



# ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE AGENDA

November 06, 2023 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.](#) September 18, 2023 - Regular Meeting

**F. ITEMS FOR ACTION**

[2.](#) Alaska Department of Transportation FY2024 Human Services Transportation Services Grant

[3.](#) Adair-Kennedy Memorial Park Ballfield and Track Bond-Funded Improvements

[4.](#) Harbors CIP Establishment and Funds Transfer to Cruise Ship Dock Safety Railing (\$500K)

[5.](#) CBJ Office Space

[6.](#) Long-term Follow-up to 08-05-2023 Jökulhlaup and Mendenhall River Flood Event

**G. INFORMATION ITEMS**

[7.](#) Juneau Douglas North Crossing Project Update

[8.](#) EPW Grants Strategy Update

[9.](#) FY2025 Draft Legislative Capital Priorities

[10.](#) Transit Update for Drivers and Route Reactivation

[11.](#) On-Bill Financing and Heat Pumps

[12.](#) Solid Waste Update & Juneau's Waste 101

**H. PWFC 2023 ASSEMBLY GOALS**

[13.](#) PWFC Milestones for 2023 Assembly Goals

**I. CONTRACTS DIVISION ACTIVITY REPORT**

[14.](#) September 13, 2023 - October 30, 2023

**J. NEXT MEETING DATE**

15. December 18, 2023

**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.gov](mailto:city.clerk@juneau.gov).

# ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE MINUTES - DRAFT



September 18, 2023 at 12:10 PM

Room 224 City Hall/Zoom Webinar

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

**A. CALL TO ORDER – 12:10 p.m.**

**B. LAND ACKNOWLEDGEMENT – Ms. Hale**

**C. ROLL CALL – Members Present: Chair Bryson; Ms. Hale; Mr. Jones; Ms. Weldon (joined at 12:50)**

Staff Members Present: Rorie Watt, City Manager; Katie Koester, EPW Director [via Zoom]; Denise Koch, EPW Deputy Director; and Breckan Hendricks, EPW Admin Officer

**D. APPROVAL OF AGENDA – No changes or comments**

**E. APPROVAL OF MINUTES**

1. N/A

**F. ITEMS FOR ACTION**

2. Long-term Follow-up to 08-05-2023 Jökulhlaup and Mendenhall River Flood Event

Manager Watt presented the memo updating the committee on the status of recovery and mitigation actions taken since the Jökulhlaup and resulting flooding. CBJ is working with residents concerning permits for repairs; assessing infrastructure status and risk and is working with DOT and surveyors regarding mapping. USGS requested an additional \$27,500 (in addition to \$7,500 for total \$35,000). *(Note: per the [October 23, 2023 Assembly Reorganization Meeting](#), the amount requested was changed to \$28K)*

Included in the memo were the following recommendations to the Assembly:

- 1- Introduce an ordinance to add \$27,500 to the operating budget to aid USGS monitoring Suicide Basin
- 2- Introduce a resolution to support University requests for funding for ongoing research.
- 3- Discuss appetite for different levels of CBJ involvement in research, mitigation, adaptation, and next steps (discussion at Committee of the Whole, for example).

Ms. Hale – Felt the most important thing CBJ can do is pull together and coordinate the ‘right’ project team to address risks and mitigation of future Jökulhlaup and flooding events.

Ms. Hale – Asked if CBJ should consider providing funds to the University in the short-term considering how long it can take to get grant funding. Mr. Watt said they would need to identify the needs first.

Mr. Bryson – Asked if CDD will force people to undo work that was done in response to the flooding or if those people would be required to fortify the banks and strengthen what has been done without permits.

Mr. Watt said he does not believe people will have to undo any work done in response to the emergency.

Regarding the ‘Protect CBJ Infrastructure’ portion of the memo, Ms. Hale felt it is important that CBJ work closely with property owners. She asked if CBJ is allowed to compel landowners to armor their property. Mr. Watt said that is not normal CBJ business and he is not sure how the CBJ would move forward with that.

Ms. Hale – Wondered if a LID would be an option for those properties. Mr. Watt said it might be possible under the current LID code. They would first need to determine what will be done, who will it benefit, who will pay the costs up front, can we compel them to participate, and they would need to determine/define a direct public purpose for the project.

Mr. Jones moved that they introduce an ordinance for the \$27,500 to be heard at the November Assembly meeting

No objection, motion passed

Ms. Hale moved the PWFC a resolution to support University requests for funding for ongoing research. Additionally, the Manager shall find out if funding is needed that CBJ could provide in the immediate term.

No objection, motion passed

Ms. Hale moved that PWFC request the Director of Public Works to advise PWFC on what the appropriate team to advise the assembly and CBJ on all levels and aspects of the river and ask that the Director of Public Works bring back that recommendation to the next PWFC meeting so they can forward a request on to the assembly.

No objection, motion passed

Ms. Hale moved to provide an opportunity for members of the public to testify to the assembly at a Committee of the Whole meeting about the situation.

No objection, motion passed

Mr. Watt presented a LIDAR map illustrating comparisons of the river and banks from 2013 to 2023.

This topic will be on the agenda for the next PWFC and will be open for public testimony at the next Assembly Committee of the Whole meeting.

#### **G. INFORMATION ITEMS**

##### **3. Waste Management Quarterly Update – Jim Denson, Waste Management, Presented via Zoom**

The fundamental goals are to mitigate odors, control litter, and safety.

- Odor mitigation is progressing well. Public complaints have decreased.
- Litter control work includes bird deterrents and installing bear fencing
- Safety measures include taking steps to ensure customer compliance with PPE and vehicle speed requirements. They are also encouraging public to use curb side pickup rather than bringing garbage to the landfill.

Completed projects include construction of the new cell, stormwater conveyance improvements, gas collection improvements, bird deterrent systems.

There are plans for projects to remove the maintenance bay and add a second scale in 2024.

Landfill safety measures include delaying opening as needed due to snowfall/ice, restricting access inside the Recycleworks building, and adding signage.

Ms. Weldon asked about the status of public dumpsters so people can drop off waste without having to go to the landfill. Mr. Denson explained the dumpsters were tried but there was not good public compliance. Mr. Bryson told the committee the option for residents to call and have Alaska Waste pick up extra items is affordable and it seems to be gaining acceptance in the community.

##### **4. Clean Energy Programs – presented by Mr. Watt**

The Assembly Committee of the Whole heard a presentation on August 7th regarding on-bill financing and referred it to PWFC. Mr. Watt does not recommend on bill financing saying he is not in support of linking

energy financing with utility billing. Mr. Watt recommended continuing work with Alaska Heat Smart and AELP programs.

It was decided to keep this in committee and to ask for additional information.

5. Water and Wastewater Utility Rate Increases – Presented by Superintendent Brian McGuire

The last rate increase already approved takes effect 7/1/2024. To meet projected FY2025-FY2029 funding needs, there would need to be a 10-15% increase in revenue. This could be met via rate increases, bonds, or a combination of the two.

6. Juneau Douglas North Crossing Project Update – Bridget LaPenter presented

The PEL Study is currently through the level 1 screening of possible locations. Surveying and mapping are in progress. If funding allows, they expect this phase could be completed in 2024. Currently CBJ is working on the North Douglas Sub Area Plan. CBJ was awarded \$16.5M in federal funds from USDOT for 2023. This grant requires a local match of \$866,000 which the assembly has approved.

An additional \$7M in Congressionally Directed Spending (CDS) has been awarded toward the project.

However, there is a 9% local match requirement that CBJ Engineering was not aware of when the award was accepted. ADOTPF has agreed to split the local match with CBJ. Our portion of the 9% comes to \$315,000.

**H. PWFC 2023 ASSEMBLY GOALS**

7. PWFC Milestones for 2023 Assembly Goals (one more meeting to provide input for goals) No comment

**I. CONTRACTS DIVISION ACTIVITY REPORT**

8. August 24, 2023, to September 13, 2023 – No new information

**J. NEXT MEETING DATE – November 6, 2023**

**K. ADJOURNMENT –**

Having no other business, the meeting adjourned at 1:27 p.m.

*Respectfully submitted by Kathleen Jorgensen Business Assists (907)723-6134* 🦋



**JUNEAU COORDINATED  
TRANSPORTATION COALITION MEETING  
OCTOBER 26, 2023**

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

**MEMO**

**DATE:** October 26, 2023

**To:** Wade Bryson, Chair, Public Works and Facilities Committee

**From:** Scott Ciambor, CBJ Planning Manager

**RE:** Alaska Department of Transportation FY2024 Human Services Transportation Services Grant

The [Juneau Coordinated Transportation Coalition \(JCTC\)](#) is a coalition of community partners that work together to make the most of available resources to improve the effectiveness and efficiency of transportation in Juneau, Alaska.

JCTC efforts and priorities are summarized in the adopted [2020 Juneau Coordinated Human Services Transportation Plan](#).

Each year the local community is eligible to put forward a grant proposal for the [Alaska Department of Transportation Human Services Transportation Service Grant](#). This grant focuses on Alaska Mental Health Trust beneficiaries who include those with mental illness, developmental disabilities, Alzheimer's and other dementias, chronic alcoholism, and traumatic brain injury.

- In FY 2023, SAIL was the selected local applicant and received funds for its Replacement ADA Taxi program.

**FY2024 Human Services Transportation Services Grant**

This year one local application was received for the JCTC to consider. SAIL requests capital for an Replacement ADA Taxi for its program. In FY23, SAIL served ~1000+ seniors & people with disabilities, over 300 who reside in Juneau. Approximately 50% of SAIL consumers are beneficiaries of the Alaska Mental Health Trust Authority. The request is for \$86,250.

At its meeting on October 26, 2023, JCTC made a recommendation to CBJ Public Works and Facilities Committee to make the SAIL request for ADA vehicle replacement a top priority.

**Recommended Motion**

Move to recommend a resolution supporting the SAIL Replacement ADA Taxi for the FY24 DOT Human Services Grant for the November 13, 2023 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.***

Grants for Capital Projects (money available on or after July 1, 2024): 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](mailto: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](mailto:jokeefe@sailinc.org)

Title/Description of Funding Request: Capital Request: Expansion ADA Taxi

***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 FY23, SAIL served ~1000+ seniors & people with disabilities, over 300 who reside in Juneau. Approximately 50% of SAIL consumers are beneficiaries of the AMHTA. That said, anyone can request the ramp-equipped taxi.

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 repeatedly, reported an ADA vehicle similar to what we are looking for would cost ~\$86,250 delivered to Juneau. 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 16+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:** Yes. Over the past 16+ grant cycles, SAIL has a 100% track record for securing all vehicle matches. 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 if SAIL hasn't found the match funding elsewhere.

**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 the vehicle you are requesting? Explain why, how, or why not.***

Section F, Item 2.

**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.

We are requesting an expansion vehicle. Last year SAIL requested and was approved for a replacement vehicle for our 2019 Toyota Sienna which now has ~140,000 miles and front end issues. We'd like to take this vehicle off the road however doing so would leave only one working ADA taxi. We learned long ago that every system needs a backup as vehicles need to be taken off the road for routine and major maintenance--and without a backup vehicle, it's an unreliable system. The vehicle we are requesting this grant cycle is that 2nd accessible taxi--so riders can rely on having an ADA vehicle available 24:7, 365 days a year.

**Description of vehicle to be replaced:** N/A (expansion)

***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 15, 2023). 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](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.



**JUNEAU COORDINATED  
TRANSPORTATION COALITION MEETING  
OCTOBER 26, 2023**

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

**October 26, 2023 at 3pm**

**Minutes:**

**I. Introductions**

The meeting was attended by Joan O'Keefe, Marianne Mills, James Harris, Laurie Serka, Isla Lund, and Forrest Courtney

**II. Review and Rank FY2024 Human Services Transportation Services Grant Applications**

**a. SAIL Expansion ADA Taxi**

Ms. O'Keefe gave an introduction to SAIL's grant request application. Ms. O'Keefe noted that she was instructed by Alaska Department of Transportation to title the grant application as a replacement instead of an expansion.

**III. Motion to CBJ Public Works and Facilities Committee**

Ms. Mills motioned to make a recommendation to CBJ Public Works and Facilities Committee to make the SAIL request for vehicle replacement a top priority, Ms. Serka seconded the motion. Motion passed 4-0.

**IV. Adjournment:**

Ms. O'Keefe motioned to adjourn the meeting, Ms. Mills seconded. Motion passed 4-0. Meeting adjourned 3:17 pm.

Juneau Coordinated Transportation Coalition  
**Addendum 6.3: Prioritized Projects, 2024-25 (SFY24)**

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 26, 2023 and voted to prioritize funding requests for submission in the SFY24 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 motioned to make a recommendation to CBJ Public Works and Facilities Committee to make the SAIL request for vehicle replacement a top priority.

This will be an Addendum to the 2020 plan.

# Juneau Coordinated Transportation Coalition

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The Juneau Coordinated Transportation Coalition (JCTC) is a coalition of community partners that work together to make the most of available resources to improve the effectiveness and efficiency of transportation in Juneau, Alaska.

# Juneau Coordinated Transportation Coalition

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Section F, Item 2.

JCTC efforts and priorities are summarized in the adopted  
2020 Juneau Coordinated  
Human Services Transportation Plan.

# Alaska Department of Transportation Human Services Transportation Service Grant

- Each year the local community is eligible to put forward a grant proposal
- This grant focuses on Alaska Mental Health Trust beneficiaries who include those with mental illness, developmental disabilities, Alzheimer's and other dementias, chronic alcoholism, and traumatic brain injury

# FY24 Grant Funding Request

## Prioritized Project

### **SAIL: Replacement ADA Taxi**

SAIL requests support to pursue grant funding for a Replacement ADA Taxi

#### **Joan O'Keefe**

Executive Director  
Southeast Alaska Independent Living, Inc. (SAIL)  
United Human Services of SE Alaska, Inc. (UHS)



# Recommended Motion

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Move to recommend a resolution supporting the SAIL Replacement ADA Taxi for the FY24 DOT Human Services Grant for the November 13, 2023 Assembly meeting.



**TO:** Wade Bryson, Chair  
Public Works & Facilities Committee

**THROUGH:** Denise Koch, Engineering & Public Works Director

**FROM:** George Schaaf, Parks & Recreation Director  
John Bohan, Chief CIP Engineer

**DATE:** November 1, 2023

**RE:** Adair-Kennedy Memorial Park Ballfield and Track Bond-Funded Improvements

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Voters approved Proposition No. 2 as part of the 2022 Municipal General Election by a 67.5% margin, providing \$6.6 million of General Obligation Bond for repairs and improvements to Juneau’s parks and trails. The Assembly intended that approximately \$5 million be used for improvements to Adair-Kennedy Memorial Park, and \$1.6 million for areawide trail improvements and construction of a new public use cabin, similar to the Amalga Cabin. The improvements at Adair-Kennedy Memorial Park include replacing the eight-lane track and installing artificial turf at the existing ballfield to improve safety and extend the playing season.

The track and ballfield improvements are currently under design. The new turf ballfield is at 90% design completion and the track replacement is at 60% design completion. With this information, the projects are estimated to cost:

-	Adair Ballfield Artificial Turf Project:	\$4,680,000
-	<u>Adair Track Replacement Project:</u>	<u>\$2,625,000</u>
	Total Cost:	\$7,305,000

The combined cost for the two projects exceeds the \$5 Million in funding allocated by Proposition No. 2. In an effort to keep work proceeding within available funding provided by Proposition No. 2, Parks and Recreation recommends proceeding with the Adair-Kennedy Artificial Turf Project, recognizing that insufficient funds are available for both projects. While both projects enjoy strong support in the community, the artificial turf field will benefit more users, including girls and boys sports at both high schools, and would likely attract state tournaments to Juneau. Further, the ballfield project will result in reduced maintenance costs over the project’s lifetime. Finally, Juneau currently has no artificial turf baseball or softball fields; however, the track at Thunder Mountain High School can meet minimal needs for track and field programs until the Adair-Kennedy Track can be repaired or replaced.

If allowed to proceed, it is intended that the Adair Ballfield Artificial Turf Project would be bid in the next coming months and constructed during the 2024 construction season, ready for use in the spring of 2025.

***Recommendation:***

Staff requests the PWFC support the decision to proceed with bidding and constructing the Adair-Kennedy Ballfield Artificial Turf Project with the understanding that the Adair -Kenney Track Replacement Project will require additional funds to complete.

<b>2023-28 Temporary 1% Sales Tax Parks &amp; Recreation Projects</b>		
<b>1</b>	Areawide Park Deferred Maintenance	\$500,000
<b>2</b>	Areawide Trail & Bridge Repairs <ul style="list-style-type: none"> <li><i>Perseverance Trail</i> \$750,000</li> <li><i>General Trail Repairs</i> \$250,000</li> </ul>	\$1,000,000
<b>3</b>	Areawide Parking Lot Paving & Drainage <ul style="list-style-type: none"> <li>Melvin Park \$700,000</li> <li>Twin Lakes Park \$650,000</li> <li>River Road Trailhead \$450,000</li> <li>Treadwell Arena \$300,000</li> <li>Cope Park \$200,000</li> </ul>	\$2,300,000
<b>4</b>	Renninger Park & Pipeline Skatepark Improvements	\$2,000,000
<b>5</b>	Arboretum & Eagle Valley Center Road Repairs & Drainage	\$300,000
<b>6</b>	Park & Trail Signage	\$250,000
<b>7</b>	Fish Creek Park ADA Access Improvements	\$500,000
<b>8</b>	Riverside Rotary Park Lighting Replacement	\$500,000
<b>9</b>	Valley Parks & Landscape Operations Equipment Storage & Lighting	\$800,000
<b>5-Year TOTAL</b>		<b>\$8,150,000</b>



# Port of Juneau

155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

**From:** *Carl Uchytel*  
Port Director

**To:** CBJ Public Works & Facilities Committee

**Via:** (1) Docks & Harbor Board approved 10/26  
(2) Public Works & Engineering Director

**Date:** October 27<sup>th</sup>, 2023

**Re:** CIP Establishment and Funds Transfer to Cruise Ship Dock Safety Railing

Docks & Harbors requests establishing Capital Improvement Project (CIP) and transfer of \$500,000 from the Docks Enterprise Fund Balance to complete a portion of the Cruise Ship Dock Safety Railing project. The Port Engineer estimates that 1300 linear feet of safety rail is needed at a cost of \$2M.

The Board has identified this project as the 3<sup>rd</sup> highest priority to the CBJ Capital Improvement Program for FY2024-2029. This has also been submitted as a request for Marine Passenger Fees since completion of the new cruise ship berths in 2017. The estimated Docks Enterprise Fund Balance is \$2.3M as of the end of FY23. If the Assembly approves funding, the remaining Docks Fund Balance will be approximately \$1.8M.

The Docks & Harbors Board has identified risk to CBJ by not taking appropriate action as indicated in encl (1) and in [video link](#).

The proposed work will replicate the same design which has already been completed along the Seawalk and would include new bull rail where necessary to provide a clean and professional appearance. The computer aided design (CAD) for the most recent work along the Marine Park Seawalk is provided in encl (3).

## Action Requested:

**“Move to transfer \$500,000 from the Docks Fund Balance into a CIP for a Cruise Ship Dock Safety Railing for the November 13, 2023 Assembly Meeting.”**

#

Encl:

- (1) Memo dated July 27<sup>th</sup>, 2023
- (2) Photos of current Seawalk
- (3) CAD of proposed safety railing
- (4) Site plan Map



# Port of Juneau

155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

**From:** Docks & Harbors Board  
**To:** City & Borough of Juneau Assembly  
**Date:** July 27<sup>th</sup>, 2023  
**Re:** Downtown Safety Railings

The Docks & Harbors Board is concerned that CBJ is exposed to unnecessary risks due to the Seawalk not fitted with safety railings from the CT Dock to Marine Park. Prior to construction of the new cruise ship berths in 2017, the face of the dock was a working waterfront in which vessels moored tightly to the bollards along the Seawalk. This created an impractical situation to install and maintain guard/safety railings. With the new pontoon float design and the vessels moved well-off the timber wharf, there is no justification to leave the Seawalk unprotected from potential pedestrian falls of 30+ feet into Juneau Harbor.

Since the completion of the new cruise ship berths, Docks & Harbors has submitted annual Marine Passenger Fee requests for safety railing as a need along the downtown waterfront. As we experience more cruise passengers with greater concentration along the Seawalk, Board members are becoming more apprehensive that this is an exposure which should be mitigated soonest. There is also bona fide need to protect Juneauites who frequent the docks at all hours and during the off-season when weather is less forgiving.

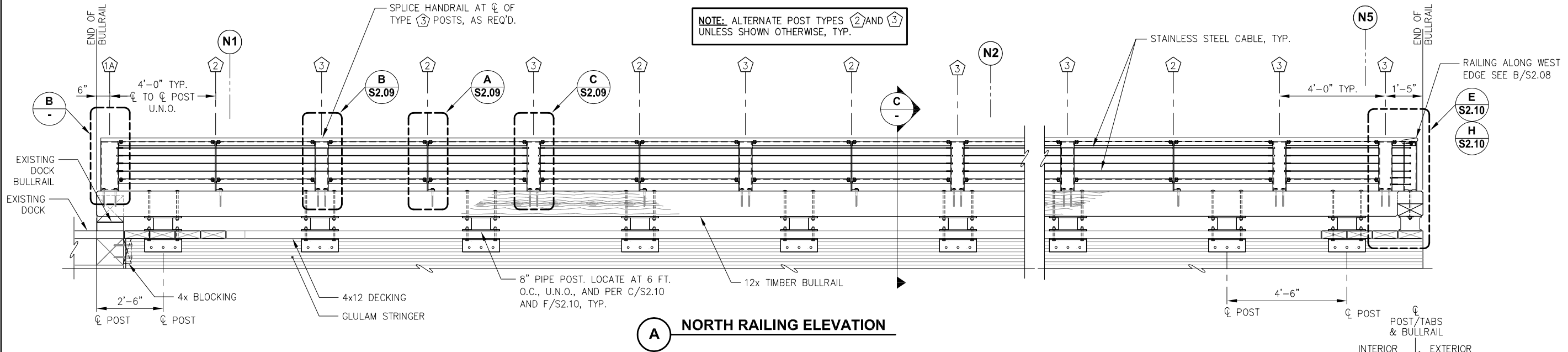
The Board understands a desire to maintain the historic aesthetics of the existing bull rail. However, we encourage examination of the newly constructed safety rails near Marine Park and consider that guardrails provide a good public safety benefit (particularly for elderly and mentally impaired). This design adds a visually pleasant safety element that functionally allows visitors to lean on the top rail and watch the active waterfront. Docks & Harbors staff estimates that 1300 linear feet of safety rail is needed at a cost of \$2M. The Board is contemplating directing staff to execute \$500K of Dock Enterprise Fund Balance to construct a phase prior to the CY24 cruise ship season.

This photo was taken on July 3<sup>rd</sup>. A member of the public attempted to awake this individual, then notifications were made to the Port Staff, JPD and CCFR. The individual was eventually assisted by CARES.







