

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

May 10, 2021 12:00 PM

Virtual Meeting Only

To access the Zoom webinar link <https://juneau.zoom.us/j/91849897300> or call 1-253-215-8782 and enter
Webinar ID 918 4989 7300.

I. CALL TO ORDER

II. APPROVAL OF MINUTES

- A. March 15, 2021- Regular Virtual Meeting**
- B. April 12, 2021 - Regular Virtual Meeting**

III. PUBLIC PARTICIPATION

IV. ITEMS FOR ACTION

- A. Downtown Sidewalk Capacity Improvements and Seawalk Maintenance CIP Transfers**
- B. Ground Source Heat Pump at Fire Stations Funding Request**

V. INFORMATION ITEMS

- A. Bartlett Appropriation - Extra Floor in Behavioral Health**
- B. Small Cruise Ship Infrastructure Master Plan**
- C. Elections Site (Verbal Report)**
- D. Next Steps for Solid Waste Conversation**
- E. Calhoun Avenue Underground Utilities**
- F. Raise and PIDP Grant Opportunities for Docks and Harbors**

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

VII. CONTRACTS DIVISION ACTIVITY REPORT

- A. April 7, 2021 to May 5, 2021**

VIII. NEXT MEETING DATE

- A. June 7, 2021, Regular Virtual Meeting - 12:00 Noon**

IX. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for

closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

**PUBLIC WORKS & FACILITIES COMMITTEE
DRAFT MINUTES – REGULAR MEETING
Zoom Webinar
March 15, 2021**

I. CALL TO ORDER

The meeting was called to order at 12:00 PM.

Members Present: Ms. Hale, Ms. Triem, Ms. Hughes-Skandijs and Paul Voelckers, Planning Commission Liaison. Assembly Members Loren Jones and Mayor Weldon were also in attendance. Miss Woll was not in attendance.

Staff Members Present: Katie Koester, Janet Sanbei, Nathan Coffee, Alexandra Pierce, City Clerk Beth McEwen, Brian McGuire, Carl Uchytel, Erich Schaal, Greg Smith, Irene Gallion, Jeff Rogers, Lori, Sowa, Michele Elfers, and Mila Cosgrove.

II. APPROVAL OF MINUTES

A. February 22, 2021 – Regular Virtual Meeting

Ms. Hale submitted her changes prior to the meeting.

Minutes approved.

III. PUBLIC PARTICIPATION & NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

A. Capital Improvement Plan Introduction

Ms. Koester stated the Committee Members will have multiple opportunities to ask questions and make changes to the CIP during the Finance Committee meetings. She gave a brief explanation that the list will be scrutinized during the budgeting process. She then proceeded to briefly go through the CIP with short explanations on specific projects.

Discussion ensued.

Ms. Hale asked to have an agenda item added for a meeting in September prior to the election and Committee Membership changes for possible changes to the CIP list for the following year.

Ms. Hughes-Skandijs moved the PWFC forward the CIP to the Assembly Finance Committee for inclusion in the FY22 Budget process and asked for unanimous consent.

Motion passed.

B. Bartlett Regional Hospital Emergency Department Addition

Ms. Koester gave a brief explanation for the need of this topic on the agenda.

Ms. Triem moved the PWFC move the \$425,000 appropriation request to the full Assembly for approval and asked for unanimous consent.

Motion passed.

V. INFORMATION ITEMS

A. Underground Utilities Overview

Ms. Koester gave a brief explanation regarding CBJ not moving utilities underground during reconstruction or rebuilding of neighborhood streets.

Discussion ensued.

B. Solid Waste Follow-up from COW

Ms. Koester asked the Committee how they would like to proceed in discussing this topic. Is the Committee interested in discussing further incineration study, divert waste, or possible more discussion before coming to a recommendation.

Discussion ensued.

C. Parks and Trails Update

Ms. Elfers spoke to the update of the Lemon Creek projects, and bond projects that are working through the process.

Ms. Hale thank Ms. Elfers for the memo and the update.

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

A. Assembly Goals Update

Ms. Koester stated this is a new item on the agenda. She asked for questions and if the format works for the Committee.

The Committee feels this matrix works well for their use.

VII. CONTRACTS DIVISION ACTIVITY REPORT

A. March 11, 2021 to April 6, 2021

VIII. ADJOURNMENT

The meeting adjourned at 12:52 PM.

A. Next meeting will be, April 12, 2021, 12:00 PM.

**PUBLIC WORKS & FACILITIES COMMITTEE
DRAFT MINUTES – REGULAR MEETING
Zoom Webinar
April 12, 2021**

I. CALL TO ORDER

The meeting was called to order at 12:01 PM.

Members Present: Ms. Hale, Ms. Triem, Ms. Hughes-Skandijs, Christine Woll, and Paul Voelckers, Planning Commission Liaison. Assembly Members Loren Jones and Maria Gladziszewski were in attendance.

Staff Members Present: Katie Koester, Janet Sanbei, Nathan Coffee, Alexandra Pierce, Deputy City Clerk Di Cathcart, Greg Smith, Dan Bleidorn, George Schaaf, Irene Gallion, Jeff Rogers, Michele Elfers, Nate Abbott, Brian McGuire, and Robert Barr.

II. APPROVAL OF MINUTES

A. March 15, 2021 – Regular Virtual Meeting

Ms. Hale moved the minutes to the next meeting, since they were not included in the packet.

III. PUBLIC PARTICIPATION & NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

A. Calhoun Reconstruction – Planning Commission Notice of Recommendation

Ms. Koester turned to the presentation to John Bohan.

Mr. Bohan briefed the Committee on the recommendations of the Planning Commission. He gave brief explanations of the design engineer's recommendations which counter the recommendations of the Planning Commission.

Ms. Ferry stated she feels the changes that have been made to the construction documents to this point are a good compromise. She would like to make a few more suggestions. On the uphill side of the road, she would like to know if the curb could be made into a rolling curb instead of a hard sharp curb. In order for cars to park briefly and get out of the way of traffic. She would really like to see the power poles be removed as well. This will enable pedestrians to move more freely along the corridor. She feels the space is too valuable to have power lines taking up space. She feels very strongly about putting the power lines underground for this construction. She would really like to know what the actual costs for putting the power underground and removing the poles along this corridor.

Discussion ensued.

Follow planning commission's action on 1st and 2nd recommendations. Bring the underground utilities back before the committee for further explanation.

Ms. Woll moved the Committee confirm the design alternatives as recommended by the Planning Commission as well as the recommendation to allow the blind corner right turn from Gold Belt, and to ask Engineering & Public Works Department to come back to the committee with more information on the feasibility of burying utilities underground and asked for unanimous consent.

No objection, motion passed.

V. INFORMATION ITEMS

A. Solid Waste Follow-up from 3-15-21 Meeting

Ms. Koester stated this memo is to continue the conversation from the previous meeting. She asked the Committee to start with the JCOS presentation.

Ms. Hale turned the meeting over to JCOS to present their “Zero-Waste” action they propose.

Ms. Lisa Dougherty with JCOS gave a presentation on the possible items that can be eliminated from the landfill increasing its expected life span and reducing the methane emissions which are emitted.

Ms. Keiser stated the presentation by Ms. Dougherty highlighted the longer-term vision and the near-term work in order to define how the City moves forward. She would like to get feedback from the Committee as to what they hear from constituents on how to deal with the waste and how we can get the word out to the community.

Discussion ensued.

B. Juneau International Airport Float Pond Improvements, Phase 2 Project

Ms. Koester turned the presentation over to Patty Wahto, Airport Manager.

Ms. Wahto stated projects at the airport will be limited this year, due to already managing multiple projects already in process. AIP Funded projects will be moved to future years. AIP has agreed to this process. She stated the design of the Float Pond Improvements is finishing up design and scheduled for construction this summer.

C. Public Electric Vehicle (EV) Charging Infrastructure CIP – Strategy Update

Ms. Koester gave a brief explanation of the purpose of this topic. She referred the Committee to the memo in the packet, asking for direction on the next best step. She feels the next best step would be to determine possible sites for installing EV charging station infrastructure.

Discussion ensued.

Staff will develop an inventory and keep it updated. This will keep us in a good position for grant opportunities that may come forward. Staff will also continue to continue discussion with JCOS in order to insure this topic is consistent with their plan.

