Waste Characterization. Also, Jacobs was selected to conduct a Solid Waste Disposal Options Study. 1.27.25 PWFC - EPW provided Solid Waste Presentation with results of final Waste Characterization Study. 3.17.25 Final Draft of the Juneau Solid Waste Disposal Facility Feasibility and Capital Costs – Technical Memo presented to PWFC with presentation from the author, Jacobs Engineering Group
B	Identify and prioritize the most cost-effective energy efficiency and electrification upgrades in CBJ facilities.	Support and follow efforts of Facilities Maintenance to implement an Energy Management and Information System (EMIS)	8.28.23. Update from Building Maintenance. 3.5.2024. CBJ applied for EPA grant funding for electric boiler at MWWTP. 4.25.24 Transit applying for Low or No Emission grant for 6 more electric buses and associated charging infrastructure. This would expand the fleet. The next round of diesel buses won't be eligible for replacement until 2028. 6.3.2024 Request authorization for FTA grant. 7.15.24 PWFC notified that Capital Transit won a ~\$12M Bus & Bus Facilities grant for 6 new electric buses and associated charging infrastructure. 2.24.25 PWFC - Electric Bus Update

PWFC Action Items to Advance 2025 Assembly Goals

C	Identify the next major step or investment towards achieving the goal of reliance on 80% of renewable energy sources by 2045.	<p>Do committee work on Green House Gas (GHG) Emissions data collection/measuring initiative to ensure a useful metric the Assembly can support.</p> <p>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.</p>	<p>12.18.2023 JCOS requested funding to complete GHG reports for 2022 and 2023. 4.10.24 Working on contract.</p> <p>5.28.2024 - Staff submitted a Clean Ports grant application for the Port of Juneau Municipal Shore Power Project on behalf of D&H.;</p> <p>January 2025 CBJ was awarded a USDOT Charging & Fueling Infrastructure grant for EV charging in January 2025; CBJ was notified a week later that this funding is indefinitely paused, and we do not have a signed funding agreement with USDOT.</p> <p>February 2025 Update: CBJ is a partner with AELP and Renewable Juneau for a DOE/NREL Energy Transitions Initiative Partnership Project (ETIPP) to look at switching multifamily electric resistance baseboard heating with more efficient heat pumps.</p>
D	Continue developing GLOF and other natural disaster mitigation, resilience, and response strategies with partner agencies.	<p>Continue committee work on GLOF (Glacial Lake Outburst Flood) and other natural disaster mitigation strategies, focusing on enhancing resilience and response efforts in collaboration with partner agencies.</p> <p>Review progress and assess strategies to protect Juneau's infrastructure and communities from natural disasters</p>	<p>https://juneau.org/manager/flood-response : 1.03.2025 New HESCO Barrier Phase I webpage went live: https://juneau.org/engineering-public-works/hesco-barrier-phase-1 ; 1.27.2025 PWFC - EPW Grant Manager provided a presentation to the PWFC on Flood Response Funding Strategy, Efforts & Updates. https://juneau-ak.municodemeetings.com/ ; 2.24.2025 PWFC - SRF Loan Application; 3.12.2025 Climate Smart Communities Initiative (CSCI) application in progress for technical assistance to create a climate resilience plan in collaboration with AML and T&H.</p>
E	Develop strategy to reduce abandoned/junked vehicles	<p>Do committee work to support the Assembly in increasing funding for junk vehicle disposal, including possible incentives.</p>	<p>11.6.23. At the 10/24/2023 Assembly Reorganization Meeting, Draft Ordinance 2023-38 Introduced "An Ordinance Amending the Traffic Code Relating to Impounds of Vehicles"</p> <p>This will ease the burden on JPD and allow impound in place. 4.15.24 Skookum memo in PWFC packet.</p> <p>3.03.2025 COW - Ordinance 2025-07 "An Ordinance Amending the Procedures and Requirements Related to Abandoned, Junked, Wrecked, and Impounded Vehicles" introduced</p>