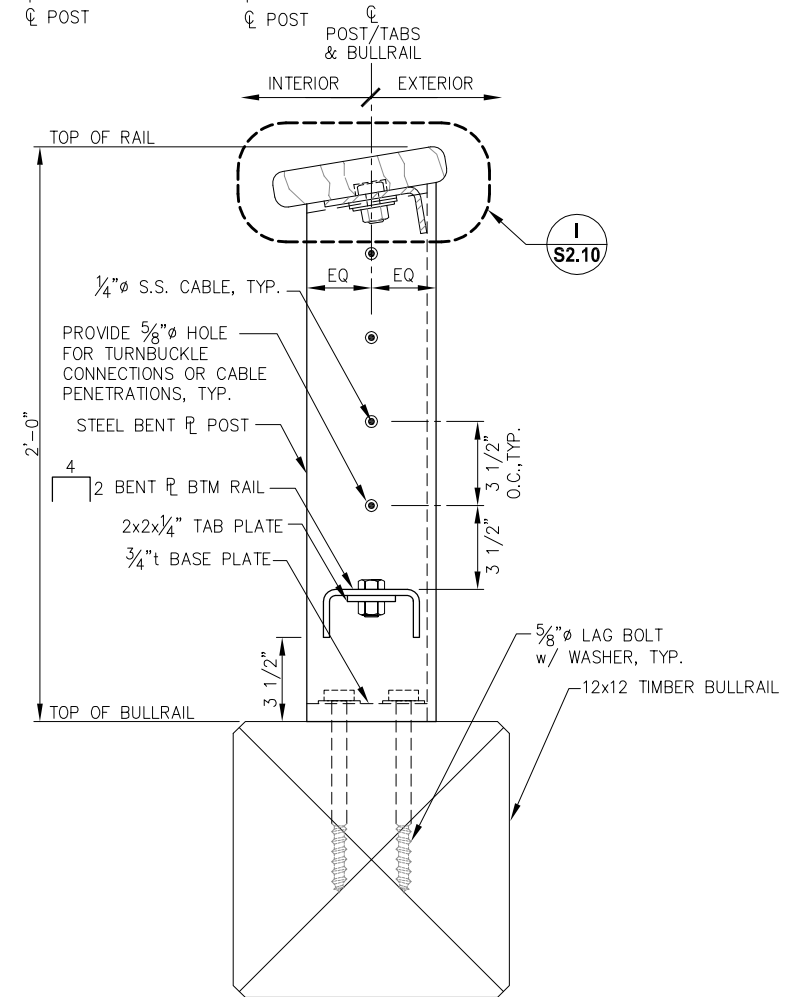
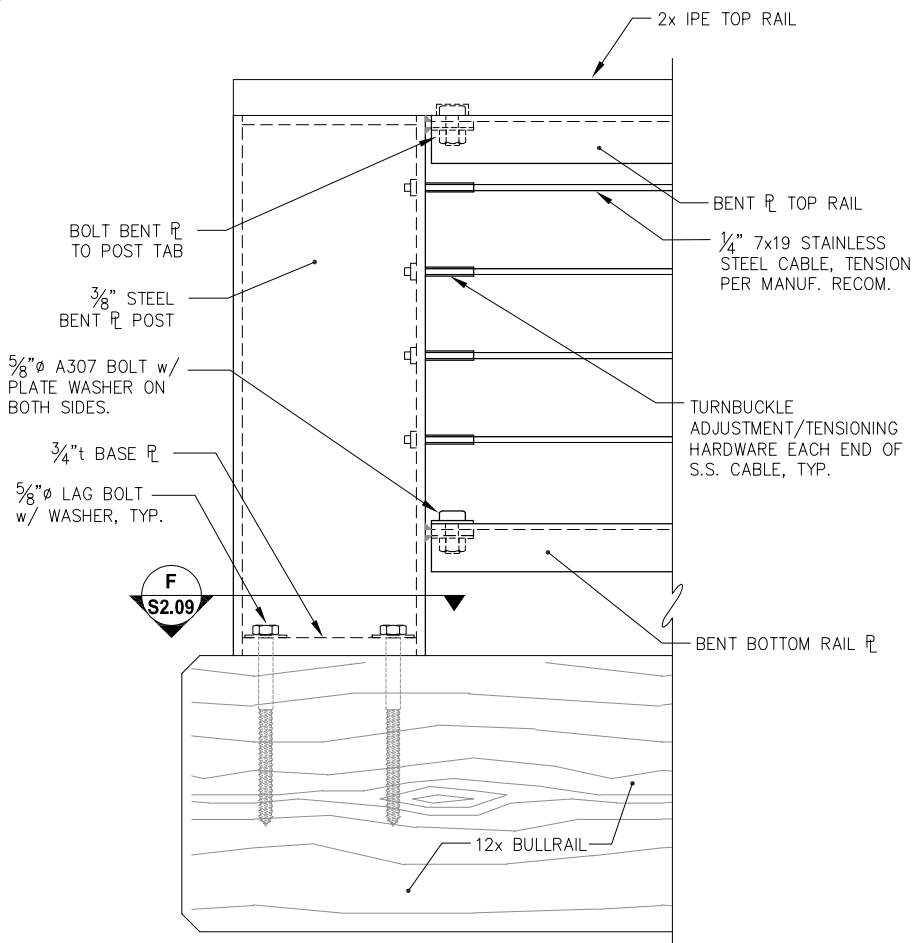


**RAILING NOTES:**

1. TOP AND BOTTOM BENT PLATES BOLTED CONNECTIONS MUST BE INSTALLED PRIOR TO CABLE INSTALLATION AND TIGHTENING.
2. ALL WELDS SHALL BE GROUND SMOOTH AND ALL METAL EDGES DEBURRED AND LIGHTLY ROUNDED PRIOR TO GALVANIZING.
3. TREAT TIMBER FIELD CUTS PER SPECIFICATIONS. ALL CUT OR FIELD WELDED GALV. MEMBERS SHALL BE GALV. REPAIRED PER SPECIFICATIONS.
4. LOCATION OF TURNBUCKLES FOR ILLUSTRATION PURPOSES ONLY. COORDINATE ACTUAL LOCATIONS PER CABLE MANUFACTURERS RECOMMENDATIONS.
5. TIGHTEN STAINLESS STEEL CABLE AS NECESSARY TO ALLEVIATE SAGGING PER MANUFACTURES RECOMMENDATIONS.

**RAILING POST SCHEDULE**

TYPE	TAB & HOLE LOCATIONS	NOTES
1A	RIGHT SIDE ONLY	CABLE PENETRATE RIGHT SIDE WITH TURNBUCKLES SEE DETAIL B/S2.07
1B	LEFT SIDE ONLY	CABLE PENETRATE LEFT SIDE WITH TURNBUCKLES SEE DETAIL B/S2.07 SIM.
2	BOTH SIDES	CABLE PENETRATE BOTH SIDE NO TURNBUCKLES, SEE DETAIL A/S2.09
3	BOTH SIDES	CABLE PENETRATE BOTH SIDES, TURNBUCKLES AS NOTED IN GUARD RAIL NOTES, SEE DETAILS B&C/S2.09



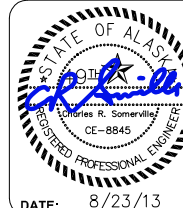
REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.



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

DESIGN: MDS  
DRAWN: WRB  
CHECKED: JLD  
APPROVED: CRS

SCALE:  
AS SHOWN

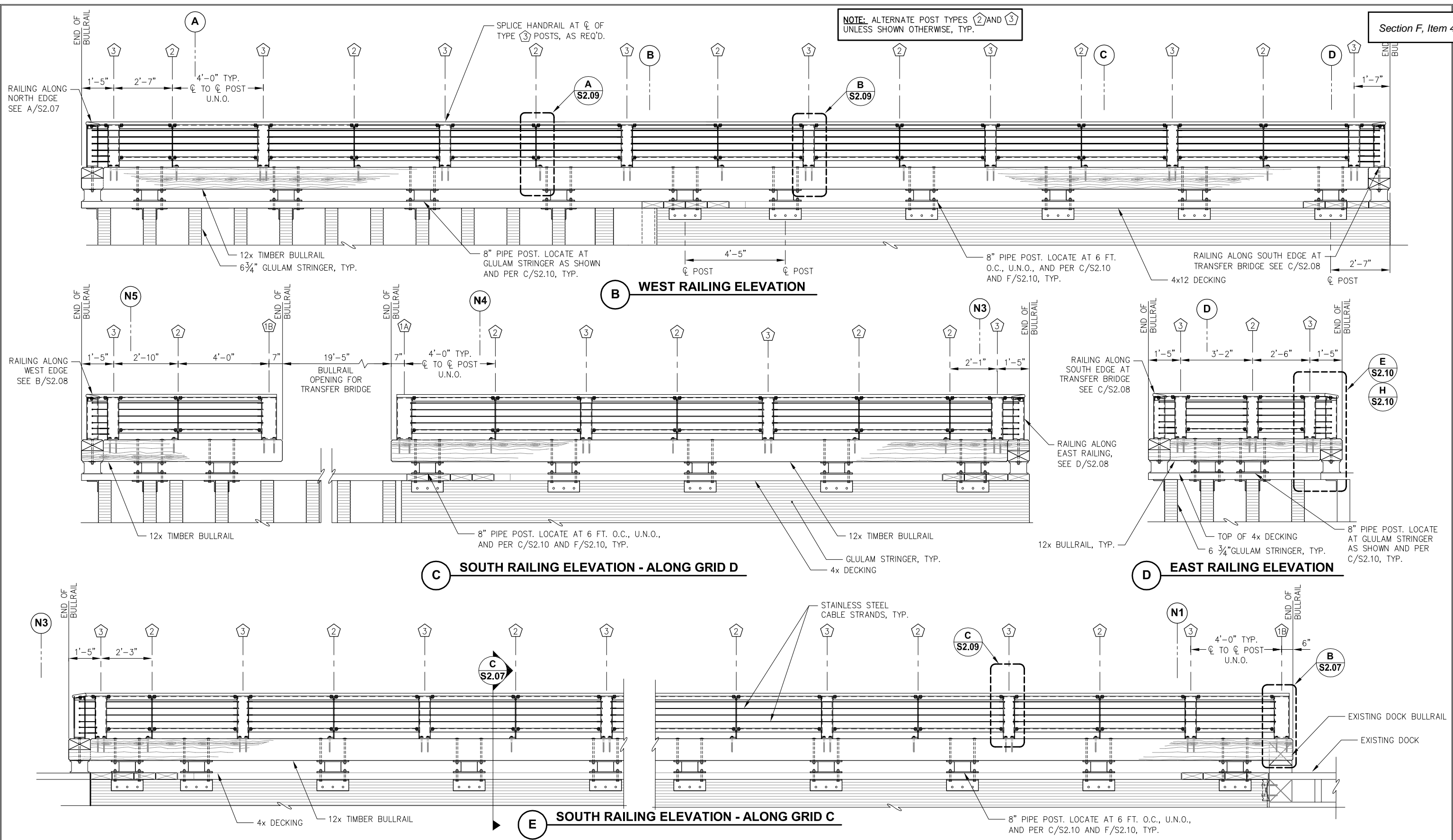


**PORT OF JUNEAU  
CRUISE SHIP BERTHS  
CONTRACT NO. DH12-001**

**SHEET TITLE:  
NORTH BERTH APPROACH DOCK  
RAILING ELEVATIONS AND DETAILS**

PN&D PROJECT NO.: 102050.04 DWG. FILE: -----DWG

**S2.07**  
SHEET  
25 OF 1



REVISIONS				
REV.	DATE	DESCRIPTION	DWN.	CKD.

**PND**  
ENGINEERS, INC.

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

DESIGN: MDS  
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CHECKED: JLD  
APPROVED: CRS

SCALE:  
AS SHOWN



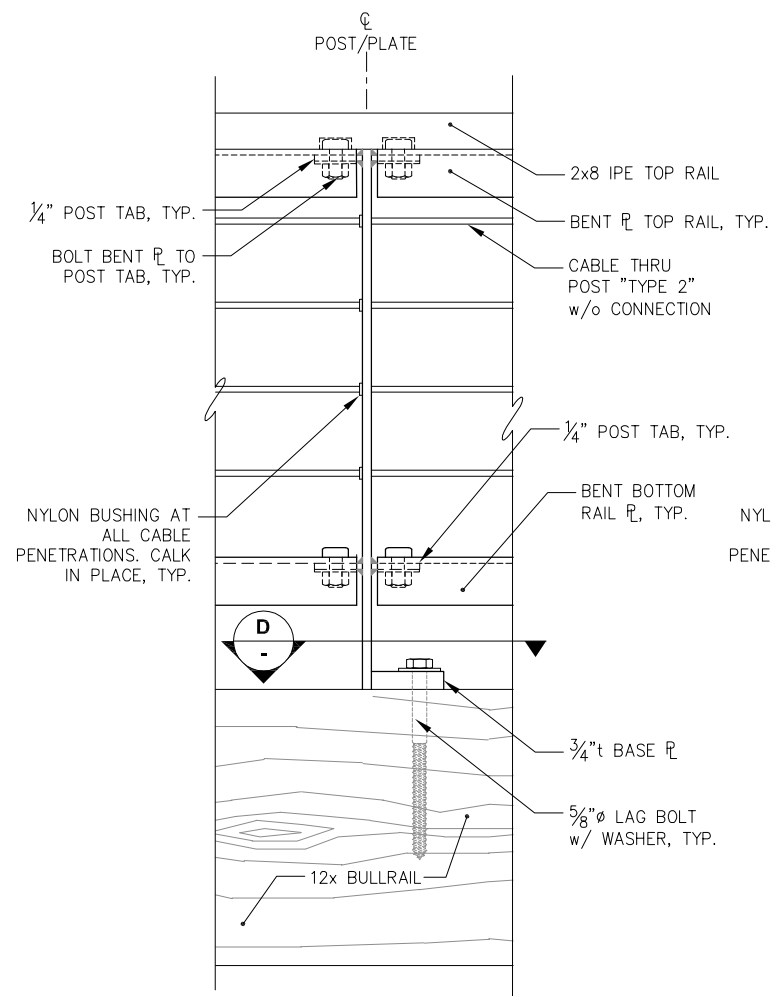
**PORT OF JUNEAU  
CRUISE SHIP BERTHS  
CONTRACT NO. DH12-001**

SHEET TITLE:  
**NORTH BERTH APPROACH DOCK  
RAILING ELEVATIONS**

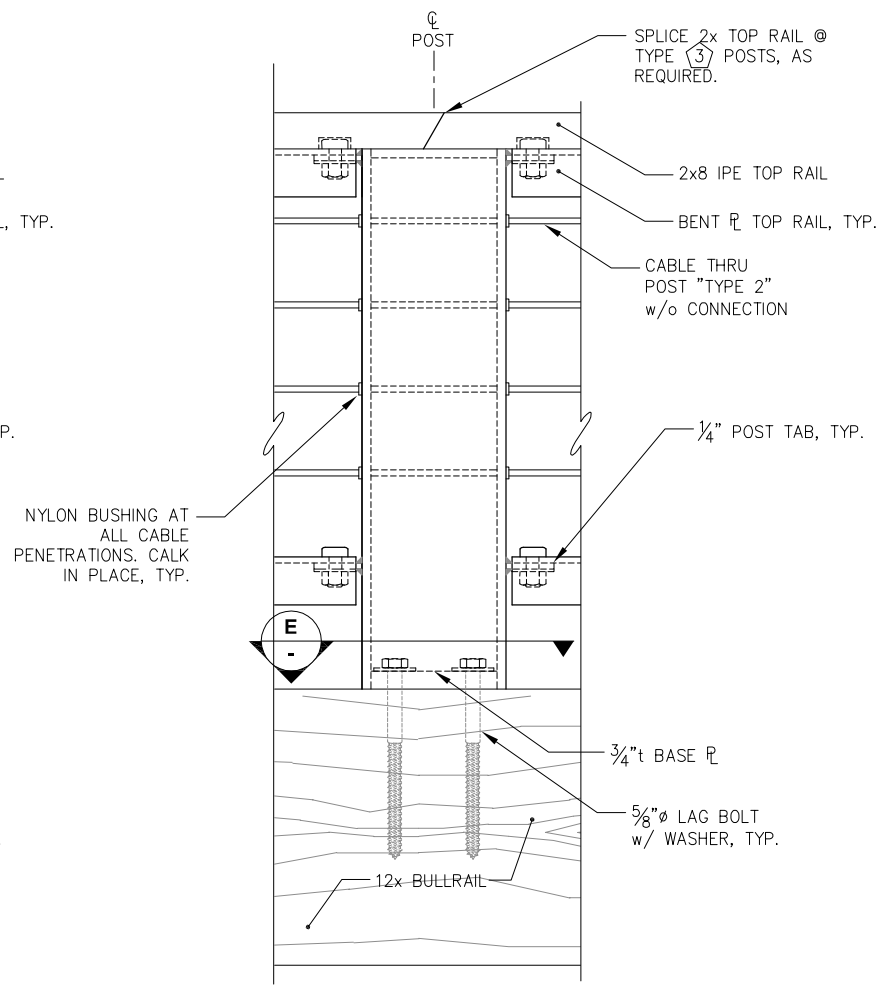
PN&D PROJECT NO.: 102050.04 DWG. FILE: ----.DWG

**S2.07**  
SHEET  
26 OF 1

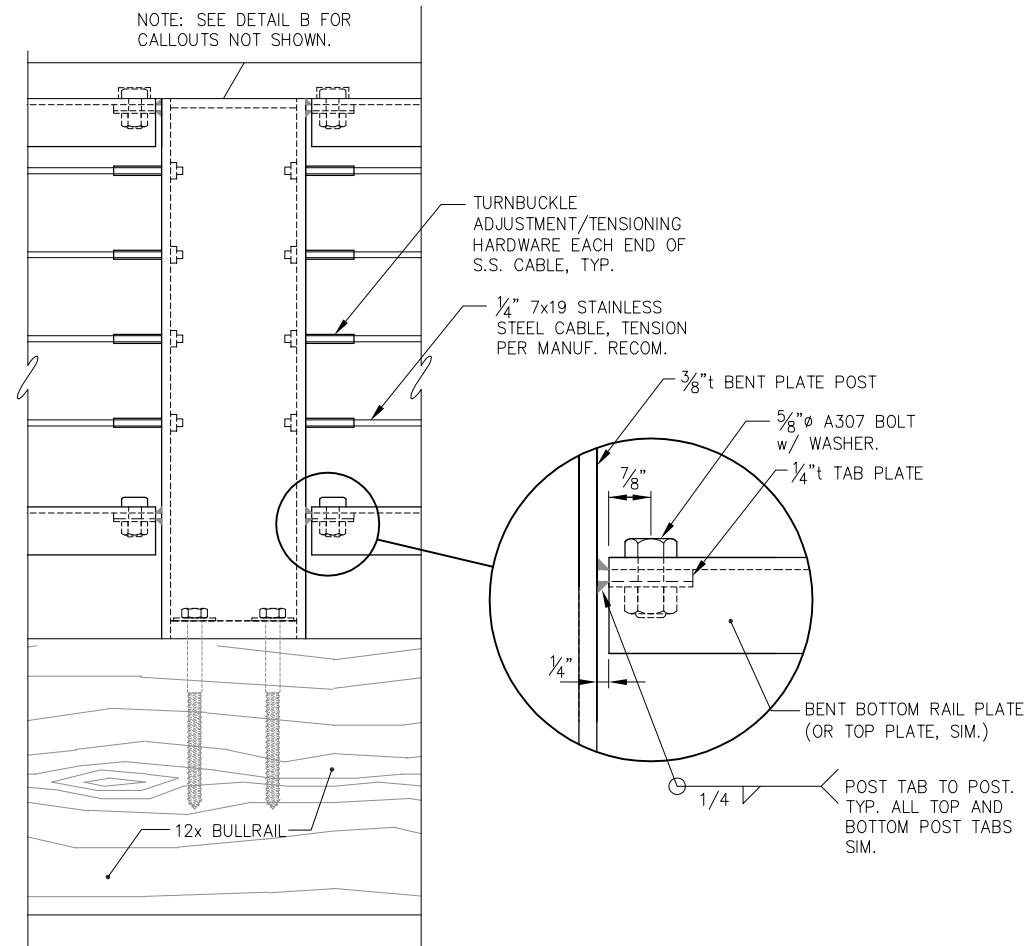
25



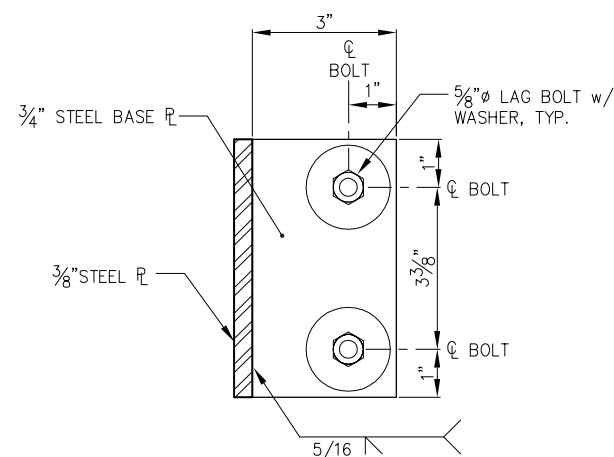
**A** STANDARD RAILING POST TYPE 2 ELEVATION



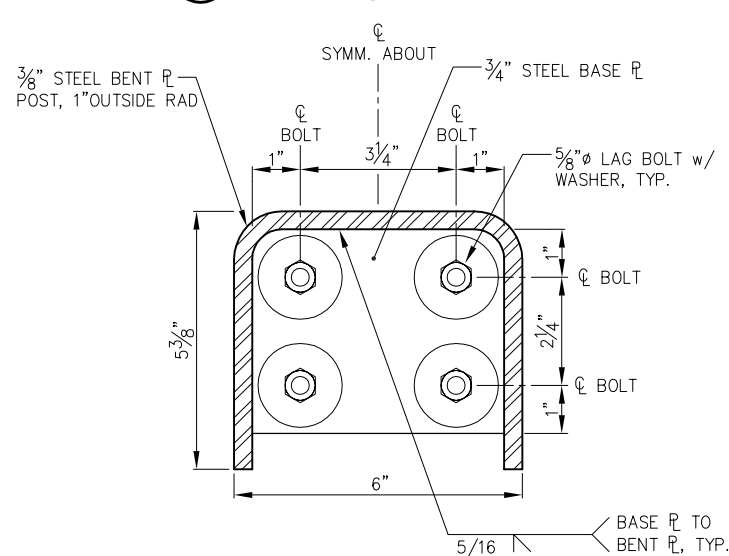
**B** POST TYPE 3 w/o TURNBUCKLES ELEVATION