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

A. Energy Reduction and Sustainability

Ms. Koester turned the presentation over to Nate Abbott, CBJ Building Maintenance.

Mr. Abbott spoke to the memo included in the packet. He also talked about expanding recommendations for increased effectiveness to achieve the goals for energy reduction.

Discussion ensued.

B. 4-12-21 Update on PWFC Action Items for 2021 Assembly Goals

Ms. Koester stated the updates listed in the table are the items discussed today.

VII. CONTRACTS DIVISION ACTIVITY REPORT

A. March 11, 2021 to April 6, 2021

VIII. NEXT MEETING DATE

A. Next Regular Meeting will be May 10, 2021

IX. ADJOURNMENT

The meeting adjourned at 1:11 PM.



DATE: May 10, 2021

TO: Michelle Hale, Chair
Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

SUBJECT: CIP Transfer requests

Staff requests two transfers, totaling \$550,000 from H51-116 - Marine Park to Taku Improvements/ Archipelago CIP to provide additional funding to complete marine passenger related projects. Phase I of the Downtown Waterfront Improvement project is complete and the CIP would have \$496,000 remaining to complete passenger waiting canopies and restroom facilities. The Docks and Harbors Department has been consulted and are supportive of this transfer.

The S. Franklin Sidewalk Safety and Capacity Improvements (CIP R72-144) would receive \$500,000 of the proposed transfer. It will provide the necessary funding to construct the relocation of existing light poles and install sidewalk stanchions between the Library and People's Wharf. The existing light poles cause pinch points that congest foot traffic and cause pedestrians to unsafely walk into the driving lane to avoid the congestion. The installation of the stanchions will continue a pilot project from 2019 that keeps pedestrians on the sidewalks and focuses them to crosswalks to reduce traffic congestion. This project is expected to bid this summer and begin once ADOT has completed the repaving of the road segment this summer.

The Seawalk Major Maintenance CIP (H51-120) would receive \$50,000 from the proposed transfer. The project is working to repair the Seawalk between Taku Smokeries and the Fishermen's Memorial. Soil movement and settling between the two structures has created unsafe tripping hazards. This work is expected to be completed this fall.

The requested transfer will provide funding to the above projects to allow construction of both during this construction season, which, due to limited cruise passengers, would allow completion prior to the anticipated resumption of the cruise ship season in 2022.

Requested Action

Staff requests the Public Works and Facilities Committee forward these transfer requests to the full Assembly for approval.



DATE: May 10, 2021

TO: Michelle Hale, Chair
Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

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Requested Action

Staff requests the Public Works and Facilities Committee forward these transfer requests to the full Assembly for approval.



TO: Michelle Hale
Chair, Public Works and Facilities Committee

FROM: Katie Koester,
Director, Engineering & Public Works

DATE: May 7, 2021

RE: Additional Funding Request for Ground Source Heat Pump Loop Fields at the Glacier Valley and Downtown Fire Stations

As part of the 2020 Voter approved General Obligation bonds, funding was approved for energy efficiency upgrades at two fire stations. Upon further analysis, the best long term solution is to add additional funding to allow for the installation of ground source heating systems. Rationale follows.

Spending more now will get better long term value with ground source heat pumps

The \$15m bond package that was approved by voters in October of 2020 included funding for the design of mechanical systems upgrades at Glacier and Juneau Fire Stations and construction at one station. As part of design, a heat systems study analyzed oil fired boilers, air source heat pumps, and ground source heat pumps (GSHP). Ground source heat pumps rose to the top as the preferred alternative because of the long term value and redundancy. However, the project needs additional funding because of the greater upfront cost. Also, in order to save on mobilization costs we would design and construct the loop fields at both facilities, coming back when additional funding is available for the second fire station. The Juneau Commission on Sustainability reviewed the heat systems study and voted unanimously at their May 5 meeting to support GSHP at both locations adding that the upfront savings would pay for itself and this project was exactly what was envisioned for energy efficiency improvements included in the recent bond package.

How much? Estimates for design and loop fields at both sites adds \$780,000

Given the reduced operating, maintenance and replacement costs GSHP has a clear advantage over the long term; however, it is a significant upfront investment. In this memo we have identified funding for 2/3 of the cost, remaining funds will come from the Deferred Building Maintenance CIPs.

The nuts and bolts:

De-appropriate the previous short term transfer from Centennial Hall Renovation Design

The Assembly recently transferred \$535,000 for design of the Centennial Hall Renovation project (mechanical systems and ballroom renovations); half from deferred maintenance and half from closing out a dormant Mount Jumbo Gym project. Since then, the Assembly proceeded with the sale of the \$7 million in general obligation bonds to fund the Centennial Hall Renovation work freeing up the short term transfer from 2020. Staff is requesting to reallocate the initial design funding to install loop fields at the Glacier and Juneau fire stations.

Recommendation: Forward the transfer request of \$535K from the Centennial Hall CIP to the Fire Station M&E upgrades CIP.



DATE: April 28, 2021

TO: Michelle Hale, Chair
Public Works and Facilities Committee

FROM: Nathan Coffee, City Architect

SUBJECT: BRH Behavioral Health Facility

At their March 27, 2021 meeting, the Bartlett Regional Hospital Board of Directors unanimously approved an appropriation of \$2,750,000 from the BRH internal reserves to add a floor to the new BRH Behavioral Health Facility project that was recently bid and award to Dawson Construction. There are a couple circumstances that led to the decision to add a floor to this fully designed and construction ready project. The circumstances driving this change in direction are as follows:

- BRH was unable to purchase the 14,220 SF office building located at 3225 Hospital Drive which housed a ~5,500 SF BRH clinical program. BRH lease on the clinic space expires in December of 2022 and it is not likely that it will be renewed. BRH recognizes the need to add space at current hospital campus to house this program.
- BRH leadership believes that they often outgrow their facilities before the construction is even completed. BRH has seen a significant increase in their behavioral health outpatient services just during the one year design of this new facility and anticipates that the facility will be over-capacity when complete in fall of 2022. BRH would like to have additional space in the facility to expand their outpatient program beyond the limitations of the current design.

While it is far from ideal to change course in a construction project directly after awarding the construction contract, it is more cost-effective to do it now than after construction is underway or as a new project. While the project will incur redesign expenses to add a floor, these expenses will not be as significant as design costs associated with a new facility or future addition. There is actually some construction efficiencies to adding the space in the existing building footprint as the site, foundation, and roof costs will remain relatively unchanged. Thus, the additional floor will actually decrease the overall average \$/SF cost of the new facility. It is also worth noting that developable land on the BRH campus is at a premium, so maximizing the footprint area of this facility helps conserve buildable areas elsewhere on the campus for future projects.

Action Requested

Staff requests that the PWFC committee forward a request to the Assembly to De-appropriate the \$2.5M that was appropriated for the purchase of the Salmon Creek Building and Appropriate \$2.75M of BRH funds to the Behavioral Health CIP. Attached is a memorandum to BRH about the details of contracting for the change. In order to authorize the addition of the third floor to the facility, in accordance with *CBJ 53.50.040*, the Manager is required to provide a written best interests finding to the Assembly, and the Assembly must approve the project change. That best interest finding will be provided to the full Assembly.



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

DATE: May 6, 2021

TO: Rose Lawhorne, Chief Executive Officer
Bartlett Regional Hospital

FROM: Rorie Watt, City Manager

SUBJECT: BRH Behavioral Health Facility

CBJ leadership has discussed how to best proceed with BRH's desire to add a floor to the new Behavioral Health Facility whose construction bid was recently awarded to Dawson Construction. Each approach has pro's and con's and balance the approval process with the understanding of construction cost, project schedule and details of the changed facility.

First, a little bit of procurement terminology. As everyone is aware, the CBJ Charter requires award of construction contracts to the lowest bidder. Subsequent to award, *Change Orders* are often made to change the scope of the bid work. Infrequently, *Supplemental Agreements* are made to add work that is outside the scope of the bid work. In this case, adding an additional floor would require a *Supplemental Agreement*; this action requires Assembly approval.