MEMORANDUM



TO: Denise Koch
Engineering & Public Works Director

FROM: Greg Smith
Contract Administrator

Date: April 21, 2025

SUBJECT: Contracts Division Activity
March 13, 2025, to April 11, 2025

Current Bids – Construction Projects >\$50,000

BE25-128	Wildflower Court Sidewalk Replacement	Engineers Estimate - \$200,000 to \$250,000 Bid released 04/16/2025. Bids Due 05/07/2025.
BE25-271	MWWTP SBR Fall Protection Replacement	Engineers Estimate - \$165,000. Bids due April 9, 2025. No bids were submitted.
BE25-158	Hank Harmon Public Range Improvements	Engineers Estimate – \$953,410. Bids were opened 3/27/2025. Four responsive bids were received; Island Contractors, Inc, Tideline Construction, LLC, North40 Construction Corp, and Admiralty Construction, Inc. Island Contractors, Inc , is the low bidder; \$810,908. NTP sent 4/14/2025
DH25-023	Statter Harbor Improvements Phase III(D) Upland Improvements	Engineers Estimate – 3,023,220 Bid release 04/16/2025. Bids Due 05/07/2025.
DH25-022	Aurora Harbor Rebuild – Phase IV	Engineers estimate - \$9,000,000.00 to \$10,000,000.00. Bids were opened March 25, 2025. Two bids received, Western Marine Construction, Inc and Trucano Construction Company. Western Marine Construction is the low bidder; Total bid award \$7,589,700. NTP sent 4/11/2025.
BE25-034	Mendenhall Wastewater Treatment Plant – Dried Biosolids Crusher System and Building Modifications	Notice of Intent to Award issued April 10, 2025, to Dawson Construction LLC. \$1,645,415.00
BE25-044	Juneau International Airport Riverbank Stabilization	Bids received on April 9, 2025. Four (4) bids received. Lowest responsive bidder RNB Construction, LLC - \$244,991.80. Document submittals in progress.

Current RFPs – Alternative Procurement

	None	
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Current RFPs – Services

RFP E25-250	Design Services for the Juneau International Airport – SIDA ADA Elevator	Notice of Successful Proposer issued March 24, 2025, to NorthWind Architects. Fee Negotiations in progress.
RFP E25-305	Contract Administration & Inspection Services for Starlite Court Reconstruction	Deadline for Proposals – April 16, 2025.
RFP E25-181	Utilities Permitting Assistance	Awarded to DOWL, March 5, 2025. Contract negotiations in progress.
RFP E25-267	Design, Construction Administration & Inspection Services for Centennial Hall Lobby Renovations	Proposals received March 4, 2025, Successful Proposer Jensen Yorba Wall. Fee Negotiations in progress.
RFP E25-216	Design Services for Last Chance Basin Wells 4 & 5 Replacement	Notice to Proceed issued March 14, 2025, to proHNS LLC. \$90,844.00

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

MR25-296	HESCO Barrier Flood Mitigation Project	Four T/M contracts executed under a modification waiver to bidding in order to expedite completion of the flood mitigation project: Admiralty Construction, Coogan Construction, GR Cheeseman Construction, and North40 Construction.
MR25-298	Dzantik'i Heeni Middle School Fire and Water Damage Emergency Repairs	Notice to Proceed issued 03/17/2025 to Carver Construction. \$20,000.00
AM 1 to MR25-298	Dzantik'i Heeni Middle School Fire and Water Damage Emergency Repairs	Notice to Proceed issued 04/09/2025 to Carver Construction. \$99,585.00

Construction Change Orders (>\$20,000)

	None	
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Term Contracts for Small Civil & Utility Construction Services (>\$20,000)

	None	
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Term Contracts for CBJ Material Sources Construction Services (>\$20,000)

	None	
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Term Contracts for Downtown Stair Repair Services (>\$20,000)

	None	
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Term Contracts for General Construction Services (>\$20,000)

	None	
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Term Contracts for Painting Work (>\$20,000)

	None	
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Term Contracts for Electrical Work (>\$20,000)

	None	
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Term contract for Professional Services (>20,000)

	None	
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MR E24-021 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals.

Key for Abbreviations and Acronyms

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