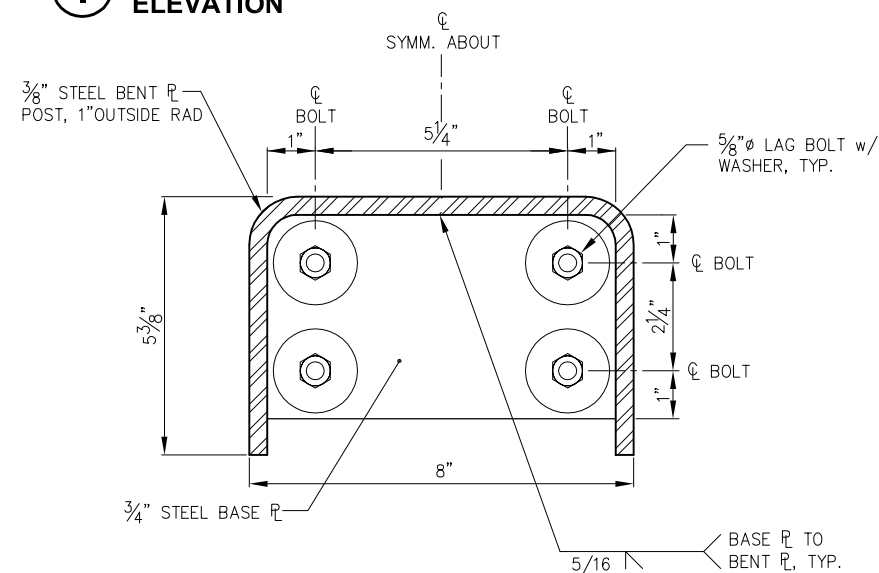
**C** POST TYPE 3 w/ TURNBUCKLES ELEVATION



**D** POST BASE PLATE TYPE 2



**E** POST BASE PLATE TYPE 3



**F** POST BASE PLATE TYPE 1A & 1B



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

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Juneau, Alaska 99801  
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DESIGN: MDS  
DRAWN: WRB

CHECKED: JLD  
APPROVED: CRS

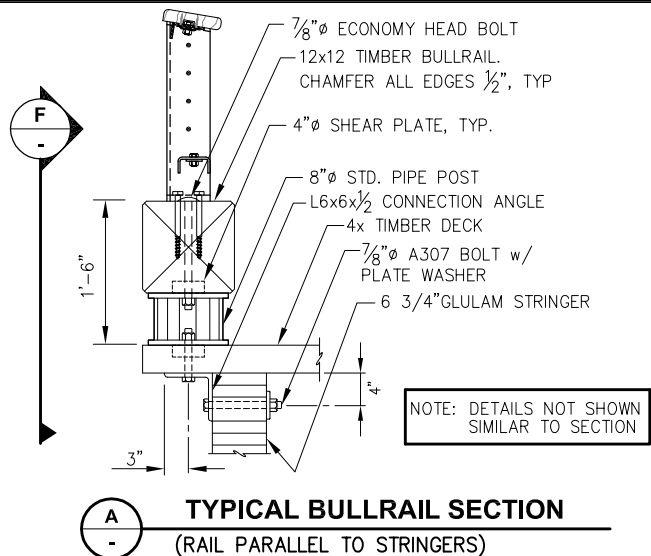
SCALE:  
AS SHOWN



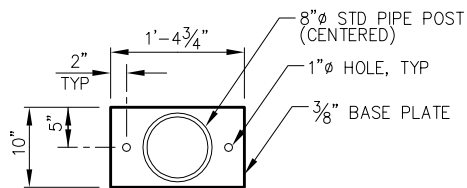
**PORT OF JUNEAU  
CRUISE SHIP BERTHS  
CONTRACT NO. DH12-001**

SHEET TITLE:  
**TYPICAL RAILING POST DETAILS**

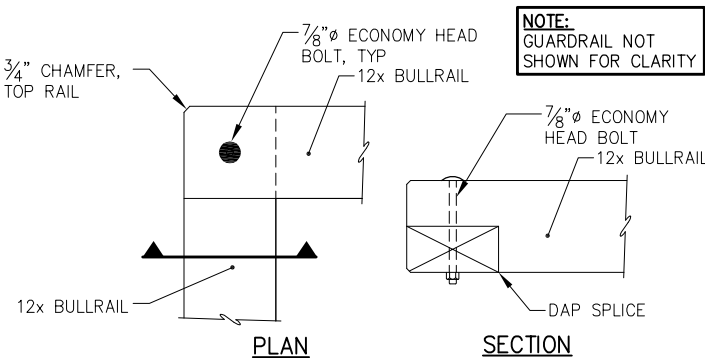
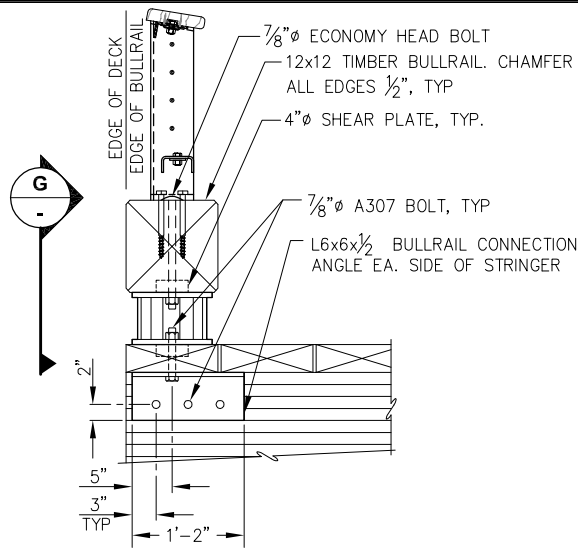
PN&D PROJECT NO.: 102050.04 DWG. FILE: -----DWG



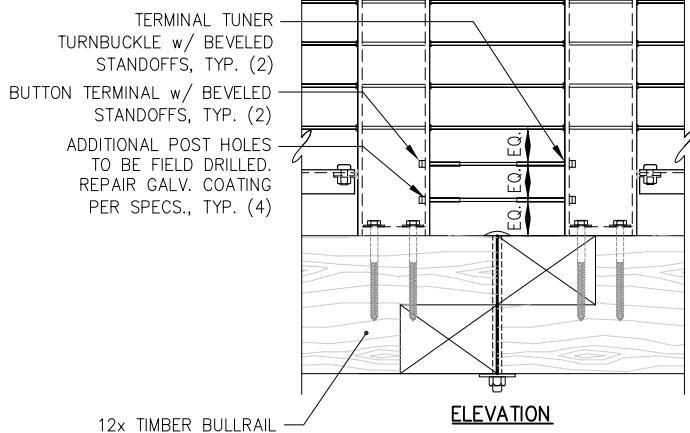
NOTE: ALL BULLRAIL CONNECTION BOLTS SHALL BE 7/8" Ø UNLESS OTHERWISE NOTED.



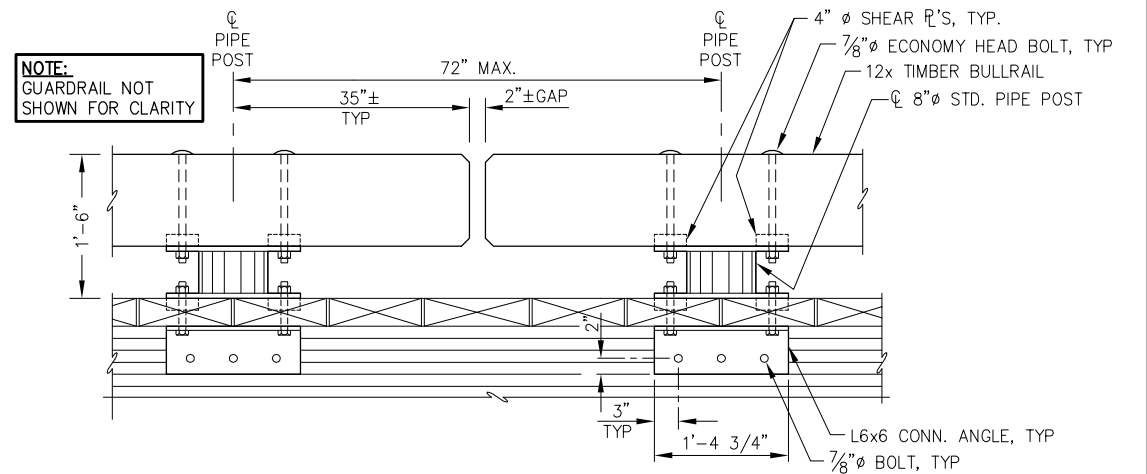
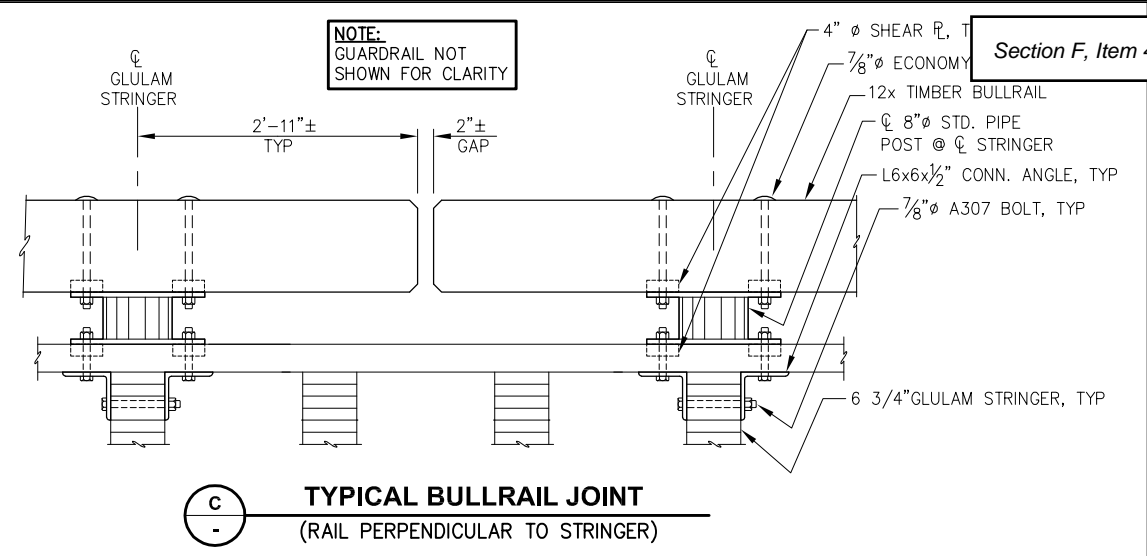
NOTE: PROVIDE AT 6-FT O.C. MAX AND 2-FT MAX FROM BULLRAIL ENDS. MIN. 2 POST BASE PER 12x12 PIECE.



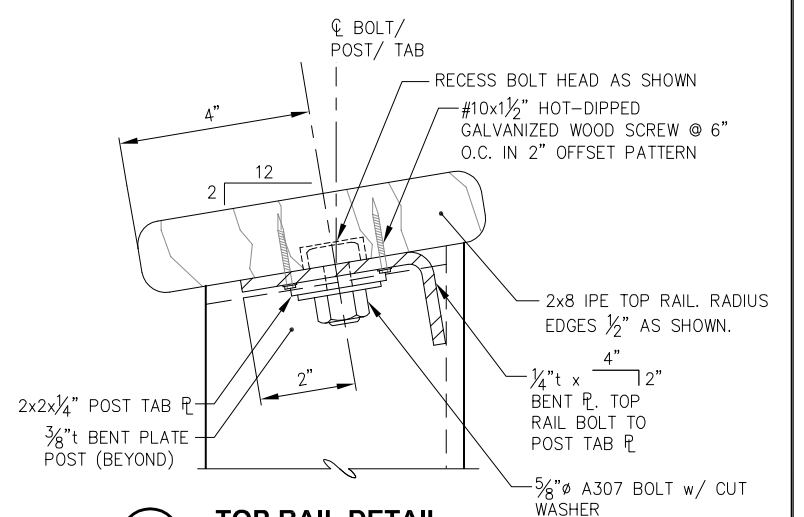
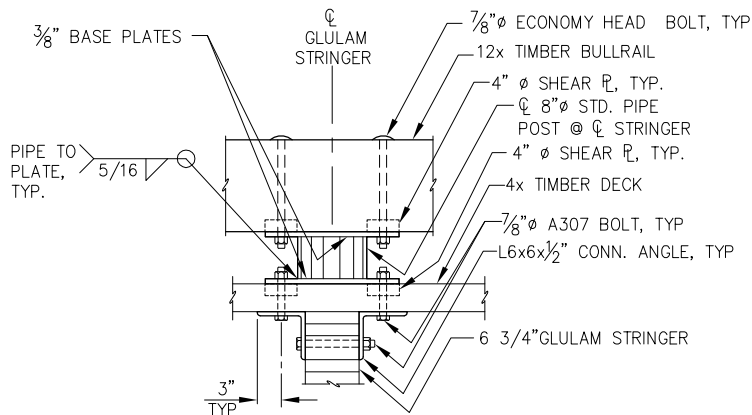
1/4" t BENT PLATE  
2x TIMBER HANDRAIL  
FIELD MITER AND APPLY CONSTRUCTION ADHESIVE ALONG HANDRAIL JOINT.  
FIELD MITER AND BUTT WELD BENT PLATE AT INTERSECTION.



NOTE: OUTSIDE CORNER DETAIL SHOWN; INSIDE CORNER DETAIL SIMILAR.



NOTE: DETAILS NOT SHOWN SIMILAR TO DETAIL B.



REVISIONS				
REV.	DATE	DESCRIPTION	DWN.	CKD.

**PND**  
ENGINEERS, INC.

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

DESIGN: MDS CHECKED: JLD  
DRAWN: WRB/KLL APPROVED: CRS

SCALE:

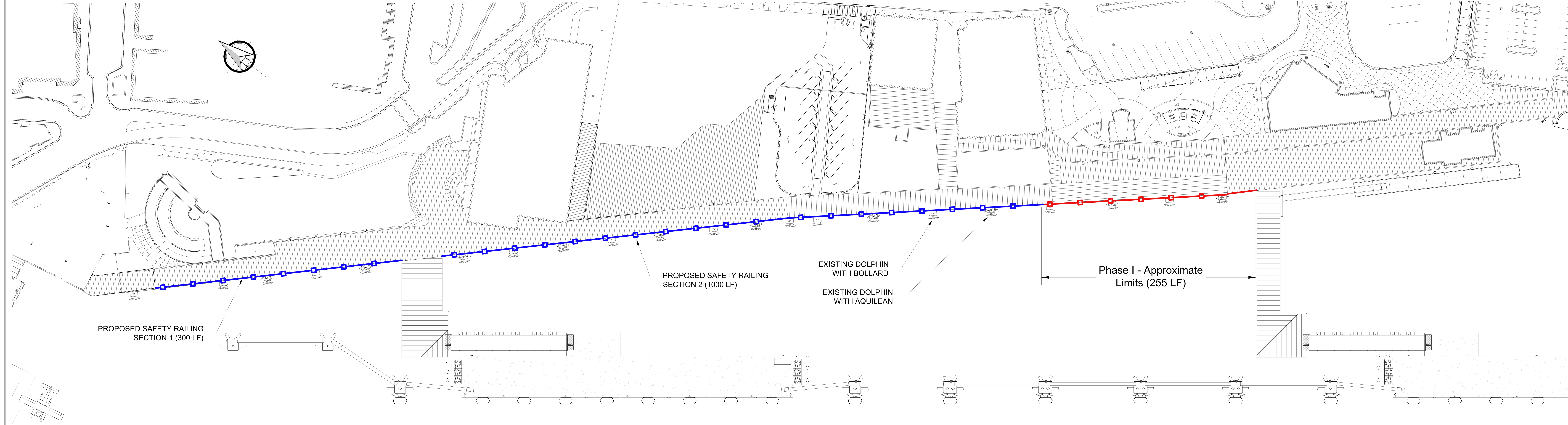


**PORT OF JUNEAU  
CRUISE SHIP BERTHS  
CONTRACT NO. DH12-001**

SHEET TITLE:  
**TYPICAL APPROACH DOCK  
RAILING DETAILS**

PN&D PROJECT NO.: 102050.04 DWG. FILE:

**S2.11**  
SHEET  
28 OF 1



**Waterfront Safety Improvements (Complete Project)**

Concept level Cost Estimate

Costs based on 2022 Project: Marine Park Deckover

	Units	Quantity	Unit Cost	Amount
Mobilization	LS	All Req'd	\$25,000	\$25,000
Demolition and Disposal of Existing Bullrail	LS	All Req'd	\$50,000	\$50,000
Furnish and Install Pedestrian Guard Rail *	LF	1100	\$1,800	\$1,980,000
Furnish and Install Railing at Dolphins/Aquileans**	EA	20	\$25,000	\$500,000
Estimated Construction Bid Price			\$2,555,000	

\* 1300 linear feet of waterfront require railing, assume no railing installed in front of Dolphins (20 ea. @ 10 feet wide)

\*\* Adding railing to the Dolphins would allow access to safety ladders and provide viewing and seating location, consistent with the current usage today.

**Waterfront Safety Improvements - Phase I**

Concept level Cost Estimate

Costs based on 2022 Project: Marine Park Deckover

	Units	Quantity	Unit Cost	Amount
Mobilization	LS	All Req'd	\$15,000	\$15,000
Demolition and Disposal of Existing Bullrail	LS	All Req'd	\$10,000	\$10,000
Furnish and Install Pedestrian Guard Rail *	LF	225	\$1,800	\$405,000
Furnish and Install Railing at Dolphins/Aquileans**	EA	3	\$25,000	\$75,000
Estimated Construction Bid Price			\$505,000	

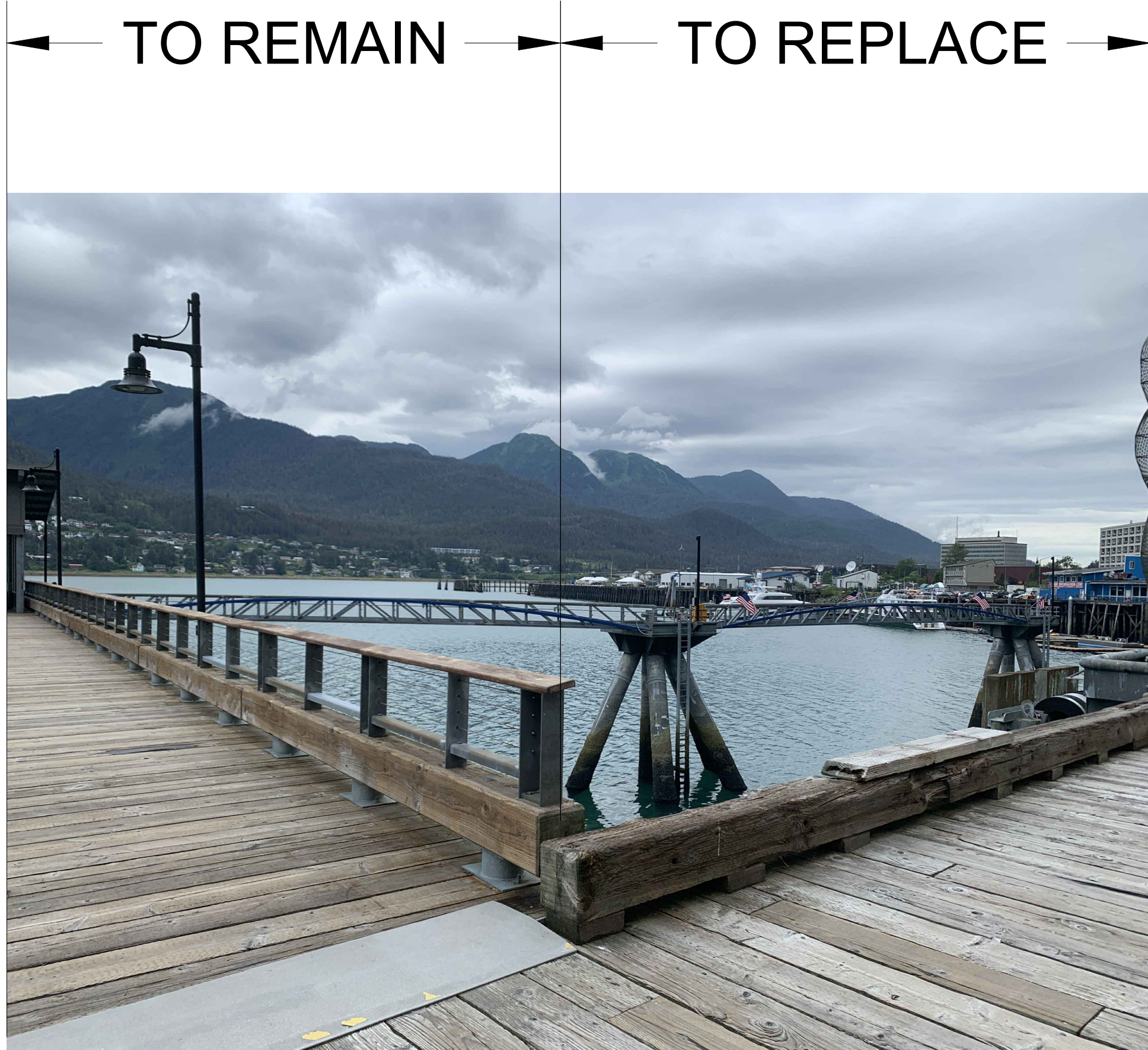
\* Bid price will determine full length of Pedestrian Guard Rail installed under this phase. Length shown is an estimate.

\*\* Adding railing to the Dolphins would allow access to safety ladders and provide viewing and seating location, consistent with the current usage today.

COMPLETE PROJECT AND PHASE I  
PRELIMINARY COSTS



PROPOSED PEDESTRIAN GUARDRAIL  
CURRENTLY INSTALLED AT MARINE PARK



PROPOSED PEDESTRIAN GUARDRAIL  
CURRENTLY INSTALLED AT AS & CT APPROACH DOCKS

CITY AND BOROUGH OF JUNEAU  
DOCKS & HARBORS  
155 SOUTH SEWARD STREET  
JUNEAU, ALASKA 99801  
PHONE: 907-586-0292

**CONCEPT SITE PLAN**

WATERFRONT SAFETY IMPROVEMENTS

DESIGN:	MS	DATE:	OCTOBER 2023
CHECKED:	CU	CONTRACT NO.:	X
APPROVED:	CU	FILE NO.	X
		SHEET:	



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DATE: November 6, 2023  
TO: Wade Bryson, Chair, Public Works and Facilities Committee  
FROM: Denise Koch, Director, Engineering and Public Works  
SUBJECT: CBJ Office Space

---

Post-election, CBJ needs to begin planning for our future office space requirements.

We have 160+ staff members spread across five buildings downtown – only one of which CBJ owns (City Hall<sup>1</sup>). The current 16,000-square-foot City Hall houses less than 40% of CBJ's downtown office staff. CBJ paid \$831,784 in rent in FY23 for the leased offices in Marine View, Municipal Way, Sealaska Plaza, and the Seadrome building. The overall average rent cost was \$2.06 per square foot.

The largest square footage of CBJ office space that we rent (17,090 sq. ft) is in the Marine View building. CBJ is using converted apartments as office space – reducing the housing stock available in town. That lease expires on June 30, 2024, so our window of opportunity is small to make changes. Furthermore, the working conditions are no longer suitable. The building leaks, heat is not regulated, and water is routinely shut off (which has resulted in an OSHA violation.)

Also, the Sealaska Heritage Institute recently purchased the Municipal Way building. On July 1, 2023, CBJ consolidated from occupying the basement and floors 1 through 3 into only occupying floors 2 and 3.<sup>2</sup> That lease expires in June 2028.

The Sealaska building lease expires in June 2026, and the Seadrome building is on a month-to-month lease.

In addition, a May 2023 commercial real estate report concluded that there were no properties available for sale that met CBJ's criteria. Purchase options could also displace State workers with minimal options for relocation.