There are three potential paths as follows:

1. Execution of a series of incremental change orders and supplemental agreements to the construction contract. It is likely that two change orders and two supplemental agreements would be required to incorporate the additional floor into the construction contract. The first steps would be change orders for modifications to site work and concrete foundations. These could be executed without Assembly approval and keep the Contractor moving forward with the initial work. The second step would be a supplemental agreement for the structural changes associated with the additional floor. The third step would be a supplemental agreement for the rest of the changes (architectural, mechanical, electrical, etc.) associated with the additional floor. The pros of this option are that it keeps the Contractor moving forward without delay and allows procurement of materials for the structure to occur as soon as practical. The con of this approach is that the total cost of the additional floor is not known at the start of construction. This approach also allows BRH to be more involved in details of the changes to the project for a longer period of time.
2. Execute a single supplemental agreement to the construction contract. This process would include the same initial change orders to keep the project moving forward but a single supplemental agreement for all the additional costs would be executed once **ALL** the cost associated with the redesigned facility were defined by the Contractor. The pro of this approach is that BRH would know the total cost of the additional floor prior to executing any of the work. The cons of this approach is that it would likely lead to schedule delays and, since Contractor would not place any material orders until the price was agreed upon, would likely lead to increase in initial project cost even if the additional floor was not added.

3. Execute a single supplemental agreement to the construction contract in a similar manner to Option 2 above but charge Dawson Construction with ***design and construction*** of the alterations to the project. The pros of this approach is that BRH would know the total cost of the additional floor prior to executing any of the work and Dawson may be able to streamline the procurement/redesign schedule resulting in less delays. The cons of this approach is that Dawson is not a design firm so would likely contract with our design team to complete the design, thus adding an additional mark-up to the redesign cost, and it may not lead to any schedule benefit. A potential 3B option would be to agree to a guaranteed maximum price for the cost associated with design and construction of an additional floor and have Dawson bill on a T&M basis. This would allow BRH to have some assurance of overall cost prior to Dawson fully completing the design and pricing and may help avoid delays. In these options, BRH would have less certainty about project details and scheduling, more certainty (early) about cost.

There are, of course, subtle variants on these approaches.

Recommendation:

Our recommendation is to proceed with the approach detailed in Option 1. It appears to best balance the needs of construction schedule, cost and budget. I make this recommendation because I believe that the details of the facility are very high on BRH's priorities.



Port of Juneau

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

MEMORANDUM

DATE: March 16, 2021

TO: Mayor Weldon and CBJ Assembly Committee of the Whole

FROM: Erich Schaal, P.E. Port Engineer

SUBJECT: Small Cruise Ship Infrastructure Master Plan Presentation Follow Up

At the February 1st joint Committee of the Whole and Docks and Harbors Board meeting the Assembly received a presentation about the Small Cruise Ship Infrastructure Master Plan, which can be found [here](#).

Members expressed an interest in more information on the following:

1. The process of identifying the top locations within downtown
2. How staff identified a need for 700 lineal feet of additional moorage
3. How could the new Egan Drive improvements impact access to and from the proposed NOAA/Seadrome Dock expansion

1. The process of identifying the top locations within downtown

Docks & Harbor staff and the master planning team approached the site location task through a two prong approach. First, a market study was initiated which included interviews with the small cruise ship companies and operators to identify the top site needs to meet or improve their desired operations and cruise experience. Second, all current and possible locations to moor cruise ships from 100-275 If were identified.

To compile the collected data, a matrix was created. This matrix contained 13 sites and ranked their compatibility within 26 criteria arranged into subsections such as regulatory constraints, biophysical relation, transportation, utilities, site usage, cost and visitor experience.

A site investigation and ranking exercise provided data within each criteria and from that the top sites were identified. Several sites, such as Auke Bay and Harris Harbor were disqualified by controlling issues such as not being downtown or clearances with the Juneau-Douglas Bridge.

2. How staff identified a need for 700 lineal feet of additional moorage

Small Cruise Ship Infrastructure Master Plan Presentation Follow Up

Page 2 of 2

Docks and Harbors staff approached the proposed float sizing from three perspectives.

First, reservation and capacity data was collected and analyzed to identify times the current facilities that serve the small cruise ships were at or over capacity.

There are three D&H facilities used by small cruise ships. The Intermediate Vessel Float (IVF), the Port Field Office Float (PFO) and the Inside of the Cruise Terminal (ICT). Reservations for these three locations are coordinated through the Port Field Office by a team of administrative staff who balance requests for reserved moorage with a limited amount of available space. A reservation at these facilities is so sought-after that staff routinely have to require vessels to disembark at a specific hour to allow another vessel to immediately moor.

Using this data, staff identified that reserve moorage requests are over capacity by more than 200 lf per day during the peak months. This unmet need for moorage is actually higher when transit vessels, such as a visiting fishing vessel or motor yacht, arrives unannounced and requests moorage space.

Second, the market study provided valuable data to identify the vessel sizes and surge days the industry wishes D&H to accommodate. As mentioned during the presentation, on a typical Sunday in the 2020 schedule, 4 vessels would bring the proposed 350' float to total capacity. Shifting these 4 vessels to a purpose built facility would not only provide the industry with the improved facilities they seek, but also provide the fishing fleet and visiting yachts moorage space at the IVF and PFO.

Third, the design vessel is 275' in length and providing a comfortable mooring arrangement of 35 ft bow and stern for mooring line scope on non-surge days was appropriate.

3. How could the new Egan Drive improvements impact access to and from the proposed NOAA/Seadrome Dock expansion

The proposed uplands expansion at the NOAA/Seadrome site includes fill and decking to provide additional parking and staging locations for both large and small coaches, typically referred to "A" and "B" zone vehicles. The recent reconstruction of Egan Drive in front of the Seadrome lot reduced the number of lanes of traffic from 2 inbound and 2 outbound to 1 in each direction and an uncontrolled turning lane.

Docks and Harbors staff believe the current use of the Seadrome lot is compatible with the proposed future state in that both size vehicles currently serve the existing small cruise lines that moor at this facility. "A" zone coaches are required by TBMP to turn right out of the lot and they utilize the roundabout at the Marine Parking Garage to leave the downtown core. "B" zone vehicles are physically able to turn left out of the lot and use the uncontrolled turn lane to wait to merge into the outbound lane of Egan. It's unclear if TMBP places the same no left turn restrictions on current "B" zone operators.

The future site design process would include a reevaluation of the vehicular load on the Egan access, but historical use of the site appear compatible with the proposed expansion.



MEMORANDUM

DATE: May 5, 2021

TO: Chair Hale and CBJ Public Works and Facilities Committee

FROM: Katie Koester, Engineering & Public Works Director

SUBJECT: Next Steps on Solid Waste Conversation

At the April 12 PWFC meeting the committee reviewed a staff memo informing the conversation on solid waste and a presentation by JCOS with accompanying paper titled "Juneau Solid Waste Fact Sheet and Recommendations for a Course of Action." The materials can be found [here](#).

In the interest of time, Chair Hale has scheduled follow up on solid waste for the June 7th meeting. There is a lot to discuss. At that meeting, we will cover:

1. Follow up from the JCOS paper that recommends actions the Assembly can take to tackle waste diversion and optimize current landfilling and other waste-handling options.
2. Follow up from the staff memo responding to committee questions on an alternate landfill site and the economics of diverting and shipping waste.
3. Odor control including an invitation for Waste Management to present on their well system upgrades, an update on work between the Utility and Waste management to stop landfilling biosolids in the interest of odor control, and ADEC's reply to odor complaints from City Manager Watt in March.

It would be helpful if the committee could review the materials from the April meeting and send any questions or requests for information my way so to help prepare for a productive conversation in June.

CALHOUN AVENUE ELECTRICAL UTILITIES

**Assembly Public Works and Facilities Committee
May 10, 2021**

Planning Commission Recommendation

- March 9th Planning Commission Meeting - Notice of Recommendation
 - *“the Planning Commission recommended that the Assembly direct staff to work with the neighborhood on possibility of burying the utilities.”*

Undergrounding Utilities on Calhoun

- CBJ does not own nor maintain the electrical (power, phone, cable) utilities
- AELP has stated the existing utilities are in good shape and are not programmed for replacement or maintenance.
- Cost: Rough Order of Magnitude estimate, completed with consultation from AELP: \$500k to over \$900k
 - Includes
 - Removal of one utility pole at 925 Calhoun located within 'orphan' sidewalk on uphill side. Currently, 40-inches of clearance exists between pole and retaining wall – ADA requires 30-inch minimum clearance
 - Removal of the utility poles behind or adjacent to existing retaining walls
 - Does not include any work on private property (trenching, permits, service entrance etc.)