#### **Options:**

As the Assembly struggles with options on how to provide decent office space for employees and remain accessible to the public, the body would benefit from having information on what is available for leased space. There are a variety of options available ranging from moving all staff to consolidated leased property to moving only a portion. My recommendation is to issue a request for information that outlines a variety of scenarios and asks the public to respond with available space. This will allow the assembly to deliberate on the best space combination for cost and service delivery.

**Recommendation:** Discuss, provide recommendations, and refer topic to Committee of the Whole.

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<sup>1</sup> Existing City Hall is in serious need of maintenance. CBJ Engineering estimates ~\$15M for basic improvements.

<sup>2</sup> The City Museum retained one basement room as storage.



# MEMORANDUM

**DATE:** November 6, 2023  
**TO:** Chair Bryson and Public Works and Facilities Committee  
**FROM:** Denise Koch, Engineering and Public Works Director  
**SUBJECT:** Long-term Follow-up to 08-05-2023 Jökulhlaup and Mendenhall River Flood Event

---

This memo provides an update on post-event actions and long-term recovery and mitigation after the Jökulhlaup and subsequent flooding of the Mendenhall River on August 5, 2023.

**Flood Statistics.** The August 5<sup>th</sup> event released 14 billion gallons of water (21,300 Olympic-size swimming pools or roughly 1 foot deep water covering all of Douglas Island) in approximately 48-72 hours (start to finish). The peak flow of this flooding event was 1.6 times the previous record flooding event that occurred in 2016. The August 5<sup>th</sup> peak flow was over 5 times greater than the typical summertime river flow. The event timeline is reported in the National Weather Service event [summary document](#).

**Monitoring and Forecasting Science.** The Assembly heard a presentation from a scientific panel at the [8.28.23 COW](#). The panel educated the community on the sheer enormity and unpredictability of Suicide Basin and the need for more funding and research to better understand the Jökulhlaup and ultimately to predict it more accurately. They also explained the difficulty in mitigating a future event with the dynamic nature of the change with the receding glacier and the sheer size of the basin. Eran Hood, University of Alaska (UAS) Professor and Chair of the Environmental Science Department, and Aaron Jacobs, Senior Hydrologist and Meteorologist for the National Weather Service, gave an additional [presentation](#) on monitoring the Suicide Glacier outburst flood at an Evening at Egan presentation on October 27.

**Advocate for Long-term Research.** Much of what we know about Suicide Basin is due to a grant UAS had to study the phenomenon that has expired. CBJ is in the process of increasing US Geological Survey (USGS) funding for monitoring. Ordinance 2023-14 appropriating an additional \$28,000 was introduced at the [Assembly meeting](#) on October 23. In the long term, the University is advocating for a Congressionally Directed Spending (CDS) request to support a 3-year research project. CBJ submitted a letter of support for this CDS on October 4, 2023.

**Mapping.** One week after the flood, the Alaska Department of Transportation & Public Facilities (ADOT&PF) flew LIDAR (Light Detection and Ranging) which gave us a good snapshot of the original bank loss. An initial map comparing the river in 2013 and September of 2023 can be found [here](#). However, so much has changed since then that we are working on collecting additional LIDAR data with the bank stabilization work that has been done. Therefore, CBJ asked ADOT&PF in October if they could fly LIDAR again. ADOT&PF is evaluating our request.

**Understand the New Mendenhall.** National Resource Conservation Service (NRCS) was in town the week of September 11 to perform an initial river survey. They will consider the entire river and discuss changes, concerns, potential areas of mitigation, and provide input on whether there are projects that would be eligible for NRCS programs. Their work will also result in a paper that will give CBJ and the public a better understanding of the behavior and path of the river. We expect a draft by mid-November 2023. In October 2023, CBJ also submitted a letter to request that the U.S. Army Corps of Engineers study the river and the feasibility of different mitigation projects. These requests for federal assistance are of the utmost importance since large-scale projects on the Mendenhall River could cost up to ~\$100 million dollars and

are well beyond the means of CBJ. In addition, federal support through financing and grants typically come with local match requirements and commitments for life cycle maintenance.

**Technical Experts on Flood Mitigation.** At the last PWFC meeting, staff were asked to provide the Assembly with a list of technical experts who could advise on various aspects of flood mitigation and funding. Those technical experts are:

Alan Cavallo, DMVA, Emergency Program Manager

Bruce Sexauer, USACOE, Chief, Civil Works Project Management in the Alaska District Office

Brett Nelson, NRCS, Alaska Office, State Conservation Engineer

**Backflow Prevention.** Engineering has begun evaluation of the outfall culverts into the Mendenhall River to determine if they: a) do not have backflow prevention devices and could convey high river flows back into neighborhoods, b) have a form of backflow prevention devices on them, or c) do not have an effect on adjacent storm drain systems and therefore do not require backflow prevention devices. The information gathered to date is preliminary and still under research. (See attached memo from Chief Engineer Bohan.)

**Protect CBJ infrastructure.** When CBJ infrastructure is under threat (storm drains or the Mendenhall Wastewater Treatment Plant, for example), we must protect the public investment. CBJ worked with a contractor and has completed the armoring of the banks of the Mendenhall Wastewater Treatment Plant. CBJ must still replace the sewer outfall and needs to re-install fencing. We will seek reimbursement for this work from the Alaska Department of Military and Veteran's Affairs (DMVA), while also investigating additional funding opportunities to mitigate future flood damage.

**Direct Assistance for Affected Private Property Owners.**

DMVA Individual Assistance. Once the Governor declared a State Disaster, affected residents were eligible to apply for up to \$21,000 of private assistance for housing assistance and other needs assistance. (More information on the eligible items [here](#).) DMVA was in Juneau on August 21 – August 23, 2023, to answer questions and help individuals to apply for assistance. There were 120 applicants to this State program. As of October 30, there were 8 withdrawals, 27 payments, 47 denials, and the other 38 are still in process. The trend in the denials is that the State program does not cover a condominium owner's cost share. The application period closed on October 9.

SBA Low Interest Loans. The U.S. Small Business Administration (SBA) offered disaster assistance to Alaska businesses, nonprofits, homeowners, and renters affected by the flood in the form of low-interest federal loans. SBA was in Juneau at the Dimond Park Aquatic Center to offer drop in application assistance from October 10 through October 24. Disaster loans up to \$500,000 are available to homeowners to repair or replace damaged or destroyed real estate. Homeowners and renters are eligible for up to \$100,000 to repair or replace damaged or destroyed personal property, including personal vehicles. Businesses of all sizes and private nonprofit organizations may borrow up to \$2 million to repair or replace damaged or destroyed real estate, machinery and equipment, inventory, and other business assets. Importantly, SBA can also lend additional funds to help with the cost of improvements to protect, prevent, or minimize disaster damage from occurring in the future. The deadline to apply for property damage is December 5, 2023. The deadline to apply for economic injury is July 8, 2024. People can apply online using the Electronic Loan Application (ELA) via the SBA's secure website at <http://disasterloanassistance.sba.gov/ela/s>. There are other loan applications that are still in process, several of which are for condo unit owners. If each of the loans for the unit owners would be approved for the approximately \$16,000 Condo association assessment to date. The unit owners can request an increase should the Board declare and require owners to pay additional assessments for the damages. Borrowers have up to two years to request an increase on SBA disaster loans. The total number of low-interest loans granted as of November 1, 2023, is as follows.

Applications	Loans Approved	Dollars Approved	
Homeowners/Renters	16	\$1,759,300	!
Business/EIDL	1	\$117,400	!
TOTAL	17	\$1,876,700	!

#### **Grants that Could Benefit Affected Property Owners**

CBJ is evaluating a number of grants that could benefit private property owners. A fuller list of those opportunities will be presented at the November 6, 2023, Committee of the Whole Meeting. Information on an upcoming grant that will be submitted in the next few weeks and could assist both CBJ and private property is summarized below.

Southeast Alaska Watershed Council (SAWC). SAWC is applying for a \$5.5 million NOAA Transformational Habitat Restoration and Coastal Resilience grant, which is due November 17, 2023. SAWC is pulling together partners including CBJ, Central Council of Tlingit and Haida Indian Tribes of Alaska, Alaska Department of Fish and Game (ADF&G), and Alaska Department of Natural Resources (ADNR) to work together on projects that will both improve fish habitat and build resistance to flooding. If awarded, there will be extensive stakeholder engagement and the creation of hydrologic model, and an action plan. The implementation projects proposed include items such as engineered log jams, bioengineered bank stabilization, heat pump incentives for residents on the river, as well as the voluntary purchase of properties. If awarded, this grant would benefit private property owners and protect CBJ properties (most likely the Dimond Park Fieldhouse and approach to the Mendenhall pedestrian bridge). We request approval of the attached letter of support.

#### **Recommendation:**

- 1) Approve the attached letter of support for the SAWC NOAA grant application.

#### *Enclosures:*

*SAWC Letter of Support*

*Mendenhall river Drainage Outfall Culverts – August 2023 Glacier Outburst Flood Memo*

Administrator  
National Marine Fisheries Service, Office of Habitat Conservation  
Division of the National Oceanic and Atmospheric Administration  
1315 East-West Highway, 14th Floor  
Silver Spring, Maryland 20910

October 30, 2023

The City and Borough of Juneau (CBJ) supports the Southeast Alaska Watershed Coalition (SAWC)’s application, “Restoring Pacific salmon habitat and reducing disaster risk from climate change-induced glacial outburst flooding, Mendenhall Watershed, Juneau, AK” for a 2023 NOAA Transformational Habitat Restoration and Coastal Resilience grant. If awarded, the approximately \$5.5 million dollar project would utilize nature-based solutions to mitigate the escalating disaster risk and resulting damage from glacial outburst flooding in Alaska’s capital city, while restoring habitat for the region’s Pacific Salmon resource.

In August 2023, a glacial dam outburst from Mendenhall Glacier’s Suicide Basin caused record flooding and riverbank destruction along Mendenhall Lake and Mendenhall River, which flows through heavily populated neighborhoods. Significantly exceeding all previous glacial flood volumes and model predictions, the flood resulted in evacuations and displacement due to severe destruction of private property as well as damage to public infrastructure. The event ultimately led to a local disaster declaration and a state disaster declaration from the Governor of Alaska. Monitoring experts at the University of Alaska and the federal government indicate that a flood of this magnitude or greater could happen again in the future. This requires a coordinated and researched search for solutions, as is offered in the SAWC’s proposal.

We are pleased that the SAWC project includes multi-phased public engagement as well as strong collaboration between local, state, and tribal agencies. The project would improve the community’s understanding of the changed river through habitat surveys and the development of a hydraulic model to predict water velocity at varying discharges. The project would also help to protect selected public and private properties while enhancing fish habitat that benefits the entire community. CBJ is committed to contributing \$130,000 in staff engineering and design review over the four years of the project, in addition to \$70,000 in in-kind matching support as outlined in the SAWC’s budget narrative.

We appreciate the SAWC’s leadership in this nature-based response and look forward to engaging with them and partner organizations to better understand the new river dynamics and to help protect CBJ and private property.

[Sign off]

Katie Koester, City Manager  
City & Borough of Juneau



DATE: November 6, 2023

TO: Denise Koch, Director  
Public Works and Engineering Department

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Mendenhall River Drainage Outfall Culverts– August 2023 Glacial Outburst Flood

At the request of City Manager Koester, Engineering has begun evaluating outfall culverts into the Mendenhall River to determine if they: a) do not have backflow prevention devices and could convey high river flows back into neighborhoods, b) have a form of backflow prevention devices on them, c) do not have an effect on adjacent storm drain systems and do not require backflow prevention devices. The information gathered to date is preliminary and still under research.

#### Outfalls without Back Flow Prevention Devices

Some storm drainage outfalls have been identified that do not have backflow prevention devices. Installation of backflow prevention devices may help prevent flood water inundation into neighborhoods through the storm drainage systems.

- Meander Way/ Rivercourt Way area: there appear to be multiple outfalls in the Meander /Rivercourt Way area that do not currently have backflow prevention devices on them. Some of these may affect property inundation during extremely high river flow events and should have backflow prevention devices installed on them.
- Marion Drive: the outfall pipe crossing from the Taku Boulevard intersection does not have a backflow device on it. It didn't appear that the August 2023 Glacial Outburst flood backed water outside of the roadways, but given the uncertainty of the size of the next event, this outfall should have a backflow prevention device installed on it.
- Postal Way: the outfall at Postal Way does not have a backflow prevention device and doesn't appear to convey water during high river flow events.
- Clinton Drive: the outfalls at Clinton Drive do not have backflow prevention devices and don't appear to convey water during high river flow events.

#### Outfalls with Back Flow Prevention Devices

- Killewich Drive Outfall: adjacent to 3835 Killewich Drive. It has a backflow prevention device installed.
- Riverside Drive: at Melvin Park has a backflow prevention device installed.
- Meadow Lane: near Stikine intersection has a backflow prevention device installed.
- North End of Brandy Lane: north of 2457 Brandy – has a backflow prevention device installed.
- 2207 Radcliffe Road: adjacent to Radcliff/Berners intersection under contract to have backflow prevention device installed upon replacement of outfall pipe concurrent with adjacent bank stabilization project.

**Type of Backflow Prevention Devices:**

Currently, existing backflow prevention devices vary at the end of the existing pipes. They fall into 3 different varieties:

- Duck bill type: Looks as the name sounds – installed vertically on the outside of the pipe. Operation: The rubber diaphragm remains sealed closed except when the inside water pressure is greater than the water pressure outside of the pipe. (outside water pressure is typically nonexistent except during flood events.)



- Flap Gate type: hinged metal plate covering the end of the culvert outlet. Inside water pressure pushes the flapper open to drain the pipe. Outside water pressure pushes against the flapper to seal closed when the river water level is above the pipe outlet.



- In-line check valve: Is installed inside of the culvert with a pressure fit band sealing to the inside of the culvert. Functions similar to the duck bill – rubber diaphragm (intern to pipe) remains sealed except when inside water pressure is greater than the water pressure outside of the pipe. (outside water pressure is typically nonexistent except during flood events.)





Engineering and Public Works Department  
155 South Seward Street  
Juneau, Alaska 99801  
Telephone: 586-0800 Facsimile: 463-2606

Date: November 6, 2023  
To: Chair Bryson and Public Works and Facilities Committee  
Through: Denise Koch,  
Director, Engineering and Public Works  
From: Bridget LaPenter, P.E.  
Chief General Engineering  
Subject: Juneau Douglas North Crossing Project Update

Progress has continued on the Juneau Douglas North Crossing (JDNC) project. This is a summary of recent activities and a look ahead for your information and use.

#### North Douglas Planning and Environmental Linkages (PEL) Study

The Alaska Department of Transportation and Public Facilities (hereafter DOT&PF) is conducting the PEL study. The goal of this study is to identify a purpose and need for a possible transportation corridor connecting mainland Juneau to the North end of Douglas Island and evaluate preliminary crossing location alternatives. DOT&PF concluded much of the necessary fieldwork supplementing the PEL in mid-October and is processing the data collected into a technical report which will be used to fulfill a portion of the future National Environmental Policy Act (NEPA) fieldwork requirements. Depending on available resources, DOT&PF may be able to complete additional hydrological and geophysical fieldwork this calendar year.

The overall PEL project schedule expanded slightly to incorporate this fieldwork. It is expected that a draft of the PEL will be completed in early 2024, at which time it will be made available for public review and comment.

#### North Douglas Sub Area Study

The intent of the North Douglas Sub Area Study (hereafter the Study) is to document impacts to and inform potential development along North Douglas Highway and West Douglas Island. CBJ has engaged DOWL to assist in developing this Study. In turn, DOWL has engaged subconsultant Agnew::Beck to assist in their analysis. As part of this work, a proforma housing analysis has been conducted and a housing needs assessment has been updated utilizing past Juneau housing needs studies as background with up-to-date data. In addition, DOWL and Agnew::Beck are evaluating the potential for development on North and West Douglas and comparing that potential with mainland development opportunities. A final report summarizing the work of both DOWL and Agnew::Beck is expected by the end of December 2023.

#### Forward Glance

The CBJ was awarded the US Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for 2023 in the amount of \$16.454M which is intended to take



Engineering and Public Works Department  
155 South Seward Street  
Juneau, Alaska 99801  
Telephone: 586-0800 Facsimile: 463-2606

the North Douglas Crossing project through final design. The CBJ intends to assign DOT&PF this funding because the finished bridge must ultimately be adopted by DOT&PF and must meet their specifications. DOT&PF has provided a draft memorandum of agreement (MOA) to the CBJ, which is currently being reviewed by the CBJ Laws Department. The RAISE grant requires an \$866K match which will be furnished by CBJ per Serial No. 3019(b) A Resolution in Support of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the Juneau Douglas North Crossing.

As a reminder, the CBJ-DOT joint Juneau North Douglas Crossing Project was awarded \$7M in FY2023 Congressional Directed Spending (CDS) to fund the National Environmental Policy Act (NEPA) and Environmental Impact Statement (EIS). Unfortunately, neither CBJ nor DOT were aware of a required 9.03% match to these funds. The agencies are proposing to split the cost evenly, requiring a roughly \$315K commitment from CBJ. The language agreeing to the evenly split match and commitment to pay is written in the above-mentioned MOA. Once the legal review is complete, an appropriation ordinance for the needed match will be presented to the PWFC alongside the MOA. The MOA and ordinance are expected to be presented to the PWFC at the December 18, 2023, PWFC meeting.



# MEMORANDUM

**DATE:** November 6, 2023  
**TO:** Chair Bryson and Public Works and Facilities Committee  
**THRU:** Denise Koch, Engineering and Public Works Director  
**FROM:** Ashley Heimbigner, Grants Manager  
**SUBJECT:** Engineering & Public Works Grant Strategy Update

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This memo provides an update on efforts to apply for and secure funding opportunities available through the Infrastructure Investment and Jobs Act (IIJA), Inflation Reduction Act (IRA), and other state and federal funding opportunities in FY23 and FY24.

Since the last update in June 2023, the Department has been hard at work pursuing competitive and formula funding for key Assembly and community priorities, submitting seven state and federal grant applications for nearly \$7 million.

CBJ successfully was also awarded two competitive grants:

- [RAISE Grant Program \(USDOT\)](#) - \$16.454M; Juneau Douglas North Crossing
- [Waste-to-Energy Technical Assistance for Local Governments \(NREL\)](#) - 40 hours TA; Waste-to-Energy/Incinerator/PFAS Destruction

We continue to research and pursue relevant funding opportunities that align with CBJ needs and goals. Looking forward, we are conducting outreach, identifying potential partnerships, and investigating funding opportunities for a variety of project areas including flood and climate hazard mitigation, while also looking to maintain funding momentum for the Juneau Douglas North Crossing (JDNC). The Assembly's forthcoming CY24 Assembly Goals and annual Legislative Capital Priorities will provide further guidance in these efforts. Planned and recently submitted applications are listed in the attachment.

## **Congressionally Directed Spending**

For FY24, we received notice from Senator Murkowski's office that five CBJ legislative priority projects moved forward in the appropriation process. Since June 2023, however, two projects were removed from the appropriations bill (\$5 million for JDNC engineering and design; \$5 million for Mendenhall Wastewater Treatment Plant FOG removal equipment). Given current congressional budget negotiations, confirmation of the remaining appropriations may not be available until next calendar year.

- *CBJ Radio System* - \$2 million; engineering and design of replacement radio system
- *Auke Bay Breakwater* - \$500,000; feasibility study
- *Bartlett Regional Hospital Emergency Department Addition* - \$4 million

Enclosure:

November 2023 EPW Grant Application Update

**November 2023 EPW Grant Application Update***Planned and pending applications as of October 29, 2023*

<b>Grant Name</b>	<b>Source</b>	<b>Project Name</b>	<b>Amount</b>	<b>Status</b>
<a href="#">2023 Community Transportation Prog. (CTP)</a>	AKDOT&PF	Vintage Park Road Safety Improvements	\$6.39 million	Submitted
<a href="#">2023 Transportation Alt. Prog. (TAP)</a>	AKDOT&PF	Lemon Creek Multimodal Path	\$4.56 million	Submitted
<a href="#">2023 Transportation Alt. Prog. (TAP)</a>	AKDOT&PF	Montana Creek Bridge Replacement	\$1.2M	Submitted
<a href="#">Charging &amp; Fueling Infrastructure Grant</a>	USDOT	Public EV Charging Infrastructure	\$5 million	Submitted
<a href="#">Safe Streets for All - FY24</a>	USDOT	Supplemental Planning for FY22 Action Plan	\$196,000	Submitted
<a href="#">Rural and Tribal Assistance</a>	USDOT, BAB	JDNC Technical Assistance (Construction Financing)	\$70,000	Submitted
<a href="#">Reconnecting Communities and Neighborhoods</a> – FY23	USDOT	Lemon Creek Multimodal Path	\$622,400	Submitted
<a href="#">Thriving Communities Technical Assistance Program</a>	USDOT	Partnership with Tlingit & Haida, THRHA – Kowee Creek Area Dev	2-3 years technical asst.	<i>In Progress (11/15/2023)</i>
<a href="#">CWFR (Composting and Food Waste Reduction) Pilot Project</a>	USDA	Food Waste Diversion (Compost) Infrastructure	\$400,000	Submitted
<a href="#">State and Local Cybersecurity Grant Program</a>	DHS&EM (SOA)	Two IT projects and one Utility project submitted	\$384,900	Submitted
<a href="#">EECBG - Energy Efficiency &amp; Conservation Block Grant</a>	DOE	EV Truck for Utilities Fleet	\$76,000	<i>In Progress (Rolling)</i>
<a href="#">SWIFR (Solid Waste Infrastructure for Recycling)</a>	EPA	Compost Facility	\$6.5 million	<i>Not Awarded</i>
<a href="#">REO (Consumer Recycling Education and Outreach)</a>	EPA	Source Control & Food Waste Reduction	\$500,000	<i>Not Awarded</i>



# MEMORANDUM

**DATE:** November 6, 2023

**TO:** Chair Bryson and CBJ Public Works and Facilities Committee

**FROM:** Denise Koch, Engineering & Public Works Director

**SUBJECT:** FY2025 DRAFT Legislative Capital Priorities

The purpose of the CBJ Legislative Capital Priority list is to communicate to the State and Federal delegation and the community, the long-term projects that the City and Borough of Juneau has on the horizon. The intention is for this list to expand beyond the deferred maintenance and infrastructure repair that dominate the Capital Improvement Plan (CIP) and build a shared vision for a future Juneau. The list has been successful in helping narrow our focus to more visionary projects and to pursue federal and state funding.

This is the third year that CBJ has initiated this process. Last year, the Assembly, with input from the Public Works and Facilities Committee (PWFC), Juneau School District, Parks and Recreation, Juneau Commission on Sustainability (JCOS), Docks and Harbors, Utility Advisory Board (UAB), Bartlett Regional Hospital Board, Planning Commission, and Systemic Racism Review Committee established a 23-item priority list to submit to the State.

The attached document, FY2025 CBJ Legislative Capital Priorities DRAFT, uses the list adopted in January of 2023 as a starting place<sup>1</sup>. On October 20, I issued a solicitation via email to all CBJ boards and commissions. This will give staff, boards, and commissions six weeks to comment on the existing list and pick their top two priorities by December 1. The list will then go to PWFC to make recommended changes and eventually forward the list to the full Assembly for ranking and final adoption.

Enclosure:  
FY2025 CBJ Legislative Capital Priorities October 2023 DRAFT

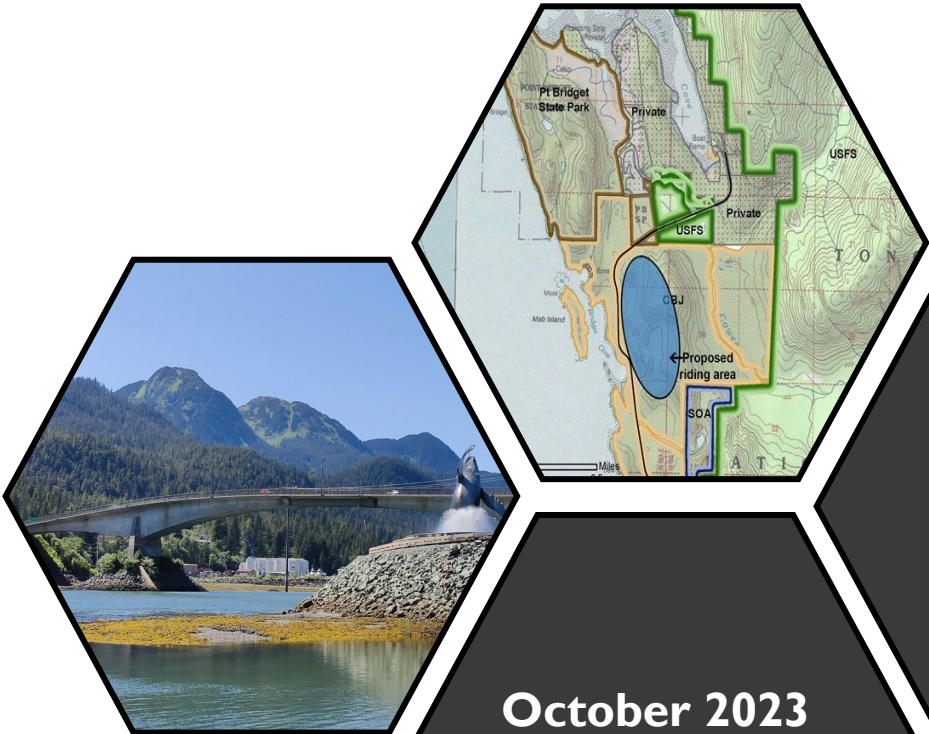
<sup>1</sup> Of note, four projects listed in the FY2024 adopted list were not carried over to the FY2025 draft list provided due to voter direction and changes in project status, need, and/or feasibility. These projects include New City Hall, Small Cruise Ship Infrastructure, Auke Bay Seawalk/Baywalk, and Mendenhall Wastewater Treatment Plant Solids Removal.

# FY2025

# LEGISLATIVE

# CAPITAL PRIORITIES

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### APPENDIX

Everything you wanted to know about the Legislative Priority List:	27
CBJ lists, plans and priorities graphic:	28

January 30, 2024

To The Honorable State and Federal Delegation:

This document presents the City and Borough of Juneau's Fiscal Year 2025 Legislative Priority List. The Legislative priority list provides information on long range capital projects identified as priorities for the community of Juneau. Descriptions of projects include cost and schedule information, a designation of who will be responsible for operating and maintaining the infrastructure, and what goals the project is advancing.

The projects included in the Legislative Priority List were compiled with input from CBJ Boards and Commissions and City staff. The Legislative Priorities will be used to inform requests to State Legislature, Federal Delegation and granting agencies.

It is the intent of the City and Borough of Juneau to update the Legislative Priority List annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Please don't hesitate to reach out with any questions.

Sincerely,

Katie Koester  
City Manager

City and Borough of Juneau  
FY2025 LEGISLATIVE CAPITAL PRIORITIES DEVELOPMENT SCHEDULE

<b>ACTION</b>	<b>FY25 DRAFT TIMEFRAME</b>
Prepare and distribute draft LCP to CBJ Boards, Commissions & advisory groups for review and input.	October 20, 2023
Input for new draft requested by	December 1, 2023
Presentations to Boards and Commissions:	
	Planning Commission Introduction: Oct 24, 2023
	Systemic Racism Review Committee (SRRC) Introduction: October 24, 2023
Administrative Review & Compilation	December 4-7, 2023
SRRC 2nd Review (with input and new projects)	December 12, 2023
PWFC for Review	December 18, 2023
Homework: Assembly Ranks Priorities	Due December 29, 2023
Finance Committee	January 2024
Assembly Review (Leg Breakfast + COW)	January 2024
CAPSIS Deadline	Late Jan/Early Feb 2024
Distribute Priorities	February 2024

# DRAFT FY2025 Legislative Capital Priority List (To be ranked by Assembly)

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #
	Pederson Hill Development	Development	\$1M	Increase workforce and market rate housing with further development of Pederson Hill Subdivision.	8
	Juneau Douglas North Crossing (JDNC)	Planning, permitting, project management	\$2M (prev. \$18M)	Economic development	9
	Aak'w Village District Parking	Partial Funding	\$30M	State/legislative parking, Aak'w Village District infill development	10
	Telephone Hill Redevelopment	Site work	\$2M	Prepare for redevelopment	11
	CBJ Radio System Replacement	Procurement, Design, Site Construction/Improvements, Installation	\$12M	Provide adequate and sustainable radio communications for CBJ public safety agencies and response partners to communicate effectively during routine events and disasters locally, regionally and statewide.	12
	JSD Wide HVAC and Heating Control System Upgrades	Feasibility Study, Conceptual Design, Final Design, Engineering, Permitting	\$6.4M	This project will upgrade the HVAC and Heating Controls Systems for all schools in the City and Borough of Juneau, improving the facilities' energy efficiency, safety, and security.	13
	Mendenhall Wastewater Treatment Plant Compliance: Fats, Oil, Grease & Grit Removal	Design, Construction	\$5.95M	Return the Mendenhall Wastewater Treatment Plant to permit compliance, reduce treatment costs, and extend the useful life of the plant.	14
	Lemon Creek Multimodal Path	Design, Permitting, Property	\$8M	Advance long-term goal of a new non-motorized route	15

**DRAFT FY2025 Legislative Capital Priority List** (To be ranked by Assembly)

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #
	Capital Civic Center	Partial Funding	\$10M, SOA; \$35M Federal Delegation	Support convention and visitor economy	16
	JSD Wide Security and Safety Upgrades	Procurement, Design, Construction, Installation	\$2M	The security and safety of our staff, students, and community is our main priority, and with this project upgrade, the District feels that it is taking the necessary steps to bring our facilities into the technology	17
	Municipal Composting Facility Design and Construction & <u>Zero Waste Planning</u>	Planning, Design, Site Preparation, Construction	\$4M	Construct a municipal compost facility as part of a broader Zero Waste plan.	18
	Aurora Harbor Rebuild – Ph IV	Design, Permitting	\$1M	Replace critical infrastructure and support maritime economy	19
	Auke Bay New Breakwater	Match Potential Federal Funding	\$5M	Increase moorage and renovate aging infrastructure; economic development	20
	Waterfront Juneau Douglas City Museum	Partial Funding	\$2M	FY24 Draft Legislative Priorities #16	21
	North Douglas Boat Ramp Expansion	Planning, research, permitting	\$250K	FY24 Draft Legislative Priorities #18; Proj. Nom. for Harbors #27	22

# DRAFT FY2025 Legislative Capital Priority List (To be ranked by Assembly)

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #
	Off-Road Vehicle (ORV) Park Development	Feasibility Study, Conceptual Design, final Design/ Engineering/ Permitting, Fund-raising Activity	\$5.7M	Reduce user conflicts and create new opportunities for outdoor recreation.	23
	West Douglas Extension	Future Development	\$4M	FY23 Draft Legislative Priorities #12	24
	Jackie Renninger Park Development & Pipeline Skatepark Improvements	Feasibility Study, Conceptual Design, Final Design, Engineering, Permitting, Fundraising Activity	\$4M	To provide access to parks and outdoor recreation services for Juneau's most underserved neighborhood.	25
	Bartlett Aurora Behavioral Health Center	This facility is constructed, BRH is requesting reimbursement.	\$4M	Provide expanded opportunities to receive mental health care closer to home in a modern fit-for-purpose facility.	26



## PEDERSON HILL HOUSING DEVELOPMENT

AMOUNT REQUESTED: \$1M

AMOUNT SECURED: \$1.5M

TOTAL PROJECT COST: \$5M-\$15M

### PROJECT DESCRIPTION & UPDATE:

The requested funding will provide for the study and design of a secondary access road to the Pederson Hill Subdivision. In the past year the Assembly agreed to work with the Tlingit Haida Regional Housing Authority (THRHA) to develop the remainder of Phase 1B and 1C. With that development underway any additional development will require a second access route for public safety and emergency response. This second access is an expensive requirement which needs to be funded before any future housing units can be planned on this CBJ property. This second access will make available up to 26 acres of CBJ owned property for development and disposal.

### PUBLIC PROCESS:

There will be an opportunity for public comment to the Planning Commission during planning and to the Assembly during all phases of development.

**TIMELINE:** Once funding is secured, design can be complete within 18 months.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** Increase workforce and market rate housing with further development of Pederson Hill Subdivision.



Photo Credit: Juneau Empire

## JUNEAU DOUGLAS NORTH CROSSING (JDNC)

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$25.7M (\$2M for PEL; \$250,000 CBJ; \$7M Congressionally Directed Spending; \$16.454 USDOT RAISE Grant)

TOTAL PROJECT COST: \$280M-\$320M (depending on alternative)

### PROJECT DESCRIPTION & UPDATE:

A second crossing from Juneau to Douglas Island has been a priority for the community since the early 80s. An alternate access to the heavily populated Douglas Island will increase safety; if the only bridge now were to fail residents would be stranded and emergency services would be limited. It will reduce transportation times and open up new land to development. Thanks to Senator Murkowski, CBJ received \$7M in Congressionally Directed Spending in FY23. This will build on the analysis and public outreach currently underway through the Planning and Environmental Linkages (PEL) study.

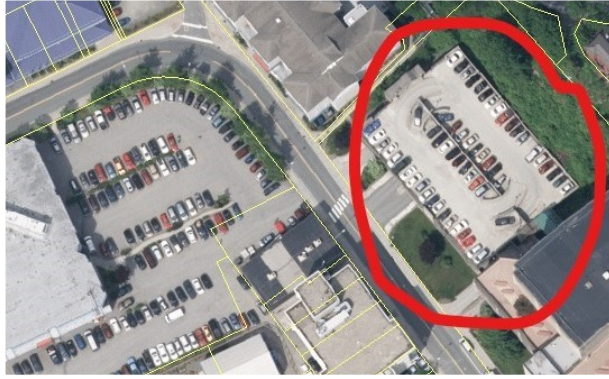
In another boon to the project, CBJ was awarded a 2023 USDOT RAISE grant in the amount of \$16.464M which will provide funding through design. Prior to completing the 100% bid-ready design package, CBJ will solicit Federal Highway construction funding under the Infrastructure Investment and Jobs Act (IIJA). CBJ applied for technical assistance funding to identify and pursue construction funding opportunities to bring the project to completion

**PUBLIC PROCESS:** Through the PEL process ADOT&PF, with the help of DOWL Engineering, has engaged in multiple stakeholder and public meetings, surveys, and listening sessions to identify both public sentiment on the project and potential alternatives. Project status, alternatives, reports and stakeholder meeting updates are available at [jdnorthcrossing.com](http://jdnorthcrossing.com). The NEPA process will include thorough public process as a preferred alternative is vetted.

**TIMELINE:** The PEL study is expected to be complete by spring of 2024. Building on the work of the PEL, NEPA should take 24 months. Design will take an additional 18-24 months.

**WHO WILL MAINTAIN AND OPERATE?** State of Alaska.

**GOAL OF PROJECT:** Community safety, housing and economic development.



## AAK'W VILLAGE DISTRICT PARKING

AMOUNT REQUESTED: \$30M

AMOUNT SECURED: \$5M SOA; \$5M CBJ Voter Approved Sales Tax

TOTAL PROJECT COST: \$40M

### PROJECT DESCRIPTION & UPDATE:

Building a garage with greater capacity would expand parking for State employees, the Legislature, and the Aak'w Village District, freeing up current parking lots for development and infill. This parking garage provides parking for the State of Alaska, just North of the State Office Building. The current garage is old and in need of major repairs. This project could be seven stories, creating a total of over 450 parking spaces, with a total net increase of approximately 300 new parking spaces.

PUBLIC PROCESS: This project was designated as a CBJ Legislative Priority in 2021, 2022, and 2023.

TIMELINE: Architect has been selected and condition assessment and preliminary design is underway. Once full funding is secured, 24-36 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? TBD

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



## TELEPHONE HILL REDEVELOPMENT

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$450,000

TOTAL PROJECT COST: unknown (\$10M placeholder)

### PROJECT DESCRIPTION & UPDATE:

This project will prepare the roughly 3 acres of CBJ owned property in downtown Juneau which is adjacent to the State Office Building for redevelopment. This project will include removal of hazardous materials and environment cleanup, potential demolition of existing structures, a redevelopment study, site preparation, utility and infrastructure upgrades, and re-subdivision. The outcome of this project will be independent buildable lots which are sized appropriately for redevelopment with infrastructure that can be utilized to maximize density and the property will be redeveloped to meet the goals of the Assembly and the state capital.

### PUBLIC PROCESS:

In August and October 2023, the City held public meetings to encourage community dialog regarding this project. The CBJ Assembly will continue to provide the public opportunities to comment on this project. There will be opportunities for public comment to the Planning Commission during planning and to the Assembly during all phases of redevelopment. Project information is available at <https://juneau.org/engineering-public-works/telephone-hill>.

**TIMELINE:** An inventory of utilities, property and hazards is currently underway. A draft development plan will be publicly reviewed in the first quarter of 2024. Depending on the outcome of that plan a phased redevelopment approach could begin in 2024.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** Redevelop over 3 acres of property in downtown Juneau for the best and highest use.



## CBJ RADIO SYSTEM REPLACEMENT

AMOUNT REQUESTED: \$12M

AMOUNT SECURED: \$500,000; \$2M CBJ Voter Approved Sales Tax

TOTAL PROJECT COST: \$17.2M

### PROJECT DESCRIPTION & UPDATE:

The CBJ has determined that the current radio system must be replaced due to equipment obsolescence, to enhance coverage and correct capacity shortfalls while conducting modernization as a means of securing enhanced network reliability, resiliency and interoperability. Project phases would include procurement, engineering/design, site construction/improvements (shelters, buildings, generators, towers, UPS, etc.), microwave improvements, procurement, and installation of radio site equipment (transmitters, receivers, antenna systems, etc.) and end user equipment (portable and mobile radios). Deficiencies with the current system impact multi-agency responses and have been documented during numerous police, fire and EMS events with partners such as the Airport, Public Works, Alaska State Troopers, FBI, Coast Guard and the Navy. A comprehensive upgrade is needed to enhance radio communications and increase interoperability with municipal, state, and federal partners. Senator Murkowski has added \$2M as Congressionally Directed Spending in the FY24 appropriations bill that is awaiting Congressional action.

**TIMELINE:** Once funding is secured, all work could be performed within 4 years.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** Provide adequate and sustainable radio communications for CBJ public safety agencies and response partners to communicate effectively during routine events and disasters locally, regionally and statewide.



## JUNEAU SCHOOL DISTRICT-WIDE HVAC AND HEATING CONTROL SYSTEM UPGRADES

AMOUNT REQUESTED: \$6.4M

TOTAL PROJECT COST: \$6.4M

### PROJECT DESCRIPTION & UPDATE:

This ambitious project entails the comprehensive enhancement of HVAC and Heating Control Systems across all 13 schools within the City and Borough of Juneau. This initiative serves a dual purpose: firstly, it will significantly improve the early detection and notification of system issues and emergencies, thereby enhancing the district's responsiveness to outages and failures. Secondly, these system upgrades will provide the maintenance department with centralized access to control systems for all schools, streamlining system management and increasing efficiency. As a result, emergency response times will be markedly reduced, as issues can be identified swiftly. Importantly, this upgraded system is expected to yield substantial energy cost savings for the district, representing a win-win solution for both school facilities and the environment.

**TIMELINE:** Once funding is secured, design and construction complete within 28 months.

**WHO WILL MAINTAIN AND OPERATE?** Juneau School District

**GOAL OF PROJECT:** This project will upgrade the HVAC and Heating Controls Systems for all schools in the City and Borough of Juneau, improving the facilities' energy efficiency, safety, and security.



## MENDENHALL WASTEWATER TREATMENT PLANT COMPLIANCE: FATS, OIL, AND GREASE & GRIT REMOVAL

AMOUNT REQUESTED: \$5.95M

TOTAL PROJECT COST: \$5.95M

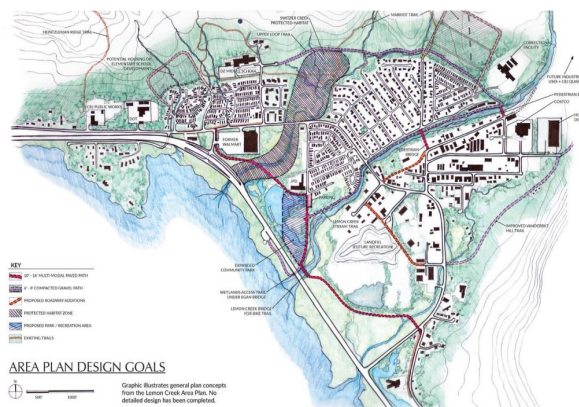
### PROJECT DESCRIPTION & UPDATE:

Fats, Oils and Grease (FOG) requires special treatment, typically prior to the treatment basin. The foam from FOG degrades plant performance at the Mendenhall Treatment Plant. This project would install a grease collection vessel with a skimmer and vortex vessel to control incoming grease and finer grit. The Mendenhall Treatment Plant is currently operating under a Compliance Order by Consent with the State due to permit violations. Removing FOG before it disrupts the treatment process will assure more consistent plant performance. This project will design and construct the FOG and grit removal equipment.

TIMELINE: Once funding is secured, design and construction within 30 months.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Permit compliance, reduce treatment costs, and extend the useful life of the plant.



# LEMON CREEK MULTIMODAL PATH

AMOUNT REQUESTED: \$8M

AMOUNT SECURED: \$1.75M

TOTAL PROJECT COST: \$10M

### PROJECT DESCRIPTION & UPDATE:

The requested funding would construct a multimodal path in Lemon Creek that connects residents to schools, shopping, jobs and services. CBJ is pursuing a DOT Reconnecting Communities grant for FY24 that will include robust public engagement, route selection and preliminary design, as well as a ADOT&PF Transportation Alternatives Program grant for the first phase of construction. The Assembly has appropriated \$1.75M to advance design of the project as well as potential match for construction grant opportunities. The full route would connect the Glacier Highway / Vanderbilt intersection to Alaway Avenue and then on to Glacier Highway (near the old Walmart). This would provide direct access to the two largest mobile home parks in the community. CBJ also applied for a 2023 ADOT&PF Transportation Alternatives Program (TAP) grant for phase one design and construction, as well as a FHWA FY23 Safe Streets for All (SS4A) supplemental planning funds for additional community planning and analysis of pedestrian, cyclist and motorist safety.

PUBLIC PROCESS:

This project has been identified as a priority by the 2017 Lemon Creek Plan adopted into the Comprehensive Plan. Designated as the number one Legislative Capital Priority in 2021 and 2022, and the 8th priority in 2023

**TIMELINE:** FY24 (ongoing) route analysis, public outreach, planning and preliminary design. Once full funding is secured, 18-24 months for design and construction.

## WHO WILL MAINTAIN AND OPERATE? CBJ

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



## CAPITAL CIVIC CENTER

AMOUNT REQUESTED: Federal Delegation—\$35M; State of Alaska—\$10M

AMOUNT SECURED: CBJ- \$2M design; \$10M commitment from CLIA for CBJ Passenger Fees; \$5M CBJ appropriation requested; \$3M identified for Centennial Hall; \$6.5 Partnership Resources

TOTAL PROJECT COST: \$75M

### PROJECT DESCRIPTION & UPDATE:

This project will expand Juneau’s Centennial Hall by adding several meeting rooms, a theater, a community hall, a gallery and other public spaces. The old Juneau Armory would be removed. The Capital Civic Center will function as a multi-use civic and conference facility which will enhance Juneau’s prominence as a regional center for art, culture, and community engagement while attracting broad-based use and pride in Alaska’s Capital City.

PUBLIC PROCESS: Conceptual studies and outreach for Centennial Hall were performed in June of 2019 . Upgrades to the ballroom at Centennial Hall were completed in August 2023. The performing arts elements (new JACC) also received public input throughout the development of design for a stand alone facility. Merging the two facilities into a large, single, facility was presented to the Assembly by stakeholder organizations in 2020. The Assembly funded conceptual design in late 2021 appropriated \$2m to advance the project. Northwind and JYW Architects teamed up for design and have worked with stakeholders to consolidate space and find design efficiencies.

TIMELINE: Once funding is secured, 3-3.5 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Support convention, arts and visitor economy.



## JUNEAU SCHOOL DISTRICT-WIDE SECURITY AND SAFETY UPGRADES

AMOUNT REQUESTED: \$2M

TOTAL PROJECT COST: \$2M

### PROJECT DESCRIPTION & UPDATE:

This project will upgrade security cameras, phone systems, secure entryways, brush clearing, perimeter lighting, emergency egress lighting, back-up generators, and secured property. This project will increase the Juneau School District's security presence, which will help to deter vandalism, theft, and other criminal activities. The security and safety of our staff, students, and community is our main priority, and with this project upgrade, the District feels that it is taking the necessary steps to bring our facilities into the technology age.

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

**WHO WILL MAINTAIN AND OPERATE?** JSD

**GOAL OF PROJECT:** Security and safety of district facilities.



Photo Credit: Oregon State University

## MUNICIPAL COMPOSTING FACILITY DESIGN AND CONSTRUCTION

AMOUNT REQUESTED: \$4M

AMOUNT SECURED: \$2.5M Congressionally Directed Spending

TOTAL PROJECT COST: \$6.5M

### PROJECT DESCRIPTION & UPDATE:

This project will design and construct a commercial-scale composting facility to serve Juneau residents, businesses and institutions. CBJ will have the capacity to accommodate large scale producers such as grocery stores, and large restaurants and institutions (e.g., Bartlett Regional Hospital, CBJ, Juneau School District and Lemon Creek Prison) getting this waste out of both the sewers and the landfill. It is CBJ's intention to own the facility, but contract out the operations. In 2023 applied for a composting and zero waste grant through the Environmental Protection Agency for phase two of the project.

**TIMELINE:** CBJ will issue a request for proposals for site development, planning and design in FY23. Once funding is secured, 2 year design and construction timeline.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** Divert waste from the local landfill as part of a broader Zero Waste initiative in order to extend the life of the landfill.