Utility pole across at W 8th Intersection



Utility pole across from 826 Calhoun



Utility pole across from 836 Calhoun – W 9th Intersection



Utility pole in sidewalk – 925 Calhoun



Undergrounding Utilities on Calhoun

- **WOULD:**
 - Mostly remove aerial utility lines between W 8th and Goldbelt except as noted below
 - Remove an electrical pole from the “orphan” sidewalk on the uphill side of Calhoun (925 Calhoun)
 - Existing pole configuration in sidewalk meets ADA requirements – there’s 40” of clearance between retaining wall and pole, ADA requires 30” minimum.
 - Require easements on private properties to install electric, phone and cable transformers and pedestals to serve each property
 - The ROW is already confined and narrow and does not have room within it to accommodate the needed pedestals without narrowing / obstructing the sidewalks that have been widened to provide pedestrian safety or narrowing the roadway to below AASHTO minimum standards.
 - Require each property owner to excavate their private property to install conduits and reconfigure the overhead service drops to the underground installation.

Undergrounding Utilities on Calhoun

■ WOULD NOT:

- Remove poles and overhead wires from the following intersections due to line configurations and/or demolition of additional roadways (is possible to be accomplished BUT will substantially increase complications, costs and impacts to adjacent roads and are not included in above estimates.)
 - W 7th intersection
 - W 8th intersection
 - W 9th (undeveloped ROW) intersection
- Gain ROW space to straighten or widen the roadway configuration
- Provide any additional space to further widen the sidewalks
- Remove overhead lines between Goldbelt Ave. and Cope Park/Gold Creek

Past Underground Utility Information

- March 15 PWFC – Information Item - Underground Utilities Overview memo
 - CBJ Precedence: the CBJ does not underground overhead utilities in residential neighborhoods. We cannot afford it.
 - CBJ Code requires new subdivision developments to install underground utilities
 - Specific Code provision allows for existing aerial utilities to remain aerial

Past Underground Utility Information

- continued

- Neighborhoods undergrounding of electrical utilities
 - Neighborhoods desiring undergrounding work directly with utility companies and pay for installation.
 - Must reach agreement that *ALL property owners* want to participate in project or cannot remove aerial utilities.
 - Varying success in accomplishing undergrounding
 - Goldbelt Avenue worked directly with the utility companies to install “future” underground conduits during the 2005 reconstruction project. Aerial wires and poles still exist.
 - Neighborhood behind Governor’s Mansion, W 7th, W 8th, Distin and Indian Streets were unable to reach 100% property owner agreement to pay for the installation of underground utilities during the CBJ 2016 Governor’s House roads reconstruction project. Undergrounding did not occur.

Paying for Undergrounding of Utilities

- Neighborhoods desiring undergrounding encouraged to work directly with utility companies and pay for installation
- 2016 Governor's House Roads
 - Determination that CBJ could allow the use of a "Capital Improvement by Agreement" to provide financing to the neighborhood for payment of the utilities installations.
- Undergrounding never occurred due to the inability of the property owners to reach 100% concurrence to participate in the project. Capital Improvement by Agreement did not proceed.

Capital Improvement by Agreement

15.10.290 - Capital improvements by agreement.

When the owners of 100 percent of the property bearing the cost of improvements agree, the assembly may by ordinance authorize a contract for provision of such improvements in lieu of special assessments upon such terms and conditions as may be agreed upon. Any amounts due the City and Borough shall be a lien upon all real property involved in the same manner and with the same priority as special assessments hereunder and shall be subject to penalty and interest as provided for special assessments.

Capital Improvement by Agreement

- Similar, but different, process to a Local Improvement District
 - Participants and CBJ execute a formal agreement/contract for participation instead of inclusion by Assembly approval of the LID Formation Ordinance
 - Requires 100% of involved property owners to agree to enter into the agreement and agree to allow the financial encumbrance against their property
 - Would allow CBJ to finance the significant underground utility expense for the property owners
 - Rough order of magnitude cost estimate for undergrounding Calhoun utilities: \$500k to \$900k+. This does not include the work required on private property (trenching, permits, service entrance etc.).
 - 12 properties within this segment of Calhoun; the per property payment is estimated to be between \$42k and \$75k +, plus finance charges and market rate interest for the set period.
 - Would be annual payment, added to property tax bill.
 - LID repayment periods have been negotiable (past LIDs have been financed over periods between 5 and 10 years.)

What about a Local Improvement District?

- May be initiated by the Assembly or a majority of the impacted properties
- Cost per parcel would be high: unknown if Assembly would vote to burden individual properties with that large of an assessment and/or contribute and to what extent
 - Details of the LID process can be found on Engineering Website: <https://juneau.org/engineering-public-works/lid-process>

THE CALHOUN DETAILS

Additional background information included in following slides

OVERVIEW

- Currently Overhead Electric Utilities
- CBJ Does not own nor maintain electrical utilities
- One utility pole at 925 Calhoun located within 'orphan' sidewalk on uphill side
 - 40-inches of clearance currently exists between pole and retaining wall – ADA requires 30-inch minimum clearance
- Remainder of utility poles located behind or adjacent to existing retaining walls

Services to Properties

- Currently served by overhead power transformers and service drops for power, phone and cable
 - Transformers and drops currently do not occupy the limited valuable ground space
 - recall, the proposed road width is reduced to AASHTO minimum (18') and private property being acquired, where practical, to accommodate an increase in sidewalk width to 5' to the extent possible on the downhill side of Calhoun



Typical overhead transformer and service drops – across from 925 Calhoun

Underground infrastructure Located on the ground

- Electric: pad mount transformers
 - Require approximately 5'x5' area
 - Require 10' clear area in front of transformer cabinet for AELP to safely operate the equipment with use of “hot sticks”
 - Can be roadway and sidewalk, but will require stopping pedestrian and vehicular traffic for safe operation
- Phone and Cable pedestals
 - Require approximately 2' x 2' square area
 - Require practical clear space around pedestal to allow workers to perform service on pedestals

Typical ground surface utility installations

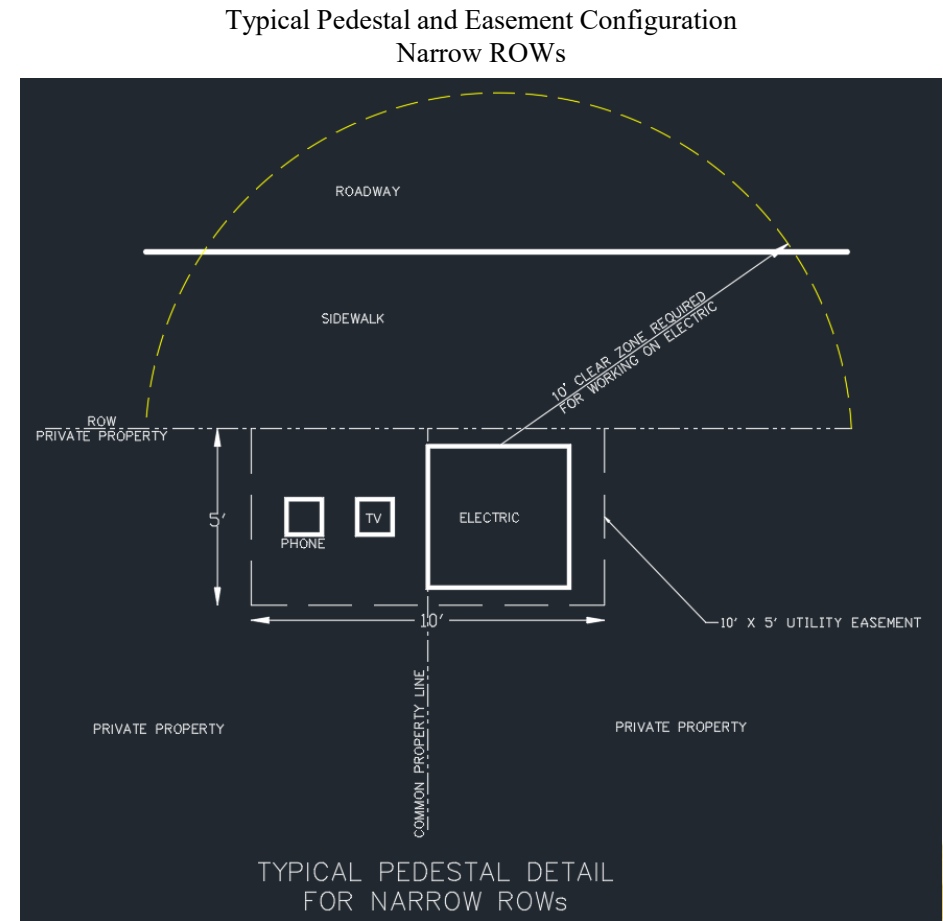
- Combination of pedestals requires approximately 5' x 10' of space
- Usually located in an easement on private property when in narrow or spatially restricted ROWs
- Usually straddle property lines to minimize impacts