## AURORA HARBOR REBUILD—PHASE IV

AMOUNT REQUESTED: \$1M

TOTAL PROJECT COST: \$11.5M

### PROJECT DESCRIPTION & UPDATE:

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

### PUBLIC PROCESS:

The project has been through a long term planning process with community outreach. It is the fourth phase of the larger reconstruction plans. Docks & Harbors has submitted a \$5M ADOT Harbor Facilities grant for FY25 Legislative consideration. If successful it will be locally matched with \$5M and nearly complete the rebuild of Aurora Harbor.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

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



Photo Credit: Cathy Mahnke

## AUKE BAY NEW BREAKWATER

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: unknown (\$50M placeholder)

### PROJECT DESCRIPTION & UPDATE

The requested funding would allow for the preliminary planning and design phases, including permit acquisition. This opens the opportunity for the construction of a new breakwater at the end of the Statter Harbor. The current facility has reached it's useful life and needs to be replaced. The new facility would allow for more moorage and provide economic stimulus to the community. CBJ would be the local sponsor for the US Army Corps of Engineers, who is federally responsible for the feasibility analysis, design and construction of the breakwater. Local match is required under federal law and is available through Docks & Harbors. Senator Murkowski has added \$500K as Congressionally Designated Spending in the FY24 appropriation bill and is awaiting Congressional action.

PUBLIC PROCESS: Identified as a Legislative Priority for FY2023

TIMELINE: Once funding is secured, 3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Increase moorage and recapitalization of aging infrastructure.



## WATERFRONT JUNEAU DOUGLAS CITY MUSEUM

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$2M CBJ Voter Approved Sales Tax

TOTAL PROJECT COST: \$12M

PROJECT DESCRIPTION & UPDATE:

This project will construct a new museum on the waterfront to house art and other local collections. The museum will leverage its waterfront location to become a destination for visitors and locals. It will also free up the current museum adjacent to the State Capitol for expansion of the Capitol campus.

PUBLIC PROCESS: Identified as Legislative Priority in FY2023

TIMELINE: Once funding is secured, 2-3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Grow the arts in Juneau and expand the Capitol campus.



## NORTH DOUGLAS BOAT RAMP EXPANSION

AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$20M

### PROJECT DESCRIPTION & UPDATE:

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

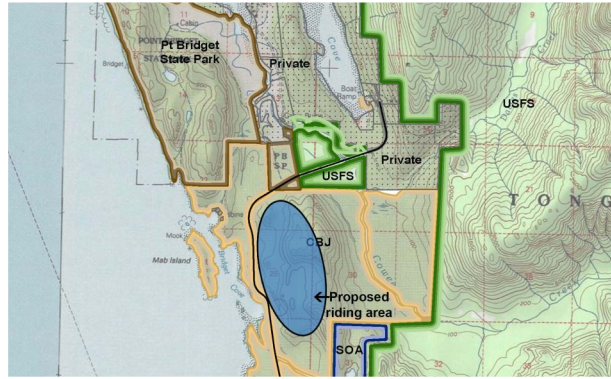
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

### TIMELINE:

Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

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



## OFF-ROAD VEHICLE (ORV) PARK DEVELOPMENT

AMOUNT REQUESTED: \$5.7M

AMOUNT SECURED: \$300,000

TOTAL PROJECT COST: \$6M

### PROJECT DESCRIPTION & UPDATE:

This project will address longstanding and unmet demand for sustainable off-road vehicle (ORV) recreation, provide a venue for training opportunities, reduce damage to sensitive habitats elsewhere, and reduce user conflicts.

**PUBLIC PROCESS:** A multi-year public process has been completed and design, permitting, and development of the 35-Mile ORV Riding Park is underway. This process includes stakeholders such as the Juneau Off-Road Association (JORA), Trail Mix, Inc., conservation organizations, and citizen advisory boards.

**TIMELINE:** Once required permits and funding is secured, a 3 year design and construction timeline is anticipated. More detailed project information available at <https://juneau.org/parks-recreation/project-list/entry/81872>.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** To meet growing demand for off-road vehicle recreation, avoid user conflicts, reduce ongoing damage to sensitive resources and landscapes, and stimulate economic activity by creating new opportunities for outdoor recreation that do not currently exist in Juneau.



## WEST DOUGLAS EXTENSION

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$7.5M

### PROJECT DESCRIPTION & UPDATE:

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

### PUBLIC PROCESS:

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

**TIMELINE:** Once funding is secured, 18-24 month design and construction timeline.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** Support long-term development.



## JACKIE RENNINGER PARK DEVELOPMENT & PIPELINE SKATE PARK IMPROVEMENTS

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$4,075,000

AMOUNT SECURED: \$75,000

### PROJECT DESCRIPTION & UPDATE:

This project will implement the master plan for Jackie Renninger Memorial Park, providing much needed access to outdoor recreation and open space for Juneau's most underserved neighborhoods. This 4.6-acre parcel is home to the Pipeline Skate Park and a small public restroom. This project would ensure the surrounding neighborhood has convenient and safe access to a playground.

### PUBLIC PROCESS:

In 2022 the Assembly appropriated funding to develop a master plan for Jackie Renninger Park which will be completed by the end of 2023. This process will result in a conceptual design that will be fully developed in a subsequent design phase.

TIMELINE: Once funding is secured, within 2 years of start date

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: To provide access to parks and outdoor recreation services for Juneau's most underserved neighborhood.



## BARTLETT AURORA BEHAVIORAL HEALTH CENTER

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$17.75M

### PROJECT DESCRIPTION & UPDATE:

The requested funding would partially mitigate construction inflation and associated costs Bartlett is absorbing for the project. The Center will provide much needed outpatient psychiatric service, crisis and community intervention and applied behavior analysis. In addition, it will house a new service to the community, crisis observation and stabilization with a total of 7 beds. The crisis center will be used by people in need across Southeast Alaska, and potentially statewide. The Aurora Behavioral Health Center will provide service based on the Crisis Now model which uses community based options to address long-term services for individuals who may be experiencing a behavioral health crisis in conjunction with other medical conditions complicating care.

### PUBLIC PROCESS:

This project was identified as a priority in the master plan for the Bartlett Campus and been through many public meetings as it has made its way through planning, design and construction.

**TIMELINE:** Construction is scheduled to be complete in October of 2023.

**WHO WILL MAINTAIN AND OPERATE?** CBJ

**GOAL OF PROJECT:** The Behavioral Health Center will provide patients from Juneau and other Alaskan communities with expanded opportunities to receive mental health care closer to home in a modern fit-for-purpose facility.

# APPENDIX

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

by Katie Koester, Engineering and Public Works Director

### Q: What are the Legislative Capital Priorities?

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

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

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

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

CBJ's "short list" of Legislative Priorities should have a limited number of projects on it. An attempt is made to phase projects so that funding requests range in size depending on available funds and objective. For the State Legislature, project descriptions are inputted into an online system lawmakers use to prioritize funding requests (CAPSIS). These are due in February.

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

### Q: What is a capital project?

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

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

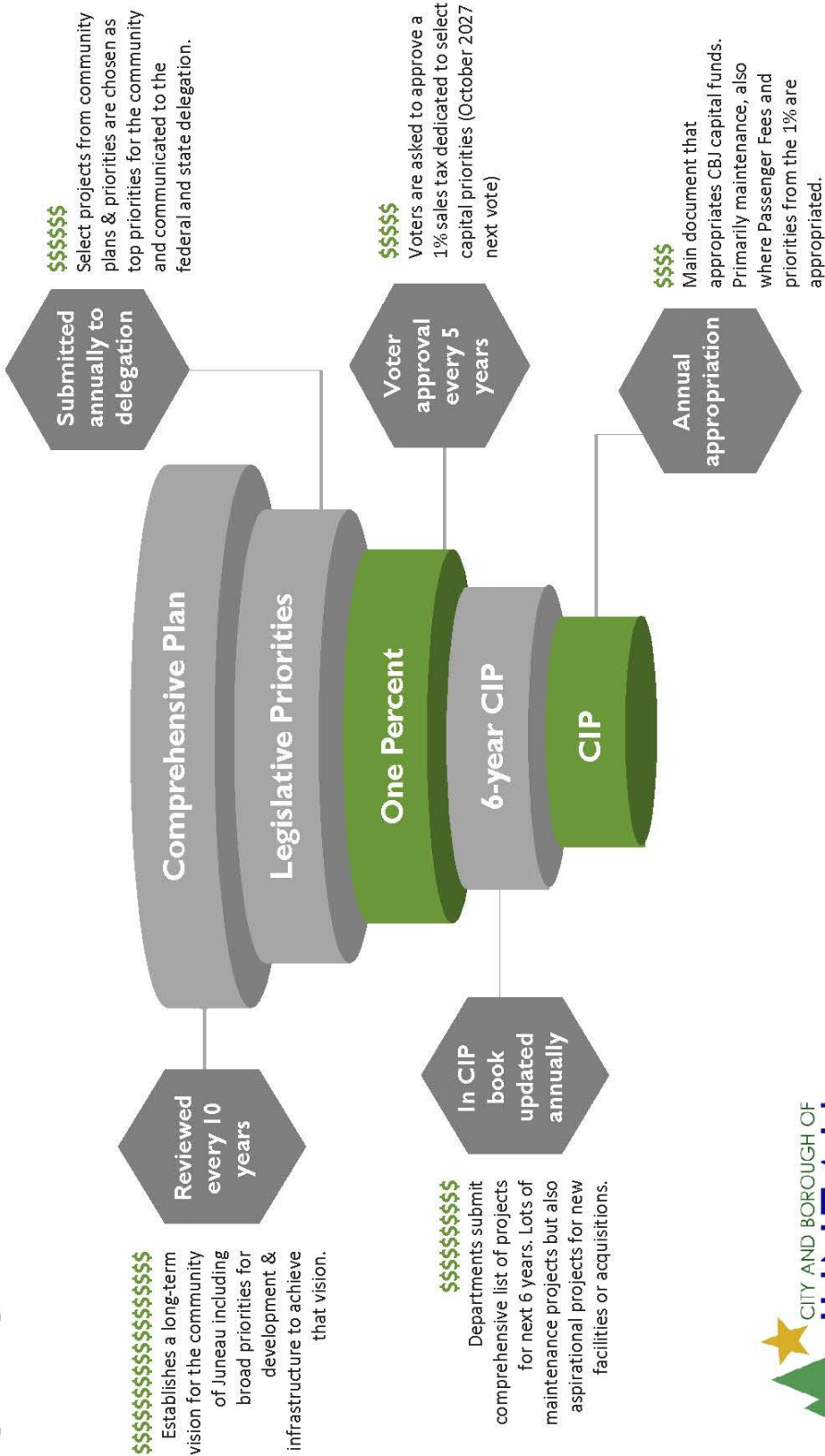
**A:** The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps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

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

APPENDIX

# CBJ Lists, Plans and Priorities

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





# MEMORANDUM

**DATE:** November 6, 2023  
**TO:** Chair Bryson and the CBJ Public Works and Facilities Committee  
**THRU:** Denise Koch, Engineering & Public Works Director  
**FROM:** Rich Ross, Capital Transit, Transit Superintendent  
**SUBJECT:** Transit Update for Drivers and Route Reactivation

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This memo provides an update on Capital Transit operations, including staffing, service routes, and the status of the electric vehicle (EV) bus fleet.

## Resumed and Expanded Service

After a long but successful recruitment process, Capital Transit filled five driver vacancies. These improved driver staffing levels allowed Capital Transit to begin offering resumed and expanded service for patrons across Juneau and Douglas as of October 23, 2023. Notable schedule updates include the return of service to Route 5 (University Connector) and Route 6 (Riverside/Airport Connector), which were suspended in December 2022 due to a shortage of drivers. These routes include service to the airport, UAS, and the Teal Street Center social services campus.

Capital Transit also expanded Monday-Friday service in the early morning on two core routes. Route 1, which services Douglas/downtown Juneau, now starts service at 6:28 a.m. (previously 6:58 a.m.). Route 4 services the Mendenhall Valley and shifted from a 6:40 a.m. to a 6:00 a.m. start time. The implementation of this earlier morning schedule was based on community feedback and an analysis of our ridership data, both of which indicated an unmet demand for transportation to the hospital area – whether for work or care – before 7:00 a.m.

A summary of all route service changes and updated schedules is available at [juneaucapitaltransit.org/schedules](https://juneaucapitaltransit.org/schedules). Capital Transit drivers and staff provided notice of changes to their ridership and updated Google Maps Transit directions to reflect the recent service expansion.

## EV Bus Fleet Updates

As you may recall, the Proterra EV bus purchased with FTA funding in 2020 has had significant mechanical problems since arriving in Juneau in 2021. It has been out of revenue service since November 2022. After many attempts at repairs, CBJ asked Proterra to replace the bus; after several weeks, they responded with a buyback offer but entered bankruptcy before sending the offer in writing. The CBJ Law Department has submitted a claim for the value of the bus to the Proterra Bankruptcy.

After significant research and consultation with other cold weather communities, Capital Transit purchased seven (7) [GILLIG Battery Electric busses](#) in October 2022. The latest estimated timeline shows that the busses will be built in the spring of 2024 and are expected to enter revenue service in the fall of 2024.



DATE: November 6, 2023  
TO: Wade Bryson, Chair, Public Works and Facilities Committee  
THROUGH: Denise Koch, Director, Engineering and Public Works  
FROM: Dianna Robinson, Environmental Project Specialist, Engineering and Public Works  
SUBJECT: On-Bill Financing and Heat Pumps

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**Background** (Please reference Attachments A – D)

Resident and Utilities Advisory Board (UAB) member Stuart Cohen Assembly presented his idea for CBJ to adopt an ordinance regarding On-Bill Financing (OBF) at the August 7<sup>th</sup> Committee of the Whole (COW) meeting. Assembly member Smith put forth a motion for staff to research the concept and report to the Public Works and Facilities Committee (PWFC), and former City Manager Rorie Watt submitted a memo in response (Attachment B) at the September 18<sup>th</sup> meeting. Assembly member Hale requested at the same PWFC meeting that staff take a deeper look into the request from Mr. Cohen.

**Mr. Cohen's Request**

"We are asking for the Assembly to pass an ordinance enabling On-Bill Finance and providing for its integration with existing Water and Sewer billing software. Along with that, we would request that the Assembly designate a working group of city staff, OBF proponents, and interested financial entities or non-profits to devise a set of standards for the program. These standards would not be part of the ordinance but would be referred to as "agreed-upon standards, to be updated annually." Once that ordinance and those standards are in place, we can move forward with setting up the other aspects of On-Bill Finance: primarily a source of capital and the mechanism for ensuring standards are met. We're not asking the city for help in setting up the Rapid Adoption Program, nor for funding of any sort, nor for staffing of any OBF functions beyond automated payment processing."

**Staff Assignment** (Please reference Attachments E – I)

Staff spoke to representatives of True North Federal Credit Union, Alaska Heat Smart, AEL&P, JCOS, JEDC, the City of Fort Collins, Mr. Cohen, Utility Billing staff, and CBJ Finance Director Angie Flick.

Staff explored existing programs within the Juneau community, the potential need for OBF to finance heat pumps and other energy efficiency upgrades for residents, and the suitability of OBF on Water & Wastewater Utility bills for this endeavor.

**Current Programs**

Alaska Heat Smart (AHS): CBJ has provided \$797,094 in funding to the non-profit AHS since FY20. In FY24, CBJ funded the program for \$235,094. AHS provides home assessments for heat pump suitability and other recommendations for energy efficiency. In addition to assistance to low-income households (80% of

Juneau's median area income or less), they also provide some funding for heat pump installations households up to 125% of Juneau's median area income. Detailed information can be found in Attachment E.

True North Federal Credit Union (True North): AHS has partnered with True North to provide low-interest rates for the purchase and installation of heat pumps for Juneau residents. Loans are on 5-year terms, with 4-6% interest based on the applicant (average rate is 4.1%), and the maximum for a loan principal is \$12,500. Total loans dispersed since 2021 are 32; however, 19 of those have been in 2023 alone (mostly in the 3<sup>rd</sup> quarter of 2023). AHS and True North attribute this recent growth to increasing local knowledge of the benefits of heat pumps and the existence of these programs through word of mouth from their customers, and outreach and education from AHS.

### **OBF and CBJ**

On-bill finance (OBF) programs have incredibly low default rates – in many cases 0%.<sup>1</sup> However, the CBJ Water and Wastewater Utility eventually has to turn off drinking water to residents who do not pay their bills (after a prolonged process). It does not seem appropriate to turn off drinking water for residents if they are having difficulty paying for their combined utility and OBF charges.

In addition, the implementation of such a program would have significant challenges:

- While it appears that a third party can perform most of the duties of OBF programs as laid out, staff do not agree that it would be a 'zero cost' program for CBJ. Finance Director Angie Flick believes that one new FTE would be needed to handle the program internally within the Finance Department at a minimum.
- Utility billing software is not managed by CBJ IT. It is a third-party software program (Invoice Cloud) that already presents the Utility, as well as the Finance Department, with many internal billing and database challenges. Integrating OBF into the program would be challenging.
- In conversations with True North President Lauren McVay, they would be unwilling to back the financial side of the OBF program.
- OBF programs are designed so that the cost of the financed equipment/installation replaces the cost of higher energy use (although this is not always a 1:1 situation). CBJ's Utilities are for Water and Wastewater and not electricity; therefore, customers will only see an increased amount on their bill.
- AEL&P has looked into OBF and decided against implementing the program (Attachment H).

### **Recommendations**

While OBF can be a useful tool for electric utilities, there is no nexus between the Water & Wastewater Utility and energy conservation. Additionally, the programs offered by AHS and True North offer nearly identical services and their usage is increasing. Staff recommends that PWFC and the Assembly do not further an ordinance for OBF.

#### **Enclosures:**

Attachment A Stuart Cohen COW 8.7.2023  
 Attachment B Clean Energy Programs Memo from City Manager Watt 9.15.2023  
 Attachment C Stuart Cohen Response to CM Watt's Memo  
 Attachment D On-Bill Financing Informational Document  
 Attachment E Alaska Heat Smart Mark Assessment - Demand for Heat Pumps  
 Attachment F Alaska Heat Smart Position on OBF 10.25.2023  
 Attachment G Alaska Heat Smart Loan Program Info Sheet  
 Attachment H AEL&P On-Bill Financing Memo 10.30.2023  
 Attachment I Fort Collins On-Bill Financing Program Comparison

<sup>1</sup> It should be noted that True North's loan program also has a 0% default rate.

## WHAT IS ON-BILL FINANCING?

### What Is On Bill Financing?

On-Bill Financing (OBF) allows homeowners to put monthly payments for heat pumps on their utility bills.

### Where did On-Bill Financing originate?

OBF has been in use for nearly two decades around the United States. OBF was legislated for the State of Alaska by Statute AS 42.05.750 - AS 42.05.756 during the 2018 Legislative session. It was purposely designed to be enabled by *any* utility, including the CBJ Water and Sewer utility. Ft. Collins, Colorado offers OBF on their water utility bills.

### Why is On-Bill Financing better than other financing methods?

OBF is critical to rapid heat pump adoption because it greatly reduces the friction of purchasing a heat pump and opens the market to many who could not or would not otherwise afford the investment. OBF allows homeowners to make payments with the savings on their heating bill, paying it off in 5-7 years.

OBF is fundamentally different from other financing methods in three critical ways:

- **Easy Qualification:** Programs typically qualify applicants based on their utility payment history. This is a huge benefit for middle and lower-income applicants, who may have little credit history and/or little appetite for going through a bank qualification process. Rapid and easy loan accessibility vastly lowers the barriers to heat pump adoption.
- **Low Default Rate:** Default rates nationally are less than one percent, and usually less than .5%. Some programs reported zero default rate.
- **Transferability:** Loan payments are on the utility bill, so there is no bank lien necessary. If a homeowner sells their house, the payments (and benefits) go to the buyer, who continues making payments until the heat pump is paid for. This lessens the fear of “sunken costs” for homeowners considering installing a heat pump.

### What will OBF cost the CBJ?

Almost nothing. OBF will have minimal setup costs for to the city, and incidental costs once the program is under way. It is designed to avoid using CBJ staff time.

This is because the City only facilitates the financing; it does not actually finance anything. The Program will handle qualification, loan servicing, and capitalization of the loans. The City merely provides a space on the utility bill for the amount to be paid and, when the utility bill is paid, forwards this payment to the entity managing the loan. It will be necessary to provide a software patch between the financial software and the CBJ Utility billing software, and for the CBJ to make monthly transfers, but customer service and any loan defaults will be the responsibility of the agency, not the City.

The CBJ would also need to provide Water and Sewer payment history for OBF applicants, as that is the primary way of qualifying applicants.

## SUCCESS RECORD OF FOUR OBF PROGRAMS

Entity	Amount Loaned	# of Loans	Defaults
EPIC HOMES (Ft. Collins, CO)	\$ 7,250,000.00	459	0
OPALCO (Orcas Island, WA)	\$ 7,400,000.00	497	0
Electric Coops of South Carolina	\$ 10,000,000.00	1050	< 10
Gems (Hawaii)	\$ 18,000,000.00	540	0
	<hr/>		
	\$ 42,650,000.00	2546	

**Utilities**

electric • stormwater • wastewater • water  
222 Laporte Ave.  
PO Box 580  
Fort Collins, CO 80522-0580

**970.212.2900**

V/TDD: 711

[utilities@fcgov.com](mailto:utilities@fcgov.com)

[fcgov.com/utilities](http://fcgov.com/utilities)

Section G, Item 11.

April 14, 2023

To whom it may concern,

Fort Collins Utilities, a municipal owned utility in Colorado, regularly advises other utilities and organizations seeking to establish an on-bill financing program. Our Epic Loans program has been offered since 2012 for residential energy projects of all types. The program has funded a total of 459 loans with over \$7.25 million dollars. The average loan amount is \$14,229 and average payments are \$124 per month. *Over the course of the last 10 years, the program has had zero defaults.*

In our system, loan payments are simply considered part of the overall utility bill (which in our case has multiple services). Non-payment of the bill, including the loan component, results in the normal processes for collection, up to and including shut-off. We recognize this is an extraordinary security on the loan and the resulting low to no risk of default and we also currently have no loans that are more than 30 days overdue on payment. For rental properties, we have the property owner put the water service in their name and service the loan on that bill. This approach is included in the above overall numbers.

Please feel free to follow up with any questions.

Regards,

John Phelan

Energy Services Manager and Policy Advisor

Fort Collins Utilities

970-218-2107, [jphelan@fcgov.com](mailto:jphelan@fcgov.com)

**Eligibility Requirements**

Utility Bill History	Previous 6 months on time payments
Minimum credit score	640
Bankruptcy, foreclosure repossession	None in the last 5 years
Unpaid Collection Accounts, Judgments, Tax Liens	No more than \$2,500

More information: [fcgov.com/epichomes](http://fcgov.com/epichomes)

Date: April 19, 2023

Stuart Cohen  
Rapid Adoption Heat Pump Project  
Juneau, AK 99801

Re: OPALCO on-bill financing (OBF) program

To whom it may concern,

OPALCO, a member-owned electrical distribution cooperative, started a tariff model OBF program called Switch It Up! (SIU) in 2019. Initially the program financed only ductless heat pumps (DHP) and heat pump water heaters. In 2022 the program expanded to finance a wider variety of energy efficiency projects including solar, windows, insulation, in-home storage, etc. and increased the maximum financing allowed per meter. As of April 2023, we have financed 497 energy efficiency projects totaling over \$7.4M with an average project financing is \$15k. DHP's account for 332 of the projects with the average project amount of \$12k. *Since the program's inception we have experienced a 0% default rate.* Despite our default experience to date, OPALCO maintains a 2% loss reserve for all financing outstanding.