Typical pedestal installation – Pond Vista Drive, Mendenhall Valley



Additional requirements for undergrounding utilities that are overhead

- Requires trenching within ROW
- Requires conversion of aerial weatherhead and electrical service entrance to underground service entrance
 - Requires trenching by private contractor from pedestals to service entrance (meter connection) on private property
 - Requires private contractor to convert overhead service entrance to underground service entrance



Overhead Electrical Service Entrance

Service Entrance and Meters for 814 Calhoun



Typical Underground Electrical Service Entrance

Underground Electrical Service Entrance – Pond Vista Drive, Mendenhall Valley



Cost Estimate

- Very rough order of magnitude of cost estimated at \$500k to \$900k (with consultation from AELP) to relocate aerial utilities from the poles between W 8th Street and Goldbelt Ave.
 - Does not include removing poles and overhead wires from the following intersections due to line configurations and/or demolition of additional roadways
 - W 7th intersection
 - W 8th intersection
 - W 9th (undeveloped ROW) intersection

Cost estimate doesn't include

- Acquiring and executing easements for pedestals to be located on private property
- Reconfiguration of private property service entrance from overhead to underground – requires private contractor (licensed electrician) and electrical building permit
- Trenching or restoration of private property for routing of underground conduit
- The additional work required to dig under or through existing retaining walls to install conduit for properties above the retaining walls
- Additional costs for roadway reconstruction of areas outside of the planned Calhoun Avenue Reconstruction project.

Challenges

- Shallow bedrock discovered within entire Calhoun project limits, will require expensive, very slow and potentially disruptive (vibration, noise, dust etc.) rock excavation to achieve proper burial depth of conduits
- Substantial communication trunk cable running through project uncertainty what additional costs will be associated with relocating this cable underground
- Difficulty in finding locations within limited ROW or on private property to locate pedestals to provide underground utility conduit drops to each property
- Reaching agreement with **ALL** property owners to participate in undergrounding utilities, otherwise aerial lines cannot be removed



Port of Juneau

City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

MEMORANDUM

DATE: May 5, 2021

TO: Chair Hale and CBJ Public Works and Facilities Committee

FROM: Erich Schaal, P.E. Port Engineer

SUBJECT: RAISE and PIDP Grant Applications

At the May 3rd Docks and Harbors Regular Board meeting staff shared a proposal to submit three (3) applications for the RAISE (formerly BUILD) grant program and one (1) for the PIDP (Port Infrastructure Development Program).

The four (4) grant applications include Dock Electrification Construction, Juneau Fisheries Terminal (planning and separate construction grant app) and Small Cruise Ship Infrastructure Construction.

The D&H Board unanimously passed a motion to direct staff to proceed with these federal grant applications. In addition, staff was approached by JCOS offering their commission members assistance in writing the sections that pertain to Juneau's sustainable future. JCOS members spoke in support of the grant applications and the board voiced a desire for D&H staff to collaborate with JCOS.

Docks & Harbors staff will be immediately to secure consultant assistance and JCOS involvement in the creation of these federal grant applications.

#

CBJ Docks & Harbors Grant Application Plan

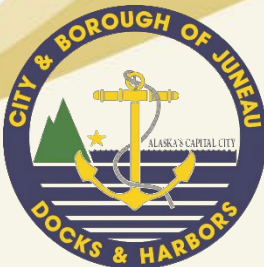
		RAISE Grant					PIDP Grant				
Project Name	Project Amount	Min \$	Max \$	\$ Grant Application	Match Req	App Limit	Min \$	Max \$	\$ Grant Application	Match Req	App Limit
Juneau Fisheries Terminal	\$25M	\$1M	\$25M	\$3M Planning	NO*	3	\$1M	\$57.5M	\$25M Const	YES	1
Dock Electrification (per berth)	\$12M			\$12M - \$24M Const							
Small Cruise Ship Infrastructure	\$25M			\$25M Const							
Juneau Marine Services Yard	\$25M										
Auke Bay Baywalk	\$12M	None	\$20M				\$1M*				
Planning Grants											

*Juneau is a rural applicant, so no match is required

* Planning grants compete with construction projects and will be ranked lower

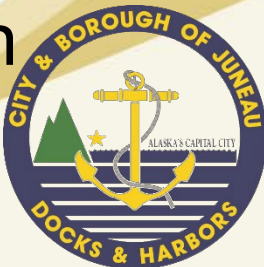
RAISE Grant - US DOT

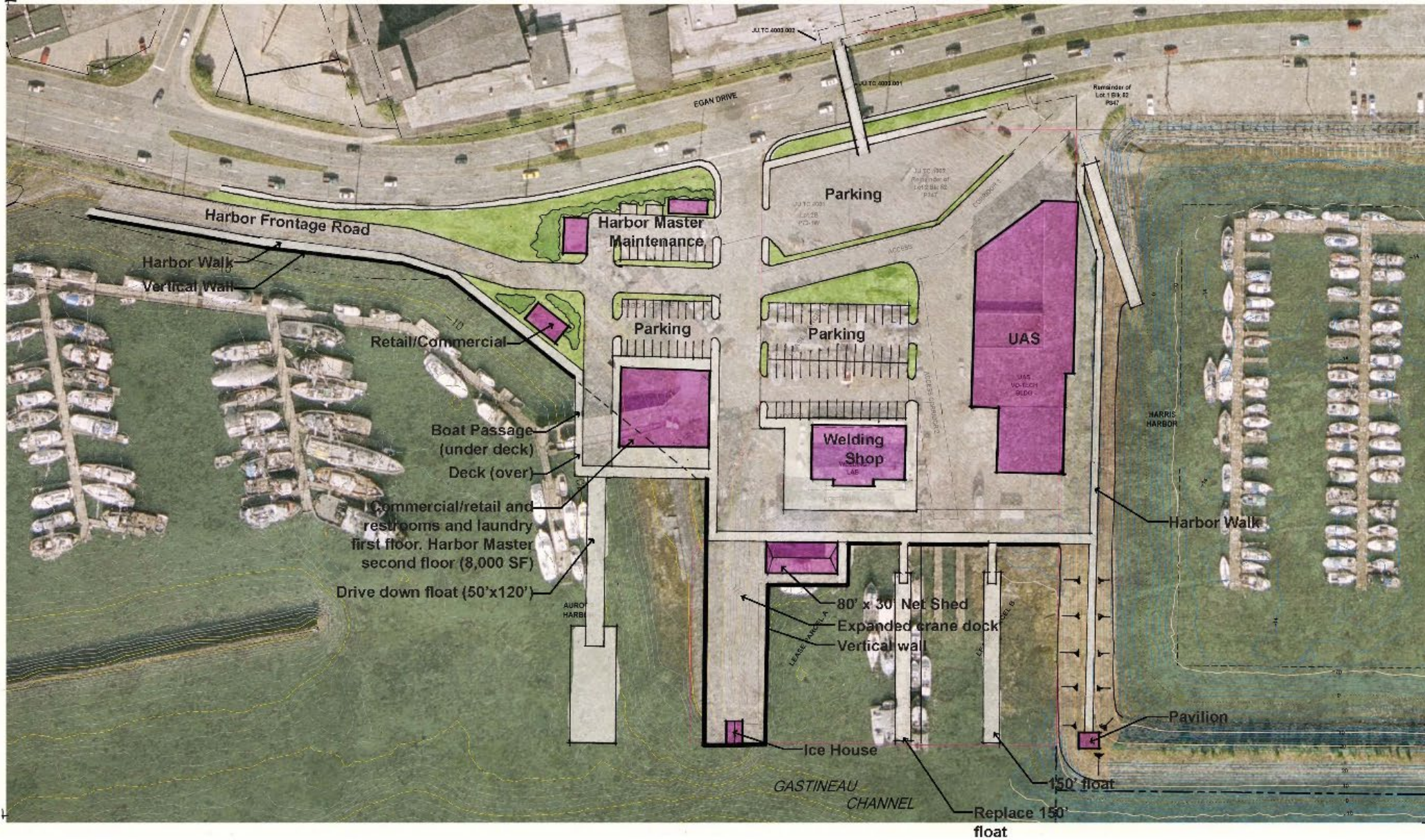
- Called the BUILD Grant last several years and TIGER originally
- RAISE (Rebuilding American Infrastructure with Sustainability and Equity)
- Grant applications due July 12, 2021
 - \$500M for Rural and \$500M for Urban
 - Juneau is Rural (less than 200K)
 - 80/20% match requirement for construction projects
 - \$1M min for rural construction grants (\$1.25M for project size)
 - \$100M limit per state
 - Rural submitters don't need match money