Our program is structured as an opt-in utility tariff model whereas the repayment obligation is treated as a part of the overall utility bill, no different than tariff charges for Service Access or kWh charges. Non-payment of the bill, which includes the OBF, results in the normal processes for collection, up to and including shut-off. For rental properties, the property owner and tenant both sign an owner-authorization form, while the tariff is placed on the bill member paying for the metered service at the location.

Eligibility for financing is based only on the members rolling 12-month utility payment history. If the members payment history appears to show trouble paying bills timely, we may approve the project under the condition of the member to signing up for bill auto-pay.

Please feel free to follow up with any questions.

Best,

*Travis Neal*

Travis Neal, CPA  
Head Accountant  
Orcas Power & Light Cooperative



April 18, 2023

Stuart Cohen  
Rapid Adoption Heat Pump Project  
Juneau, AK 99801

Dear Mr. Cohen:

I am writing in response to your request to provide some context for the default rate in our Help My House® on-bill financing program. There have been more than 1,050 weatherization loans made to electric cooperative-served homeowners since our program launched in 2012. Forty percent of the loans are made to members who live in manufactured homes which offer some of the greatest returns. These loans have totaled more than \$10M with an average loan amount per home of \$10k. Our program's loan default rate remains below one percent.

Participating Help My House co-ops offer low-interest loans to their qualifying members to seal air leaks in their homes' envelope, install new heat pumps (HVAC), and improve or replace ductwork. Most of our participating co-ops qualify their members using billing payment history and do not require or consider FICO or other commercial credit scores. Program administrators ensure each member owns the property before a home is weatherized, and applications are declined if owners are in active bankruptcy or their home is in foreclosure. With rental homes and other third-party properties, we require the property owner's signature on the application and other loan documents.

Those are just a few details about Help My House that I hope are helpful as you consider a similar program for the community you serve. Feel free to give me a call if you have additional questions.

Sincerely,



Michael C Smith  
VP Business and Technology Strategy  
Electric Cooperatives of South Carolina  
(803) 530-9996



## HAWAII GREEN INFRASTRUCTURE AUTHORITY

No. 1 Capitol District Building, 250 South Hotel Street, Suite 501, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804  
Web site: [gems.hawaii.gov](http://gems.hawaii.gov)

Telephone: (808) 587-3868  
Fax: (808) 587-3896

April 19, 2023

Mr. Stuart Cohen  
Juneau, AK 99801

Dear Mr. Cohen:

Re: Rapid Adoption Heat Pump Project

The Hawaii Green Infrastructure Authority (HGIA) launched its Green Energy Money Saver On-Bill Program (GEM\$) in April 2019. GEM\$ is a non-traditional financing program to expand access and affordability for underserved ratepayers to install solar systems to lower their energy costs. Instead of credit reports, GEM\$ relies on utility bill payment history and instead of debt-to-income ratios, loan repayment is made through energy savings that would otherwise have been paid to the electric utility.

Similar to your proposed Rapid Adoption Heat Pump Project, GEM\$ loan capital is repaid and the program does not subsist on grants. To date, with over 540 on-bill loans aggregating over \$18.0 million, **the program has not yet suffered any losses** (even through the pandemic), nor has there been any disconnections.

When Hawaii's Governor issued a "Stay at Home" Order in March 2020, requiring all non-essential workers to remain at home, the Hawaii Public Utilities Commission implemented a disconnection moratorium. This moratorium remained in place for the next fourteen months until May 31, 2021. During this period, Hawaii's unemployment rate skyrocketed from 2.8% (one of the lowest in the nation) in February 2020 to 22.6% (the highest in the nation) in April 2020. With Hawaii's top industry being tourism, many of Hawaii's workers remained unemployed for over a year.

As of March 31, 2023, while 41 or 11.0% of the loans were past due, all but 7 loans or 1.9% of the portfolio made payments in March or April 2023, which means that while these accounts fell behind during the pandemic and have not caught up to become current, they continuing to perform.

Our average residential loan is \$30,000 and average commercial loan is \$450,000. Qualifying for GEM\$ is a simple two-step process. (1) The ratepayer must not have received any disconnection notice over the past 12-month period; and (2) the estimated post-installation energy bill must have a minimum estimated 10% savings (including the loan repayment).

As always, should you have questions or if I can be of additional assistance, please don't hesitate to contact me.

Sincerely,



Gwen S Yamamoto Lau  
Executive Director



## Attachment B

Section G, Item 11.

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

TO: Chair Bryson and Assembly PWFC  
FROM: Rorie Watt, City Manager  
RE: Clean Energy Programs

DATE: September 15, 2023

The Assembly COW heard a presentation on August 7<sup>th</sup> about On-Bill Financing and made the following:

**MOTION** by Mr. Smith for staff to work on the topic of On Bill Financing (OBF), to get more details and identify further concerns and for staff to report back to the Public Works and Facilities Committee (PWFC) so they can make a more informed decision and he asked for unanimous consent.

There are a number of clean energy programs and ideas, and consideration of these ideas should be made in context and in regard to appropriate municipal roles and the availability of personnel resources. In short, I am not at all supportive of the on-bill financing proposal (and have been very clear to the proponent) for the following reasons:

1. Lack of nexus between energy financing and water and wastewater utility billing.  
Even if there are few loan failures, the prospect of shutting down a homeowner's drinking water (and therefore sanitation) is inappropriate and may not even be legally defensible. Energy loans should have a nexus to the energy systems and to energy providers.
2. Equal Access to a Government Program.  
OBF proponent has suggested that the program only be available to homeowners with good credit. As a public entity, this is not defensible (private entities may make such decisions). In fact, it is people without the best credit who likely need the most help in making energy improvements.
3. Lack of technical support to home-owners.  
In an effort to streamline costs and efforts, the proposal is to have a simple, uncomplicated heat pump installation. In my opinion, heat pump installations are and should be complicated decisions. A partial energy replacement means that owners must continue to own and maintain existing heating systems. While the one-size-fits-all might be faster for achieving climate change goals, I believe that the Alaska Heat Smart model is much better for homeowners.
4. Sole sourcing of one system component supplier.  
Absent a good procurement process, I can't support sole sourcing one company for equipment supply (or for that matter, steering installations to one or a small number of contractors).

There are probably other issues, but the above is enough, in my recommendation to make CBJ participation not advisable. However noble in its intent, the idea is fatally flawed.

However, there are a number of better and more interesting ideas and programs available to the public, and I do recommend that CBJ support them. Those include the Alaska Heat Smart program, JEDC and Spruce Root's efforts to obtain federal funding to facilitate energy loan financing. CBJ also participates in a number of other

clean energy initiatives including our work on Electric Vehicle (EV) charging stations, municipal fleet busses, and cruise dock electrification.

**Recommendations:**

1. CBJ should **NOT** pursue on-bill financing on CBJ utility or property tax bills.
2. CBJ should continue to support Alaska Heat Smart.
3. CBJ could work with AEL&P to support changes to State legislation authorizing energy financing.
4. CBJ should support JEDC and Spruce Root's efforts to obtain federal funding.

## Attachment C

TO: Dianna Robinson

RE: Response to Former City Manager Watt's memo to the Public Works and Finance Subcommittee

I was asked to respond to Mr. Watt's memo in order to clarify any misunderstandings.

Former Manager Watt may have conflated the separate issues of the On-Bill Finance facility and the Rapid Adoption Program. To clarify: On-Bill Finance is a financing mechanism that will be available to *all* installers that meet program standards. This is what the ordinance concerns. The Rapid Adoption Program is a separate program to increase the rate of heat pump adoption, and is not funded by or managed by the CBJ. *On-Bill Financing can and should exist even without the Rapid Adoption Program.*

With that clarification, we're happy to address all the concerns in this memo. Former Manager Watt's objections are in italics.

### 1. *Lack of nexus between energy financing and water and wastewater utility billing.*

*Even if there are few loan failures, the prospect of shutting down a homeowner's drinking water (and therefore sanitation) is inappropriate and may not even be legally defensible. Energy loans should have a nexus to the energy systems and to energy providers.*

Lack of nexus is not a legal argument; On-Bill Financing is perfectly legal both in terms of the 2018 legislation legalizing On-Bill Financing and the city's Home Rule status. On-Bill Financing is offered by many entities nationwide, including by the city of Fort Collins on its water bills. It is not an energy loan, as stated in the memo: it's a loan to purchase an appliance that will reduce housing costs and carbon footprint, which are both city objectives.

As is clear from other programs' experience, shutoffs are practically non-existent. Even so, it's possible to create a loan-loss reserve to cover the heat pump part of unpaid balances. Because the loan is from a 3<sup>rd</sup> party, not the CBJ, the CBJ has zero financial exposure.

### 2. *Equal Access to a Government Program.*

*OBF proponent has suggested that the program only be available to homeowners with good credit. As a public entity, this is not defensible (private entities may make such decisions). In fact, it is people without the best credit who likely need the most help in making energy improvements.*

Any CBJ program that is not free is only available to people with good credit. Juneau does not give every citizen a free Season Pass to Eaglecrest or the Swimming pool. Nor do they give free moorage.

Additionally, AHFC, Fannie Mae, the Small Business Administration and Freddie Mac are all public entities that facilitate or make loans based on people's credit.

Extending credit to people of modest means is in no way unfair to people with no credit at all. Those who don't qualify for On-Bill Financing may apply to Alaska Heat Smart or other aid programs designed for them.

*3. Lack of technical support to home-owners.*

*In an effort to streamline costs and efforts, the proposal is to have a simple, uncomplicated heat pump installation. In my opinion, heat pump installations are and should be complicated decisions. A partial energy replacement means that owners must continue to own and maintain existing heating systems. While the one-size-fits-all might be faster for achieving climate change goals, I believe that the Alaska Heat Smart model is much better for homeowners.*

This concern is about the Heat Pump Rapid Adoption Program, not On-Bill Financing.

Currently, only a minority of heat pump installations in Juneau are getting assessments from Alaska Heat Smart. The de facto situation is that installers design and price installations as they see fit, and even after receiving Alaska Heat Smart assessments homeowners are still tasked with sorting out differing bids and approaches.

The On-Bill Finance program we propose manages consumer education by devising a set of standards for financed installations. Those standards are to ensure that installers fully inform the customer of their options, do not install sub-standard units, that they issue a full warranty, meet best-practice installation standards, respond to customer service issues and are within fair pricing guidelines. These not only protect the customer, but they also help ensure a successful loan payment process.

As to partial energy replacement: we agree with Alaska Heat Smart that the homeowner should have an auxiliary source of heat for extremely cold weather. In some cases that could involve leaving the existing system in place, in others, the use of space heating.

*4. Sole sourcing of one system component supplier.*

*Absent a good procurement process, I can't support sole sourcing one company for equipment supply (or for that matter, steering installations to one or a small number of contractors).*

There is nothing sole-source about On-Bill Financing. The On-Bill Financing Program would finance *any* install by *any* installer that meets the program's standards. The Rapid Adoption Program, which is not a CBJ project, would provide one stream of installations among all the others.

Please don't hesitate to let us know if you have any other questions.

## Attachment D

### On-Bill Financing Information for the Juneau Assembly/PWFC

#### What is OBF?

On-Bill Financing (OBF) is a mechanism where financing repayments for water or energy efficiency upgrades are made through an existing utility bill.<sup>1</sup> Utility bill payment history is often used as a creditworthiness criterion (12 months of on-time payments). Note that credit scores are also used in the financing determination, similarly to traditional loans.

There are three types of on-bill financing programs that commonly fall under the term “OBF”:

- **On-bill financing (OBF):** The utility is the lender in an OBF program. The utility can use a variety of funding sources for this, but often the capital comes from the utility’s (or municipality’s) coffers. *The financing stays with the individual, not the property.*
- **On-bill repayment (OBR):** In OBR, the capital provider is a third party. The Utility is the biller, but the funding is backed by a third-party (e.g., a financial institution). *The financing stays with the individual, not the property.*
- **Tariffed on-bill (TOB):** In a TOB program, efficiency upgrades are financed not through a loan, but through a utility offer that pays for upgrades under the terms of a new, additional tariff. On-bill charges are associated with the meter at the address where upgrades are installed, and cost recovery charges are treated as utility bills. *The financing stays with the property, not the individual.*<sup>2</sup>

For the purposes of this memo, I will be referring to “OBF” for consistency and clarity, although Mr. Cohen’s proposal would be more aligned with an OBR program.

#### Why OBF?

OBF programs are designed to reach more people than most traditional financing options for energy and water efficiency upgrades.

#### From EESI:

“On-bill financing is an exciting opportunity to expand residential energy efficiency and clean energy efforts into underserved markets. Many families are unable or unwilling to access traditional energy upgrade programs because they require upfront investments before tax

<sup>1</sup> Environmental and Energy Study Institute (EESI): EESI’s On-Bill Financing (OBF) Project: An Access Clean Energy Savings Program; <https://www.eesi.org/obf/main>

<sup>2</sup> The American Council for an Energy-Efficient Economy (ACEEE): On-Bill Energy Efficiency; <https://www.aceee.org/toolkit/2017/02/bill-energy-efficiency>

incentives and/or rebates kick in. Likewise, many households are unable or unsure of how to access traditional financing programs to invest in energy upgrades.

On-bill financing can help overcome this, but the approach works best when projects are designed to be cash-flow positive and applicants are approved through non-traditional means (such as good utility bill payment history instead of credit scores). Some on-bill financing programs expand the potential participant pool further to renters and short-term owners by allowing for the repayment obligation to change hands when the property is sold or new renters move in, helping to break down split-incentive barriers.”<sup>1</sup>

### Why Utilities?

A majority of today's on-bill programs provide the loan funds directly from a utility, and the repayment risk resides with the same entity.

#### From NRDC:

“Merely billing a loan payment in connection with the utility bill could offer customers added convenience, but on-bill loans are also substantively different due to two factors:

- On-bill loans are tied to utility services. Many on-bill programs allow the utility to suspend service to customers who fail to make their loan payments.
- The loans account for the borrower’s utility savings. Many on-bill programs require “bill neutrality.” In other words, savings from the funded improvements are expected to equal or exceed the new on-bill loan payments. An energy auditor reviews the efficiency improvements and estimates the reduction in utility expenses expected after the project. In contrast, conventional lenders typically do not assess or consider the expected savings on utility bills from an improvement project.”<sup>3</sup>

### OBF and the State of Alaska

There are currently no OBF programs in Alaska.<sup>4</sup> While OBF has been used in many states for several decades, it wasn’t until 2018 that the State of Alaska passed a statute (AS 42.05.750-756) defining the program for Alaskan utilities.<sup>5</sup>

Under AS 42.05.750-756:

- While it empowers utilities to shut off services due to non-payment, it does not require them to do so.

<sup>3</sup> Natural Resources Defence Council (NRDC): On-Bill Financing: Overview and Key Considerations for Program Design; Philip Henderson, July 2013. <https://www.nrdc.org/sites/default/files/on-bill-financing-IB.pdf>

<sup>4</sup> Alaska Energy Transparency Project: GVEA Prepares for Pilot On-Bill Financing Program; Brian Kassof, April 2022: <https://www.akenergytransparency.org/news/gvea-prepares-for-pilot-on-bill-financing-program>  
Golden Valley Energy Association (GVEA) in Fairbanks purportedly is looking into a pilot OBF project, but we were unable to find out more information on the current status of the project.

<sup>5</sup> Alaska State Legislature, AS 42.05.750 <https://www.akleg.gov/basis/statutes.asp#42.05.750>

- Despite a requirement for OBF obligations to be noticed to the recording district the building is located, they are not liens on the property. They can be resolved and discharged at the time of sale, or they can continue to be paid by the next owner.
- Rental properties are only eligible if the landlord is responsible for the entire utility bill (i.e. renters cannot participate unless they have both the agreement of the landlord and pay the utility bill).
- Utilities cannot remove installed devices for non-payment.
- Interest may be charged for these obligations.
- Property owners must be offered warranties both on installation and the devices themselves.
  - o If the Utility performs the installation, they must provide the warranties.
  - o If the program goes through a third party (as in an OBR program), the warranties must be provided by the third party, and the Utility is not held responsible.



## **Alaska Heat Smart**

### **Market Assessment - Demand for Heat Pumps**

Juneau has seen significant growth in demand for heat pumps over the past decade, driven by climate concerns, a desire for reduced heating expenses, increased heating oil costs, and the advent of diverse financial assistance programs. Juneau has a history of shifts in heating systems in response to the relative prices of oil and electricity – adoption of heat pumps seems to be following this pattern.

Alaska Heat Smart was developed to contribute to acceleration of heat pump adoption in Juneau through a broad community stakeholder process beginning in 2018. It received CBJ funding and began trial operations in December 2019. Alaska Heat Smart has seen a high rate of conversion by early adopters, with most of them paying directly out of pocket. Continuing opportunities for accelerating heat pump adoption include the utilization of new federal incentives as well as favorable loan programs.

[American Community Survey data](#) might provide the most straightforward base of information to assess heating system prevalence in Juneau. 2021 data indicate that of 12,922 occupied Juneau housing units, 63% were heated primarily by fossil fuels, and 32% were heated primarily by electricity. A complicating factor in any accounting of home heating is that heating system redundancy is common in Juneau homes. The presence of two or three systems is the norm and is challenging to account for. Alaska Heat Smart (AHS) estimates 2000 installed and operating air source heat pumps as of July 2023, reflecting an increasing rate of adoption over the past several years. Many of those 2000 homes have retained their legacy heating systems yet their reliance on these systems is likely greatly reduced. Likewise, many will have retired their legacy systems. The presence of 2000 heat pumps in Juneau housing units, roughly 15%, suggests that there is great opportunity for a large number of future heat pump additions to both single family homes and multi-family housing.

### **Technical Assistance - Process and Need**

AHS data indicate that the average Juneau home that installed a single head air source heat pump in late 2022 through mid 2023 will save between \$1,300 and \$1,700 annually. (Savings is directly proportional to heating fuel costs.) Annual saving in excess of \$2,000 is not uncommon. Annual savings is directly related to current heating oil prices. AHS' home heat pump assessment program has seen annual applicant growth of over 50% annually since 2020.

AHS first line of assistance and education to homeowners is via an informative web presence. Dozens of calls and emails are fielded monthly, many resulting in applications for our home heat pump



## Alaska Heat Smart

### Market Assessment - Demand for Heat Pumps

assessment. For those who need a deeper understanding of their home, its utility economics, its efficiency issues, and ways in which a heat pump may integrate with existing home heating systems, the AHS home assessment process will:

Generate, provide, and explain a detailed report on the amount of heating energy that a specific home needs.

- Help homeowners determine if their home has any existing issues that should be dealt with prior to adding a heat pump. These could include electrical panel needs, electrical service needs, or varied energy efficiency concerns.
- Help homeowner efforts to obtain bids from local contractors by providing detailed options about what heat pump systems will work best with existing heating infrastructure.
- Help identify potential home energy improvements, including options for domestic hot water production, heating of lesser used spaces, and heat pump heating of a home's primary living spaces.
- Help to identify available potential financing options, from direct assistance programs, to incentives, to traditional loans, to tax credits.
- Provide analysis of received contractor quotes and a post heat pump install follow up analysis.
- While AHS provides information on cost savings and on the availability of incentives and loans, we believe that there is an opportunity to increase marketing of loan programs and opportunities, with more focus on energy savings and cash flow.

The AHS home assessment process typically involves a 1-2 hour site survey and 1-2 hours of report write up. The average assessment requires 3.5 hours. AHS currently offers this service to homeowners free of charge. Financial pressure has prompted a more careful look at the economics of the assessment process and refinement of the process is ongoing. Currently being discussed are fee-based options, sliding scales, virtual and remote assessment processes, and charges for non-residential assessment work. With that said, we are wary of a fee-based process and the potential it may have to exclude or 'scare away' homeowners who may need this service more than others.

### Homeowner Savings Realized

AHS has assessed nearly 800 Juneau homes. We have nearly completed an analysis of roughly two-thirds of 2022 Juneau assessed homes and of 165 assessments analyzed, AHS has learned that for 2022:

- Average annual oil space heating cost: \$3,048
- Average annual electric resistance heating cost: \$2,10



## Alaska Heat Smart

### Market Assessment - Demand for Heat Pumps

- Projected annual average savings from oil heat to heat pump: \$1,802
- Projected annual average savings from resistance to heat pump: \$1,226
- 83% / 17%: ratio of assessed oil homes to assessed resistance homes
- Carbon output: pre-heat pump - 15,240 lbs
- Carbon output: post-heat pump - 1,484 lbs
- The average cost of installing a single head heat pump, with \$1,500 of electrical connectivity work, is \$7,500.
- The average cost of installing a multi head heat pump, with \$1,500 of electrical connectivity work, is \$12,500.
- Some systems, such as 3 or 4 head systems, can run up to \$15K or more.
- Ducted heat pump systems average between \$12K and \$15K.

### Heat Pump Loan Program

In 2021 AHS worked with True North FCU to develop a heat pump loan program, offering 5-year terms at interest rates of 4% - 6%. These traditional financing options are available for homeowners holding an AHS home heat pump assessment. Maximum loan principal offered is \$12,500. Uptake of these loans has increased in 2023 in tandem with an increase in marketing efforts by the credit unions. We see the new federal tax credits and incentives for lower-income homeowners as driving new demand for installations as well as for heat pump loans.

### AHS Numbers

- **Financial Assistance trends over time**
  - 2021 Applicant median home value: \$540,900
  - 2022 Applicant median home value: \$483,150
  - 2023 Applicant median home value: \$458,900
- **Assessments performed - close to 800 since early 2020**
  - 258 applications for home assessments in 2023 to date
- **Assistance count**
  - JCOF 41 heat pumps financed and installed
  - Clean Heat Incentive Program (CHIP)
    - \$525,000 (congressionally designated grant and private foundation)
    - Income qualified



## Alaska Heat Smart

### Market Assessment - Demand for Heat Pumps

- 53 applications in progress
- 26 incentives paid
- 51 applications failed
- 130 total applicants
- Healthy Homes Program (HH)
  - \$1.9 million competitive grant (HUD)
  - Income qualified
  - 14 applications in progress
  - 31 applications approved
  - 21 applications failed
  - 66 total applicants
- TNFCU loan count - as of Aug 31, 2023
  - 27 approved
  - 6 pending

Alaska Heat Smart

**Position Paper on On Bill Financing (OBF) for Juneau**

AHS Staff - May 5, 2023

Revised October 31, 2023



Those involved in Juneau energy efficiency work have shared goals: rapid and efficient installation of new heat pumps, satisfied users, and reductions in GHG emissions. Financing is one of the keys to achieving these goals as well as to increasing adoption of heat pumps and other energy efficiency measures. Up front financial burden is often a barrier to such progress. Alaska Heat Smart supports any program that can widen reach, reduce costs, remove barriers, and target the different users and markets for energy efficiency improvements. Such programs range from educational efforts to financial initiatives, including, but not limited to, loan enhancements, on-bill financing, incentives, direct pay, or C-PACE.