Planning and Design Grants

- \$30M max can go towards planning projects (out of \$1B)
 - At least \$10M must go towards planning projects in “areas of persistent poverty” (Juneau is not an APP)
 - Juneau would be vying for a portion of approx. \$20M.
- The Juneau Fisheries Terminal Budget outlines \$24.942 total cost
 - Construction: \$18,175,850
 - Engineering and Permitting: \$2,618,868
 - Contingency (15%): \$2,693,214
 - CA and Inspection: \$1,454,068
- Ask for approx. \$2.75M divided in the three options outlined in previous grant applications

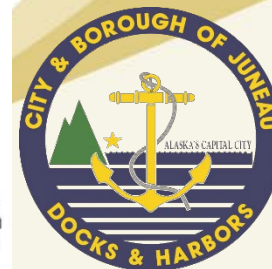
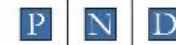


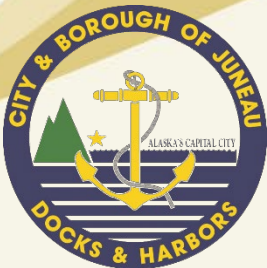
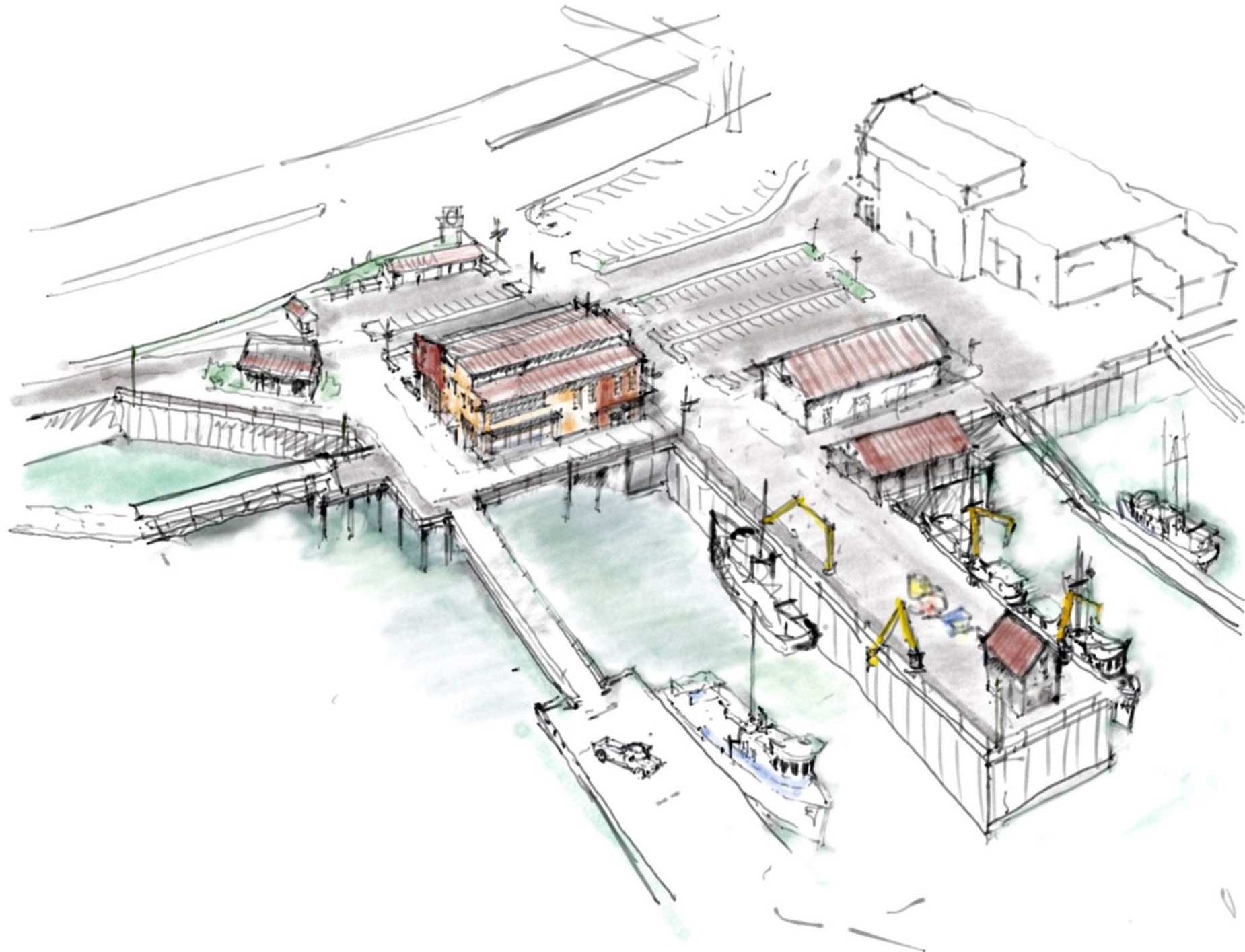


Juneau Harbors Master Plan & Feasibility

UAS and Fisherman's Terminal

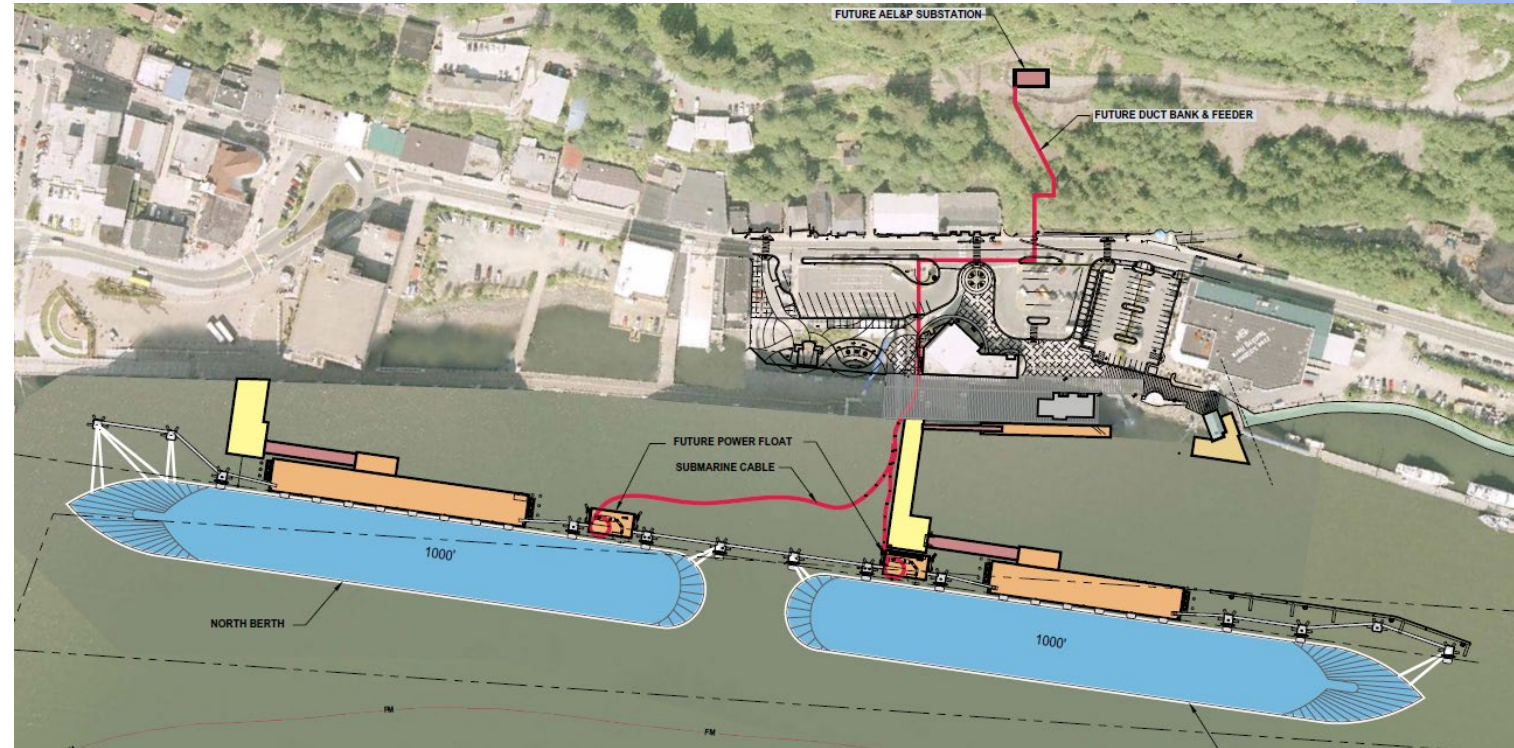
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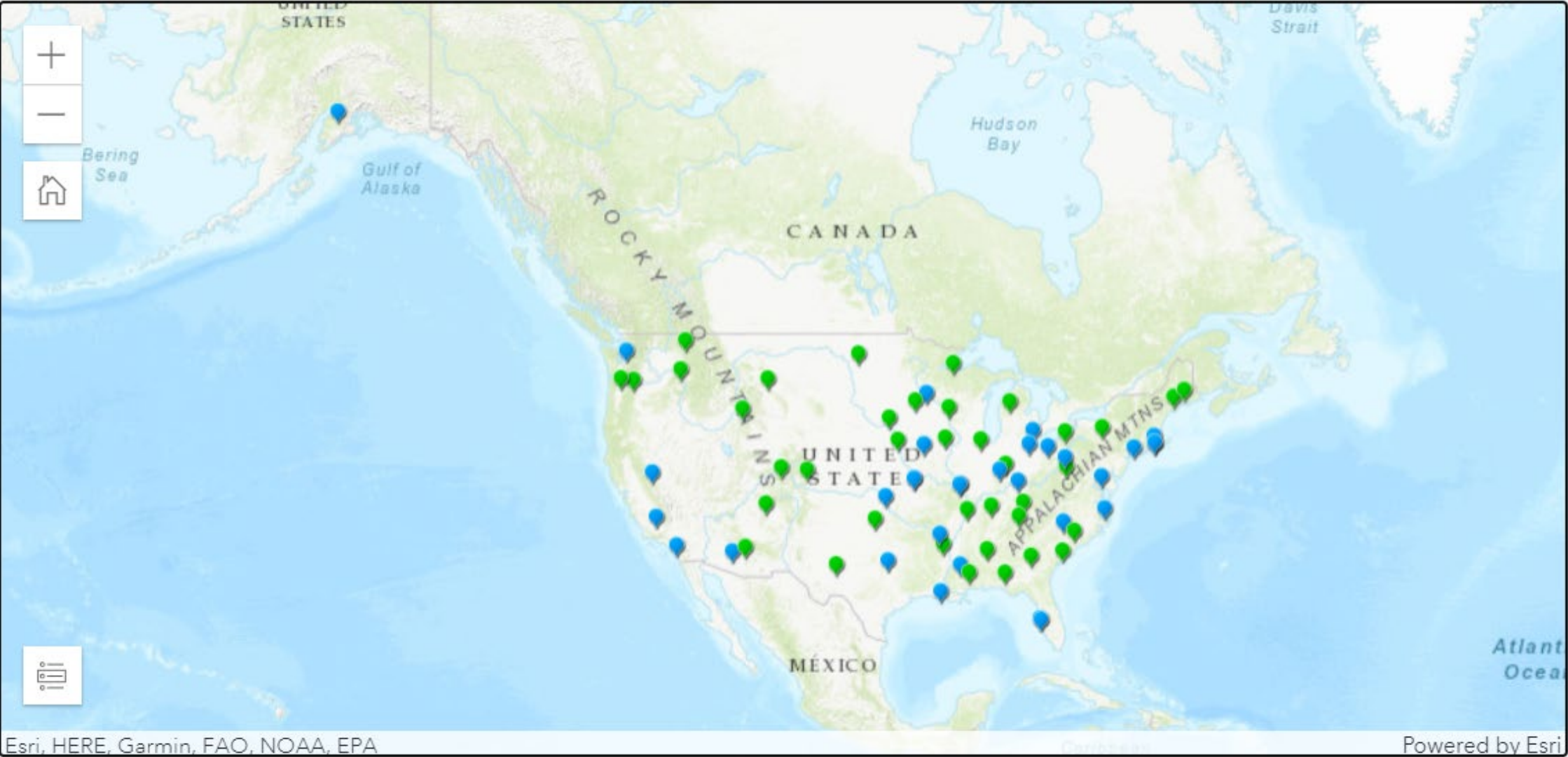




Is Cruise Ship Berth Electrification An Option?

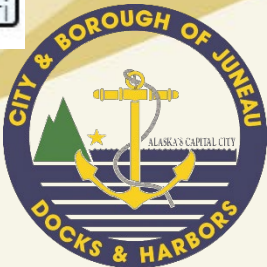
- Yes, shore tie power is specifically mentioned as supported infrastructure
- No match is required due to Juneau's Rural status





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155 S Seward Street • Juneau, AK 99801

May 6, 2021

To: Beth Weldon, Mayor, City and Borough of Juneau
CBJ Assembly Members
Rorie Watt, CBJ Manager

From: Gretchen Keiser, Chair, Juneau Commission on Sustainability

Subject: 2021 Federal Grant Opportunities for Juneau Dock Electrification
and Other Port Infrastructure

Situation. Two large U.S. DOT grant funding programs are now available that could fund CBJ Docks and Harbors port infrastructure. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application is due July 12, 2021, and the Port Infrastructure Development Program (PIDP) application is due July 30, 2021. This memorandum primarily focuses on dock electrification and discusses timely action on the tremendous federal RAISE grant opportunity.

Opportunity. CBJ has the ability to secure up to \$25M in competitive programmatic (not earmarks) RAISE funding for Juneau infrastructure which would not only improve the Juneau port, but also increase the economic vitality of Juneau and improve the quality of life. The CBJ has a compelling duty and responsibility to submit a grant application that would meet Juneau's long-identified dock electrification infrastructure needs. The federal grant not only maximizes and leverages our community values as a climate-savvy city and tourism destination. but also leverages CBJ funds for economic and environmentally sustainable infrastructure that would otherwise rely on local taxpayers.

Dock Electrification Funding. The RAISE funding under the current administration explicitly addresses climate change in its new grant formula. The Notice of Federal Opportunity published in the Federal Register mentions climate change 16 times, zero-emissions 3 times, and port electrification 3 times. Additional weight is provided to rural communities (under 200,000 population) and communities with high populations of indigenous or Native Americans. USDOT will assess whether the project focuses on environmental sustainability that will result in lower or zero greenhouse gas emissions and directly supports a local Climate Action Plan. A Juneau dock electrification project meets or exceeds the criteria required to obtain competitive funding, especially considering that most port communities do not have a Climate Action Plan. *Juneau's Climate Action & Implementation Plan* (JCAIP adopted by the CBJ Assembly in 2011) explicitly sets goals for dock electrification, and *Juneau's Renewable Energy Strategy* (JRES adopted in 2018) points to community resilience and significant energy savings as community benefits from dock electrification.

In summary, the RAISE funding opportunity criteria and priorities position and enable CBJ to be **extremely competitive** in obtaining federal funding for dock electrification.