AHS data show that the average Juneau homeowner who installs a heat pump annually saves 25% to 75% (over \$1,200) on their heating bills, eliminates an average of 500 gallons of heating oil, and reduces carbon emissions by 5.5 tons. (Savings depend on existing heating infrastructure: 25-40% for resistance heated homes and 50-75% for oil heated homes.)

To achieve heat pump adoption and energy efficiency goals, AHS works to address Juneau's largest barriers:

- Lack of information - many do not know what a heat pump is or understand their benefits.
- Uncertainty - many wonder whether a heat pump will work in their home, or save them money.
- Technology gap - often complex to mesh existing heating systems with heat pumps.
- High initial cost - the up-front cost of a heat pump installation can deter or delay action.
- Limited contractor capacity - slow response times, long wait times, workforce shortages
- Split incentives - in rental properties, the renter may not benefit from investments.

AHS has prioritized an informational website and an educational home energy assessment and advisory service to address the first three of these barriers. AHS is addressing the barrier of high initial costs by offering a lower income home remediation program (Healthy Homes), a financial incentive program (Clean Heat Incentive Program), a lower income fuel-switching program (Juneau Carbon Offset Fund), low-interest loan programs with True North FCU and the Tongass FCU, and most recently, a nonprofit energy efficiency and remediation program for 501c3's across Alaska, courtesy of the Department of Energy's Renewing America's Nonprofits award of \$3.9M to AHS.

With encouragement from the CBJ Assembly, AHS has successfully obtained major grants to directly assist lower-income households. Our Healthy Homes program, supported by a \$2M HUD grant, is improving home health and energy efficiency in 90 lower income Juneau homes. AHS has developed an incentive program that will assist 185 energy-cost burdened lower to middle income households in obtaining heat pumps. Our recent \$3.9M win with the Renewing America's Nonprofits grant will bring energy improvements to Juneau nonprofits as others across the state. The barrier of split incentives

Alaska Heat Smart  
**Position Paper on On Bill Financing (OBF) for Juneau**

AHS Staff - May 5, 2023  
Revised October 31, 2023



Section G, Item 11.

makes rental properties the most difficult targets and AHS continues to work to find solutions amenable to both tenants and rental property owners.

Data indicate that AHS is on the right track with this multi-pronged approach. Since early 2020, AHS has directly assisted more than 1000 households, and 500 or more of them have installed heat pumps. In contrast to most energy efficiency programs across the nation, where conversion rates in the single percentages are common, AHS' rate borders on 70%. AHS efforts have helped propel heat pump adoption in Juneau to record rates, with a doubling of installations over the past three years. If these rates continue, over half of Juneau's residences could be enjoying heat pumps over the next five to ten years.

During 2021 and 2022, AHS representatives participated in the 'Clean Energy Finance Working Group' as it explored additional options for financing. AHS views on-bill financing as a useful tool to expand access to heat pumps (our initial white paper on OBF is [here](#)). AEL&P and the CBJ water/sewer utility each offer advantages and disadvantages as possible hosts for OBF. Related to OBF, AHS sees C-PACE (commercial property-assessed clean energy) as having potential to finance heat pumps and energy efficiency for rental properties or business spaces. The AHS Board believes that OBF is most likely to be successful if there is a cooperative utility, a legal and regulatory framework that allows for successful implementation, and careful integration among financing, billing, promotion, and advisory programs.

AHS views local contractor/installer capacity as perhaps the most critical limitation on more rapid heat pump implementation in Juneau, and supports growth of local businesses through long-term development of an informed and satisfied customer base. As AHS rolls out new programs for lower-income and modest income households, it will continue to compile data and test marketing strategies to identify approaches that can be applied to any future financing programs, including OBF.

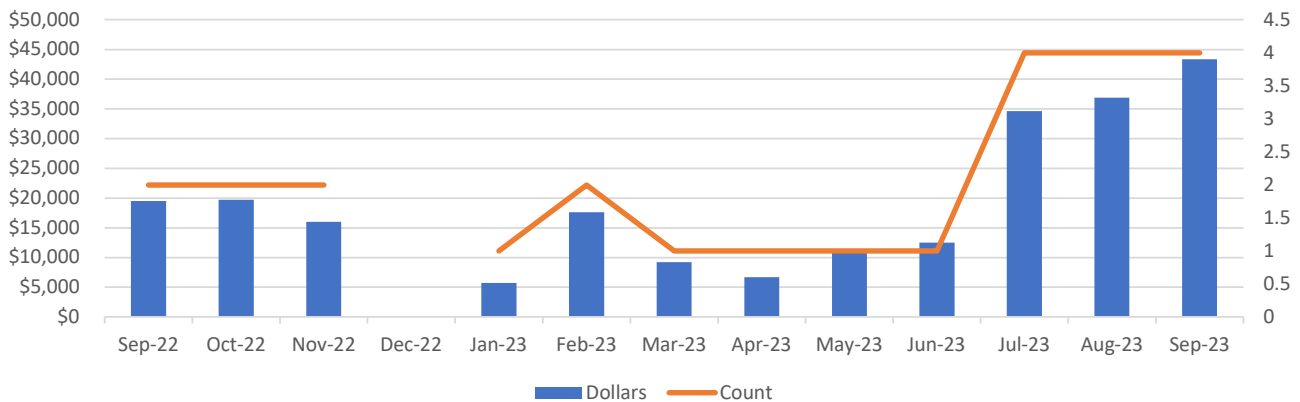
The AHS Board believes that its existing program is on track to help the CBJ meet its climate, renewable energy, and affordable housing goals, though we all need better data to know how far we have to go. AHS is constantly analyzing its data and its customer interaction history to increase our awareness of what works and what does not.

AHS sees its successful information and homeowner education program as a foundation for any future heat pump financing programs in Juneau. But in light of major new projects starting up in 2023 and 2024, the Board has concluded that Alaska Heat Smart will take a measured approach to any additional programs, and cannot take a leadership role in developing an OBF program at this time. AHS will revisit this if circumstances change.

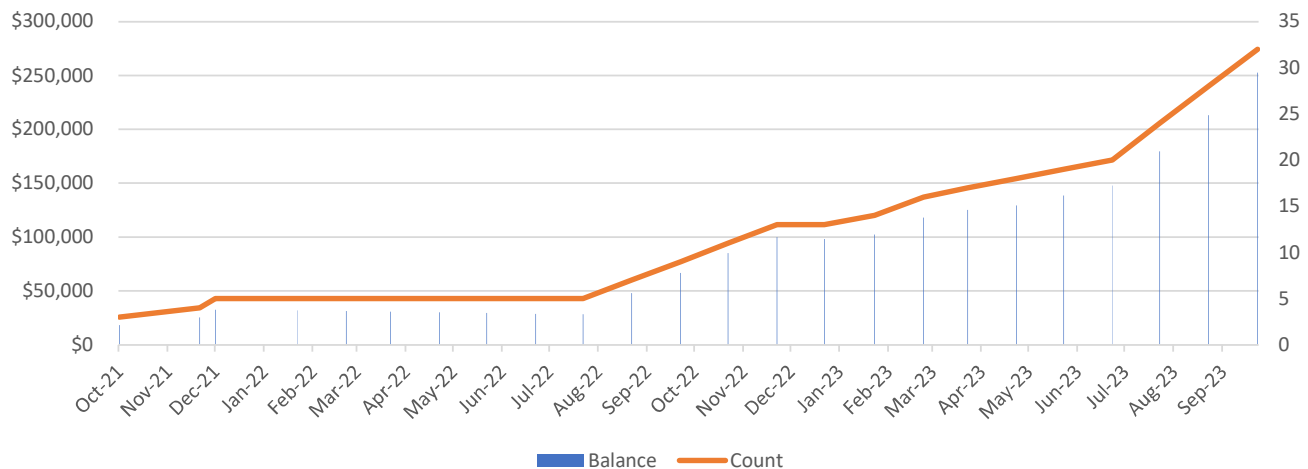


2023 YTD Stats:	
Applications Received:	22
Applications Disbursed:	19 \$176,000
Applications Denied	2
Applications Withdrawn	1

Heat Smart 13 Month Originations



Heat Smart Portfolio Growth Trend





To: Dianna Robinson, Environmental Project Specialist, CBJ

From: Lori Sowa, VP and Director of Energy Services and Metering, AEL&P

Date: 10/30/2023

RE: On-Bill Financing

[Article 9. On-Bill Financing of Energy Efficiency and Conservation Improvements \(Alaska Statutes 42.05.750 – 42.05.756\)](#) sets requirements for On-Bill Financing (OBF) within the state of Alaska. A copy of these statutes is included for convenience.

### **Is AEL&P interested in implementing an on-bill financing option for heat pumps?**

No, AEL&P is not pursuing on-bill financing. The reason for this is threefold:

1. There are requirements in the OBF statutes that are problematic for AEL&P. AS 42.05.750(d) requires the utility to offer each participating customer the option of purchasing a repair and maintenance agreement. AEL&P does not offer these services and would need to rely on a third party to provide this service. Further, the customer may decline this service under certain conditions per the statute. These factors combine to make this provision difficult to administer and assess costs for within our regulatory framework.
2. It is highly unlikely AEL&P can create a loan product that competes with the financing option currently offered through the True North Federal Credit Union heat pump loan program.
3. The statutes that enable OBF for regulated utilities like AEL&P specifically exclude rental properties unless the landlord is responsible for the entire electric bill, so renters would not benefit if AEL&P implemented an OBF program.

### **What is AEL&P doing to support the adoption of heat pumps in the community?**

1. AEL&P routinely offers advice to homeowners who are interested in adding a heat pump through individual phone calls and information on our website. We frequently direct customers to Alaska Heat Smart for free home assessments and more information about how a heat pump can offset fossil fuel use and/or provide cost savings.
2. We currently have an in-house study underway looking at the energy savings that can be obtained in practice by adding heat pumps to rental properties that currently heat with electric resistance baseboards. This study is intended to determine the value to the grid of increasing energy efficiency in this setting, thus freeing up more electricity to be used for fuel-to-electric conversions.
3. AEL&P staff have served on the board of directors for Alaska Heat Smart since its inception and support the mission of Alaska Heat Smart to provide individualized information and advice to residents who are considering adding a heat pump. We regularly compile, analyze, and share data in support of this effort.

# FORT COLLINS ON-BILL FINANCING PROGRAM\*

## COMPARED TO JUNEAU (ESTIMATED BASED ON POPULATION)

### FORT COLLINS

### VS

### JUNEAU (EST. BASED ON POP.)

~168,000

POPULATION

~33,000

519

TOTAL LOANS

102

9 YEARS

TIME PERIOD

9 YEARS

58

LOANS/YEAR

11

NA

2023  
TRUE NORTH LOANS

19

\*INFORMATION FROM JOHN PHELAN, CITY OF FORT COLLINS



DATE: November 6, 2023

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

THROUGH: Denise Koch, Director, Engineering and Public Works

FROM: Dianna Robinson, Environmental Project Specialist, Engineering and Public Works

SUBJECT: Solid Waste Update & Juneau's Waste 101

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### **Project Updates**

#### Waste Characterization Study:

A contractor has been selected (Cascadia Consultant Group out of Seattle, WA), and contract negotiations are underway. *Projected date of completion: Late June 2024*

#### Pumpkin Composting Drop-Off:

RecycleWorks is partnering with Juneau Composts! again this year to provide free composting for pumpkins at the recycling center. Pumpkins without candles and decorations can be dropped off during normal operating hours from November 1<sup>st</sup> – 15<sup>th</sup>. The flyer is attached.

#### November 2<sup>nd</sup> JCOS Sustainability Session on Composting:

JCOS held a Sustainability Session on Composting on November 2<sup>nd</sup>, 2023. Panelists included Cer Scott with Tlingit & Haida, Lisa Daugherty with Juneau Composts!, and Dianna Robinson, Environmental Project Specialist with CBJ Engineering & Public Works Department.

#### Source Control/FOG Reduction Mailer

The Water & Wastewater Utilities will send out a mailer in November with an attached magnet with a reminder to residents that they can bring fats, oils, and grease to the household hazardous waste facility for recycling.

#### Next Up:

- Comment Period for Municipal Compost Facility EPA Environmental Review (NEPA Review)
  - o Date TBD (sometime in November).
  - o Part of the process to receive the \$2.5 million in Congressionally Directed Spending from Sen. Lisa Murkowski for the Municipal Compost Facility.
- RecycleWorks end-of-year informational mailer (est. January 2024).
  - o Will include information on diversion rates in 2023 as well as what is and isn't accepted at the recycling center.
  - o Household Hazardous Waste (HHW) will have a separate flier later in 2024.

#### **Juneau's Waste 101** (see attached slide)

CBJ owns/controls neither the waste-hauling nor the landfill.

- Alaska Waste is the sole waste hauler and is responsible for curbside recycling.
- Waste Management owns the landfill.
- CBJ has a recycling program, a Junk Vehicle recycling program, and a household hazardous waste program.

# THE GREAT PUMPKIN DROP-OFF

**ALL PUMPKINS WILL  
BE COMPOSTED BY  
JUNEAU COMPOSTS!**

**NO CANDLES,  
DECORATIONS, OR  
PAINTED PUMPKINS**



**NOVEMBER 1 - 15**

**AT THE RECYCLING CENTER**

**TUES-FRI 7:00AM TO 4:30PM**

**SATURDAY 8:00AM TO 4:30PM**

**5600 TONSGARD CT.**

**FREE!**

**SPONSORED  
BY**



# Juneau's Waste 101

**Service\***

**Waste Hauling**  
Hauls waste and curbside recycling to landfill

**Landfill**  
Accepts waste

**Local government**  
Recycling Center / Junk Vehicle Household Hazardous Waste



**Provider**

**Regulated By**

Regulatory Commission  
Of Alaska (RCA)

State: Alaska Department of  
Environmental Conservation (DEC)  
Federal: Environmental Protection  
Agency (EPA)

Specific ADEC or EPA  
regulations apply  
situationally

\*In addition to the listed services, Juneau Composts! accepts food, yard waste, and other organics;  
Skookum Sales & Recycling and D&S Recycling accepts scrap metals

Thursday Nov 2nd from 7pm - 8pm  
at the Mendenhall Valley Library or on Zoom

**JUNEAU SUSTAINABILITY SESSIONS:**

# COMPOSTING IN JUNEAU

Why compost?

How does Juneau compost today?

How can we broaden participation and access?

Join the Juneau Commission on Sustainability on Nov 2nd for a free community knowledge sharing session and Q&A.



Photo by Mary Jane Duford



With Lisa Daugherty, Owner of Juneau Composts  
Dianna Robinson, Environmental Science Specialist, City & Borough of Juneau  
Cer Scott, Environmental Specialist, Tlingit & Haida  
Facilitated by Nick Waldo, JCOS Solid Waste Subcommittee Chair

RSVP to join the zoom at [Facebook.com/SustainableJuneau](https://Facebook.com/SustainableJuneau)  
For more details, visit [Juneau.org/engineering-public-works/jcos](https://Juneau.org/engineering-public-works/jcos) or contact JCOS at [jcos@juneau.org](mailto:jcos@juneau.org)





CITY AND BOROUGH OF  
**JUNEAU**  
ALASKA'S CAPITAL CITY

FOR MORE INFORMATION  
ABOUT **FOG**



**SCAN HERE!**

CALL 907-586-0393 OR VISIT  
JUNEAU.ORG/SOURCE-CONTROL

# THE HOLIDAYS ARE COMING



YOU REMEMBERED  
THE TURKEY...  
BUT DID YOU  
REMEMBER **FOG**?

FATS, OILS, AND GREASE (**FOG**) DAMAGE AND  
CLOG YOUR PIPES AND THE SEWER SYSTEM,  
WHICH MEANS GREATER COSTS TO YOU, AND THE  
CITY!

Mailer

## TIPS TO REDUCE FATS OILS GREASE BUILDUP

POUR COOKING OIL AND GREASE INTO A  
HEAT-SAFE CONTAINER, SEAL IT, AND THROW IT  
AWAY OR BRING IT TO HHW \*

SCRAPE AND WIPE ALL POTS, PANS, AND DISHES  
WITH A PAPER TOWEL PRIOR TO WASHING TO  
ABSORB GREASE AND OIL

DITCH USING THE GARBAGE DISPOSAL!  
USE A SINK STRAINER AND EMPTY IT INTO THE  
TRASH OR COMPOST BIN



SCAN FOR MORE INFORMATION  
OR CALL THE UTILITIES DIVISION  
AT 907-586-0393

\*HOUSEHOLD HAZARDOUS WASTE



CITY AND BOROUGH OF  
**JUNEAU**  
ALASKA'S CAPITAL CITY

Magnet

# PWFC Action Items to Advance 2023 Assembly Goals

Adopted 1.30.23

Progress Report Date: 11/06/2023

2. Economic Development - Assure Juneau has a vibrant, diverse local economy			
	Implementing Action Item:	Committee Work:	Progress Report:
F.	<u>Pursue and plan for West Douglas and Channel Crossing</u>	Engage the public and prepare the project for a successful grant application for full design including working with ADOT and identifying match.	11.6.23. CBJ is reviewing the draft MOU with ADOT for this project. Environmental field work is underway. This MOA covers the Project through final design, including environmental documentation and permitting, for the Juneau Douglas North Crossing, a new bridge between Douglas Island and the Alaska mainland.
G.	<u>Explore options for redeveloping under utilized downtown property</u>	<i>New: Do project development work for city owned land and facilities.</i>	9.18.23. NCH Presentation and Tours on 9/13/23. Website with information and Pat Race video is live with a prominent link on the CBJ home page.
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:	Committee Work:	Progress Report:
C.	<u>Long term strategic planning for CIPs</u>	Committee work to engage in Big Picture Capital Project Planning; build on Legislative Priority List process.	3.6.23. Legislative Priority available on Assembly home page; CIP resolution introduced to PWFC.
F.	<u>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.

**4. Community, Wellness, and Public Safety - Juneau is safe and welcoming for all citizens.**

	Implementing Action Item:	Committee Work:	Progress Report:
C.	<u>Explore fully subsidizing transit and eliminating fares</u>	<i>New: Explore pros and cons of fare free transit and develop recommendation to the Assembly.</i>	6.5.23. Fare-Free Exploration presented at 12.19.22 PWFC and 5.10.23 Finance Committee

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

	Implementing Action Item:	Committee Work:	Progress Report:
A.	<u>Develop a zero waste or waste reduction plan</u>	Establish framework for stakeholder engagement; Define goals for composting and level of municipal involvement	<b>11.6.23</b> - A contractor has been selected for the Waste Characterization Study, Cascadia Consulting out of Seattle, WA. Projected due date: end of June, 2024.
B.	<u>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)	8.28.23. Update from Building Maintenance scheduled.
C.	<u>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. 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.	08.28.23 GHG Report finalized on August 4, 2023. 6.25.23 CBJ applied for \$5M EV charging infrastructure planning and implementation grant.
D.	<u>Develop climate change adaptation plan</u>	Review "Juneau's Changing Climate & Community Response"	8.08.22 Report released: <a href="https://acrc.alaska.edu/docs/juneau-climate-report">https://acrc.alaska.edu/docs/juneau-climate-report</a>
E.	<u>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.	<b>11.6.23.</b> At the 10/24/2023 Assembly Reorganization Meeting, Draft Ordinance 2023-38 Introduced "An Ordinance Amending the Traffic Code Relating to Impounds of Vehicles"  This will ease the burden on JPD and allow impound in place.

# MEMORANDUM



TO: Denise Koch  
Engineering & Public Works Director

FROM: Greg Smith  
Contract Administrator

Date: October 30, 2023

SUBJECT: Contracts Division Activity  
September 13, 2023, to October 30, 2023

## **Current Bids – Construction Projects >\$50,000**

BE24-044	Crow Hill Building & Generator Install	Estimate \$143,100; 1 bid received – Alaska Electric for \$150,000.00. NTP issued 9/22/2023.
BE23-243	JNU Rehabilitate Part 121/135 Apron & RON Parking Apron	1 bid received. Colaska Inc. dba SECON, low bidder for \$14,708,640. Notice of Intent to Award issued 9/12/2023.
BE22-202	JNU Gate 5 Passenger Boarding Bridge	2 bids received. Dawson Construction, LLC., low bidder for \$1,705,705. Notice of Intent to Award issued 8/22/2023.
MR24-066	JPD Impound Lot Lighting Improvements	Estimate \$100,000; Bids due 11/08/2023.
MR24-130	Randall Road Guardrail Rehabilitation	Awarded to Glacier State Contractors. Notice to Proceed for \$38,900 issued on 9/22/2023
BE24-070	Carrol Way & Martin Way Stair Replacement Re-Bid	Estimate \$350,000 to \$450,000; Bids due 11/01/2023.
BE24-095	JNU Buried Tank Removal & Replacement	Estimate \$145,358; Bids due 11/16/2023.
BE24-119	JPD Roof Replacement	Estimate \$1,400,000.00. Bids due 11/21/2023
BE24-118	Douglas 4 <sup>th</sup> Street, D to F Reconstruction	3 bids received. Admiralty Construction low bidder at \$786,130.00. Notice of intent issued 10/17/2023

## **Current RFPs – Alternative Procurement**

	None	
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## **Current RFPs – Services**

RFP E24-057	Design Services for Downtown Stairs Replacement	One Proposer. NorthWind Architects. Project cancelled.
RFP E24-092	Waste Characterization Study	Three proposals received. Cascadia Consulting Group, Inc is the selected firm. Fee negotiations in progress.
RFP E24-054	Structural Engineering Services for the Capital Transit Roof Structural Assessment	Proposals due 11/16/2023.
RFP E24-163	Jackie Renninger Park Master Plan Development	Proposals Due 11/08/2023
RFP E24-145	Homestead Park Reconstruction	Two proposals received. PND Engineers is the Selected firm. Fee negotiations in progress.
RFP E24-189	Floyd Dryden MS East Wing Roof Replacement	Proposals due 11/09/2023

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

AM 2 to RFP E20-070	JNU Taxiway A-Di-E Contract Administration & Inspection Services	Amendment Issued to DOWL, \$226,790.95.	102
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**Construction Change Orders (>\$20,000)**

BE22-230	Spruce Lane Reconstruction	\$61,044.85 10/20/2023
BE23-019	AB Pool Mechanical & Electrical Upgrades	\$29,092.98 10/2/2023

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

PA 9 E22-308(A)	BRH Failed Hot Water Line Replacement	\$30,000 NTP 9/13/2023
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**Term Contracts for CBJ Material Sources Construction Services (>\$20,000)**

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

PA 9 E22-205( C)	Fish Creek Shelter Concrete slab & Foundation	\$44,668.23 NTP 9/07/2023
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**Term Contracts for Painting Work (>\$20,000)**

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

PA 9 E21-166(AKE)	Eaglecrest Electrical Repairs and Upgrades	\$45,306.00 NTP 9/13/2023
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**Term contract for Professional Services (>20,000)**

PA 1 E24-021(JYW)	7-mile CPW Facility Canopy Design	\$34,524.00; NTP 10/23/2023
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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. Contracts are in progress and underway.

**Key for Abbreviations and Acronyms**

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