RAISE Grant Parameters: \$1B in total funding for surface transportation, of which \$500 million is dedicated to communities with less than 200,000 population. An award cannot be less than \$5M and no more than \$25M. Funds must be completely spent by September 30, 2029. A grant requires a 20% non-federal match; a \$25M grant request would require a \$5M match for a \$30M Project. Rural community applicants may be able to reduce the match requirement, but committed match demonstrates “skin in the game” and strengthens any application. Therefore, it appears that the match does not need to be paid upfront but must be committed by a selected applicant, after satisfying administrative requirements, as part of the federal award obligation in a written grant agreement with USDOT by the deadline of 9/30/2024. The funds must be spent no later than the 9/30/2029 deadline. The grant selection criteria include safety, environmental sustainability, economic competitiveness, quality of life, partnerships, and innovation. As noted above, the project must explicitly address climate change, be identified in a local Climate Action Plan, and reduce or eliminate carbon emissions. A project receives grant points if the community has populations of indigenous or Native Americans. Also, the RAISE grant program allows up to three separate applications from a community.

Community Support. CBJ and JCOS committed to dock electrification as a community goal well before the City’s 16B dock was built. Furthermore, CBJ’s 16B bond promotional brochure for the public touted dock electrification as a project benefit to reduce local emissions and improve air quality. And now, there are already major community letters of support for CBJ to seek federal funding for dock electrification: Downtown Business Association; Alaska Native Brotherhood (Camp 70 Glacier Valley); Norwegian Cruise Line; Juneau Electric Vehicle Association; Renewable Juneau; Royal Caribbean Group; IBEW 1547; UnCruise Adventures; Alaska Interfaith Power & Light (8 local congregations); IOUE Local 302; Goldbelt Corporation; University of Alaska Sustainability Group; Alaska Miners Association; Associated General Contractors of Alaska; and the Juneau & Vicinity Building and Construction Council, Inc. Broader community support for dock electrification is also identified as action steps to reduce downtown emissions in the JCAIP, JRES, Blueprint Downtown Juneau, Juneau Clean Port Initiative (JCOS), and the 2020 Visitor Industry Task Force recommendations.

RAISE Grant Timeline. July 12, 2021 (5:00pm EDT) submission deadline. A crucial milestone is prior registration via Grants.gov, which can take up to four weeks. Key pieces of the application include

- updated costs and engineering drawings from 2016 *Port of Juneau Cruise Ship Berths Shore Tie Power Study* (PND Engineers, Inc.) and pending 2021 study;
- project description and sustainability/climate action narrative;
- a benefits-cost analysis;
- additional letters of support from community, Denali Commission, and Congressional delegation; and
- a project budget and identification of the match funding.

All portions of the application should be professionally integrated and completed before July 4th.

Current Status. At its May 3rd meeting, the CBJ Docks and Harbors Board unanimously approved a resolution to pursue RAISE funding. At that meeting, JCOS offered to team up with D&H staff to assemble the grant application. The D&H Port Engineer will take the lead, and JCOS committed time and effort to the grant application at its May 5th meeting. JCOS is ready to shoulder additional solicitations for support letters and drafting significant portions of the project description and narrative in a collaborative manner with D&H and other CBJ department members. JCOS also committed to help identify the project’s benefits for the benefits-cost analysis. JCOS has also offered to assist D&H staff, as needed, on other grant applications D&H will be pursuing under the RAISE and the PIDP grant opportunities. Juneau can do this!

cc: Erich Schaal, CBJ Port Engineer



MEMORANDUM

TO: Katie Koester
Engineering & Public Works Director

FROM: Greg Smith
Contract Administrator

Date: May 5, 2021

SUBJECT: Contracts Division Activity
April 7, 2021, to May 4, 2021

Current Bids – Construction Projects >\$50,000

BE21-177	CCFR Wide Vehicle Exhaust System Replacement	NTP issued 04/14/2021 to Island Contractors. \$572,930.
BE21-159	JNU Fire Alarm Upgrade	Estimate \$272,000, two bids received on 3/16/21. Low bidder Johnson Controls Fire Protection, \$297,523. Award in progress.
BE21-149	BRH Behavioral Health Facility	NTP issued 04/14/2021 to Dawson Construction for \$8,459,200.
BE21-189	Sayeik Gastineau Elementary School Roof Replacement	Estimate \$1.25 million, 3 bids received on 03/18/21. NTP issued to Earhart Roofing Company on 4/13/21, \$861,750.
BE21-144	Rainforest Recovery Center Exterior Upgrade	Estimate \$511,000, four bids received on 4/6/21. NTP issued to Island Contractors on 4/14/21, \$403,476.
BE21-236	Auke Bay School Water Damage Repair	Estimate \$240,000, four bids received on 4/21/21 NTP issued to Island Contractors on 5/3/21, \$143,350
BE21-215	Douglas 4 th Street Utilities and Drainage	NTP issued 05/03/2021 to Glacier State Contractors, Inc for \$1,639,211.
BE21-161	2021 Area Wide Paving	Estimate \$390,000.00. Two bids received on 04/20/21. Award in process to SECON for \$377,980.00
DH21-036	Harris Harbor Anode Installation	Estimate \$254,000.00. Three bids received on 04/14/21. Award in process to Global Diving & Salvage, Inc.
BE21-219	Crest Street Reconstruction	Estimate \$2,000,000. Bids due 5/18/21
BE21-240	Mendenhall River Community School Site and Playground Upgrades	Estimate \$225,000. Bids due 5/5/21
BE21-263	Stabler Point Quarry Overburden Removal.	Estimate \$263,000.00. Bids due 06/03/2021
BE21-150	Tongass Boulevard Reconstruction, Phase 1	Estimate \$1,823,300.00. Bids due May 11, 2021
BE21-238	Lynn Canal Fire Station Replacement	Estimate \$175,000.00. Bids due May 18, 2021
BE21-164	BRH Site Improvements	Estimate \$1,700,000.00. Bids due on June 9, 2021

Current RFP's – Services

RFP E21-163	Design and CA for Treadwell Ice Arena, Consolidated Public Works & Douglas Fire Station/Library - HVAC Controls	NTP issued to Alaska Energy Engineering on 4/26/21, \$20,580 for condition surveying, energy audits, and functionality reports.
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Contracts Division Activity
April 7, 2021, to May 4, 2021

	Upgrades	
RFP E21-084	Design and CA for the Electric Bus Charging System	NTP issued to Morris Engineering on 4/29/21, \$142,530.
RFP E21-233	Term Contract for Painting Services	Five proposals received on 4/15/21, Dave's Painting, SEAK LLC, and Herr's Painting were selected.
RFP E21-234	Term Contract for Plumbing Services	Three responsive proposals received on 4/15/21, under evaluation.
RFP E21-239	CA/I for Douglas 4 th St. Utilities and Drainage	Two responsive proposals received on 04/23/21. Award in process to proHNS, LLC.
RFP E21-244	Design for Outer Drive and West Juneau Wastewater Lift Station Improvements	Two responsive proposals received on 04/30/21. Under evaluation.
RFP E21-260	CA/I for Tongass Blvd Reconstruction	Proposals due 05/17/2021
RFP E21-249	CA/I for 2021 Area Wide Paving	Two responsive proposals received on 05/05/2021. Under evaluation.

Current RFQ's

	None	
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Other Projects – Professional Services – Contracts, Amendments & MR's >\$20,000

PA 1 to E20-139(NWA)	CBJ Lynn Canal Fire Station Roof Replacement	NTP issued to Northwind Architects, LLC on 03/17/21, \$25,110.40
Am 2 to E21-137	Capital School Park Reconstruction	NTP issued to MRV Architects on 04/05/21, \$25,920.
PA 13 to E18-224	BRH COVID Test Lab Construction Professional Services	NTP issued to Wilson Engineering on 4/21/21, \$112,949.

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

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

PA 10 to E19-122(C)	BRH Cardiac Stress Test Lab Renovation	NTP issued to Carver Construction on 4/22/21, \$47,984.
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Term Contracts for Small Civil & Utility Construction Services (>\$20,000)

	None	
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Term Contracts for Sportsfields Surface Maintenance (>\$20,000)

	None	
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Utility Agreements (AEL&P)

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

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

Contracts Division Activity
April 7, 2021, to May 4, 2021

Page 3

	None	
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Construction Change Orders (>\$20,000)

	None	
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MR E20-139 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

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